



## **Consultation Statement**

Portland Town Council  
June 2019

# Consultation Statement - Portland Neighbourhood Plan

## Part 1 Community Consultation

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Part One of this report covers the history of those consultations primarily directed at groups and businesses within the Portland Neighbourhood Plan Area.

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## Preface

This Consultation Statement has been prepared by the Portland Neighbourhood Plan Working Group to conform to the legal obligations of the Neighbourhood Planning Regulations 2012.

Section 15(2) of Part 5 of the Regulations sets out what a Consultation Statement should:

- (a) Contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan
- (b) Explain how they were consulted
- (c) Summarise the main issues and concerns raised by the persons consulted
- (d) Describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

Part 1 of this Consultation Statement summarises all statutory and non-statutory consultation undertaken with the community in the development the Portland Neighbourhood Plan.

The aims of the Portland Neighbourhood Plan consultation process were to:

- ‘front-load’ the consultation, so that the Plan could be informed by the views of local people and other stakeholders from the earliest stage,
- ensure that consultation events and drop-in sessions enabled people to ‘have their say’ and get feedback on the emerging plan at key points in the process and when decisions were required,
- engage with as wide a range of people as possible, using a variety of events and communication techniques
- ensure that the results of consultation and updates on the neighbourhood plan were provided for local people as soon as possible after consultation events through the most appropriate and widely read media.

## Part 1: Community Consultation Statement

Portland Town Council was keen to ensure that the Neighbourhood Plan was a community-led document. The Portland Neighbourhood Plan Working Group was established from community volunteers with Town Council representation and the widest range of people and groups have tried to be engaged.

Consultation was undertaken by the Working Group working to a strategy and programme that was prepared, with some guidance from our consultant.

Consultation events and surveys took place at the following stages in the neighbourhood planning process:

<b>Portland Neighbourhood Plan – Consultation Events</b>	
<b>Event</b>	<b>Date(s)</b>
Neighbourhood Plan Initial Consultation	Jan 2013
Community Survey	June-Sept 2014
Youth Survey	Sept-Nov 2014
Community Groups Consultation	Autumn 2014
Feedback of Community Survey and Updating (High Level Review)	Oct -Dec 2014
Vision and Strategic Objectives Consultation	Dec 2014 – Jan 2015
Economic Vision and Action Plan Consultation including Community Economic Development	Mar 2015- Jan 2016
Policy Specific Consultations	2016-2017
Heritage and Character Study Consultation	Late 2016 – Mid 2017
SEA Scoping Report Consultation	May 2017
1st Version of Plan Informal Consultation	Nov 2017-Jan 2018
Pre-submission Version of Plan Consultation including draft SEA	Jun-Aug 2018

### 1. Background to Consultation on Neighbourhood Plan

Portland Town Council agreed to undertake a Neighbourhood Plan (NP) in 2012 following Community led work to inform the Local Plan development. A community-based Working Group was established by the Town Council to carry out the neighbourhood planning and to report regularly to the Portland Town Council NP Management Group as well as including a standard reporting agenda item on the Town Council's Planning and Highways Advisory Committee.

The level of consultation that has been undertaken for the Neighbourhood Plan goes beyond that required by legislation as the Town Council and its Management Group has continuously sought to work with the local community to make the Plan, as much as possible, reflect the Community's views and wishes. We have worked closely with Weymouth and Portland Borough Council and thanks should be given for their support and encouragement in this regard.

In preparing the Portland Neighbourhood Plan the Management and Working Groups have consistently ensured that residents and other stakeholders including local authorities, interest groups, land owners, businesses and statutory bodies have regularly been consulted and that their comments have been noted and where appropriate incorporated into the plan as it evolved. In order to make available information, minutes and notices, and update residents and stakeholders on the progress of the Plan an early decision was taken to produce a Neighbourhood Plan website so that as much as possible could be made easily accessible online and an easy method of feedback could be established. Key stages of the plan's progress have been reported via the timeline shown [Link to Timeline Page](#).

We have also compiled a short overview summary of the various consultations and other related plan development activity and this can be found at [Document Library 2019 Entry](#)

During the period of the plan’s development Planning Guidance has placed increasing emphasis on the role of town councils and this has been reflected in the way in which community representatives have worked with members and officers.

We have also actively engaged with both Dorset County Council regarding their Public Estate rationalisation programme and also the Clinical Commissioning Group review of services as we believe both these are relevant to a spatial policy approach to our planning and a focus on the level of brownfield land supply available.

## 2. Summary of Consultation Approach to Engage the Community

A number of key community consultation stages were identified at the outset and set as key milestones in the Project Plan. An outline Community Engagement Strategy including method statements was agreed during 2013. Its purposes included:

- enabling each consultation stage to be properly planned for
- ensuring the community at large understood when and why they were being consulted.

The Outline Community Engagement Strategy<sup>1</sup> for the Portland Neighbourhood Plan is included as Appendix 1 to this report. It is founded on a number of important principles:

- Publicising as widely as possible,
- Utilising a variety of methods,
- Applying the right method to the task and the required outcomes,
- Providing appropriate levels of assistance, explanation and interpretation,
- Maximising access and opportunity,
- Encouraging reaction and feedback,
- Reporting back on what was said and how it has been interpreted.

Aside from these highly programmed and organised consultation ‘events’. The Working Group has been keen to facilitate a continuous two-way dialogue between the Management Group and the community at large. This has been achieved by:

<b>Communication Methods:</b>	<b>Brief Description:</b>
Website	We have engaged a professional website developer who is local and supports community development. The website is therefore an active part of our communication strategy.
Reporting in person	Wherever possible and when resources allow, we provide an opportunity via the Neighbourhood Management Group meetings or via drop in events to engage at an individual level.
Social Media	Rather than manage our own Facebook page we share information into other pages which have several thousand local members. Where we spot relevant issues developing in a thread, we try to orientate discussion around the evidence or information within the draft plan resources by linking to the website.
Local newspapers and newsletters	The monthly Free Portland News is distributed across Portland and as well as specific notices being inserted, we also, where possible, provide a monthly update.

<sup>1</sup> The Community Engagement Strategy has been available to view online since January 2014 and can be found at: <https://www.portlandplan.org.uk/>

	Information in the Dorset Evening Echo tends to focus around specific consultation events.
Broadcast Media	We have used this when appropriate with a couple of interviews having been held and promotion of consultation activity where appropriate.
Pop Up Banners	We designed three banners for the Informal Consultation stage which were not date dependent and so have been used for the Regulation 14 stage. These have been located in areas where there is either a high volume of footfall or where the awareness of the Plan's intentions would be useful to communicate.
Flyers and Posters	Whenever there is a consultation event, we ensure that posters are displayed in main areas. We also have produced flyers which are delivered to businesses in the main shopping and business areas to ensure owners who may not live on the Island are aware of the work going on. Also, where a community group may be difficult to reach, we try to ensure they also have flyer information.

### 3. Equality and Inclusivity

We recognise that the foundation of a good neighbourhood plan is an effective and inclusive programme of consultation and engagement. Our aim was to reach everyone who had an interest in the future of the area including people living, working or doing business here, those who deliver services to the local communities and people who have influence over the future of the area. We wanted to communicate and listen to everybody with a view; regardless of gender, ethnicity, colour, disability, religion, family responsibility, age, occupation, marital status, sexual orientation or trade union affiliation. We made efforts to reach those that others have traditionally found hard to reach and hard to hear. We agreed a communication strategy as part of an overall consultation and engagement plan, both to guide our approaches and monitor our effectiveness.

#### 4. Initial Launch Event

It was decided to 'launch' the neighbourhood plan process by holding a 'drop-in-type' events in January 2013 which would focus on: raising awareness and informing the community about the process and timetable; what a neighbourhood plan is and can achieve; and asking the community to get involved in producing the Plan. It was also intended to ask about some of the key planning and development issues that residents felt could be addressed in the Plan.

At the same time, to maximise the effectiveness of the launch period, the full range of local and strategic stakeholders were informed about the Town Council's intentions and the launch event. (We report on their response in Part 2 of this Consultation Statement.)

Portland Neighbourhood Plan Launch Event	
Date(s)	14 <sup>th</sup> and 21 <sup>st</sup> Jan 2013
Location(s)	Underhill Junior School and Royal Manor School
Attendance (Nos.)	150

##### 4.1 Who was consulted?

An invitation was extended to all residents and businesses on Portland to attend one of two launch events for the Portland Neighbourhood Plan (see Appendix 3).

##### 4.2 What did they say?

Approximately 150 attendees produced just under 500 response cards and narrative details of these cards were transferred to a spreadsheet for analysis. The spreadsheet produced by the Young Organisers. Each of the comments were reviewed. It was considered that there several sub-themes arising (Housing, Community Facility, Tourism, Employment, Roads & Transport, Leisure and Recreation). The comments were therefore extracted and placed under each sub-theme to which it was felt that the comment was relevant. Some comments therefore appear under more than one sub-theme heading. In all cases the comments audit trail of venue and card number was maintained.

##### 4.3 How were the issues and concerns responded to?

A detailed report was considered by the Working Group and a Summary Report<sup>2</sup> was produced for the benefit of the Management Group and the community at large. It was made accessible on the website at the earliest opportunity. An article was subsequently published in the Free Portland News (see Appendix 4) thanking local people for sharing their thoughts and idea and summarising what we had been told. A series of possible actions in response to the comments were discussed and the agreed actions were subsequently carried out by the Working Group. See [Summary of 2013 Consultation](#) for more details.

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<sup>2</sup> The Summary Report has been available online since 2013 and can be found at: <https://www.portlandplan.org.uk/document-library/>

## 5. Community Survey

Following the confirmation of the Plan area in late 2013 .During the Spring of 2014 we prepared an evidence report [Evidence Report](#) and information from this document together with details from the initial consultation allowed us to prepare for a main consultation in the Summer of 2014.We focused June 2014 as a Survey Month ( this was subsequently extended to the end of August 2014). It was heralded by a feature in the Free Portland News (see Appendix 5) with subsequent reminders (example Appendix 6). A Community Questionnaire was designed with the help of the Community Organisers (see Appendix 7).

We distributed a community questionnaire which:

- provided some feedback from work we have done on understanding the key issues for the area (i.e. help to set out some context)
- asked questions about some of the local issues which have come to light so far during the process
- asked questions to help fill gaps in our understanding of key local issues and problems
- asked about people’s aspirations for their themselves and their neighbourhood.

The questionnaire/survey was delivered via the Free Portland News to households across the Island and as well flyers were also distributed to advise of the consultation. Information was also reported in the Dorset Evening Echo The printed survey was also available at a number of locations across the Island as well as being on the website.

Portland Neighbourhood Plan NP Questionnaire	
Date(s)	June-July 2014
Deliver Method(s)	Via Free Portland News, copies at Osprey Leisure, Portland Town Council, Island Community Action Offices, and Jackson’s Café. Also available online via the Plan’s website.
No. of questionnaires delivered	Approx 5,000
No. of completed questionnaires returned	408
Return Options	Drop-off Points at: Island Community Action Offices, Easton Jackson’s Café, Fortuneswell Osprey Leisure Centre Town Council Offices, Fortuneswell.

### 5.1 Who was consulted?

The questionnaire/survey was delivered via the Free Portland News to households across the Island and as well flyers were also distributed to advise of the consultation. The printed survey was also available at a number of locations across the Island as well as a number of drop-in events occurred (see Appendix 8)

An online option was made available at [www.portlandplan.org.uk](http://www.portlandplan.org.uk).

### 5.2 What did they say?

Over 400 persons completed a questionnaire and provided valuable feedback and opinion on a variety of matters including: shopping, community and social life, work, travel and housing. Community opinion on some of the key issues that had been identified previously (during launch events) showed the following:

- *Wind, solar and wave farm developments are necessary and acceptable, 73% agreed,*
- *More retail developments on Portland are acceptable, 74% agreed,*
- *The motor vehicle should be less dominant on Portland, 41% agreed, 42% disagreed,*
- *We need to develop different transportation networks on Portland, 66% agreed,*
- *Underhill needs a relief road, 66% agreed,*



- *Portland must strive to grow internally to become a self-supporting (sustainable) community, 77% agreed,*
- *We need more houses appropriate for the Island's current and future needs, 64% disagreed but 67% said we need more affordable housing for local people and 61% more suitable and affordable housing for older residents,*
- *We need to encourage more business and commercial development, 78% agreed,*
- *We need additional off-street parking facilities on Portland, 80% agreed,*
- *The footpath network on Portland is sufficient, 58% agreed, 37% disagreed.*

An initial report of survey<sup>3</sup> was made available on the neighbourhood plan website.

We sought Dorset County Council's Statistics section views on the level of response. They advised that they would consider this to be of a sufficient size to be relied on.

### **5.3 How were the issues and concerns responded to?**

A full report of survey was considered by the Working Group in October 2014. A Discussion and Review Report was circulated in October 2014 to inform people of what we had been told by the community survey and to stimulate the next stage of consultation with the community to explore the scope, strategies and potential policies of the Neighbourhood Plan. See Appendix 13 and [High Level Review](#).

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<sup>3</sup> [2014 Consultation Summary](#)

## 6. Community Context

Alongside the community questionnaire we wrote to all the community-based organisations, groups and local businesses on several occasions. Our initial communication was aimed at ensuring that all such bodies were aware of neighbourhood planning in the area and had an opportunity to make a contribution. We also asked them to encourage their 'members' to participate in the neighbourhood planning process. A copy of the initial standard letters are included in Appendix 9. Further consultation letters (normally emails) reported on progress and invited comment Groups were also advised to monitor social media or the Free Portland News.

In addition, at this same time The Borough Council re-started their 'Working With You' Consultation Programme which was directed at the more deprived areas (Underhill) and their consultation work was also mapped onto the Neighbourhood Plan themes and action plan.

### 6.1 Who was consulted?

A list of all bodies that were written to is included in Appendix 10, where groups were known to meet at venues posters and flyers were left at appropriate venue information boards etc. The dates and purpose of our communications is shown below:

Portland Neighbourhood Plan NP Local Groups Consultation		
Date:	Method	Purpose:
	Letter/email	Inform groups of launch of NP and invite initial comments
	Letter/email	Inform groups of community questionnaire
	Letter/email	Inform groups of response to surveys and next consultation stage

### 6.2 What did they say?

In direct response to the letter there were only a few responses as in subsequent discussions most felt that a Neighbourhood Plan would not impact on their work. The 'Working With You' programme has stop-started over the period since 2014.

### 6.3 How were the issues and concerns responded to?

In the main most issues raised were already being reflected in the wider work or were not land development issues.

## 7. Business Survey

The Portland Neighbourhood Plan Working Group made it known that it was prepared to hold of specific consultations with local groups and organisations as necessary, to ensure that their views and opinions were heard. A parallel business consultation occurred in mid-2014. Notice is shown at Appendix 11 and the survey itself at Appendix 12.

### 7.1 How we consulted?

It was agreed to distribute a survey to all business on the Island. This again was promoted via the Free Portland News as well flyers to all accessible distributed. We worked with the Borough Council's Economic Development Team to ensure coverage.

### 7.2 Who was consulted?

As set out in 7.1 we tried to ensure coverage of the Business Community across the Island.

### 7.3 What did they say?

We were advised that a 10% response (approximately) is not that unusual for a neighbourhood plan business survey. The cross section of businesses that responded and the issues raised did provide a degree of confidence in regard to issues. Feedback details were included in the High-Level Report Appendix 13 which was circulated. This allowed further funding support to be obtained from the Borough Council to allow development of an Economic Vision for Portland within this process a Business Led Board was formed which has an active network across businesses. This process was led

by the Portland Community Partnership who work with the Town Council to progress the Neighbourhood Plan. The work involved further consultation activities and feedback during 2015 and into early 2016. See pages 4-6 on this link for more detail [Narrative Content to Timeline](#) Culminating in a report and action plan issued in January 2016 see [Economic Vision for Portland Submitted Version](#)

## **8. Youth Survey**

The Portland Neighbourhood Plan Working Group made it known that it was prepared to hold of specific consultations with local groups and organisations as necessary, to ensure that their views and opinions were heard.

### **8.1 How we consulted?**

A series of events were held at Local Schools. A summary of feedback from the secondary school is shown at Appendix 14. The junior school response is shown at Appendix 15. In addition, which wrote to the Local Youth Leader who had contact with several groups and he held some informal discussions and his feedback is shown at Appendix 16.

### **8.2 Who was consulted?**

Schools and Local Youth Leaders.

### **8.3 What did they say?**

There was some doubt as to whether a 'questionnaire' was the right approach to engaging with young people. There are some 2,500 10-24-year-old residents on Portland. Achieving a written response from 70 of them (under 3%) rather confirmed what the doubters were saying. There is considerable experience and understanding of youth work and youth issues on the Island, it was agreed that other approaches should be tried, but the youth survey results, should not be dismissed, but could be used best as the springboard for further consultations that are facilitated in a less structured and more imaginative way. It is considered that as the Plan comes into force and there is more awareness of local involvement in developer contributions etc then this will enhance the feedback loop from these groups.

## 9. Vision Aims and Objectives Consultation

The Portland Neighbourhood Plan Working Group undertook work to analyse and interpret the information we gathered and what we had been told through various surveys and consultation events. We used all this 'evidence' to prepare a set of draft aims for the Neighbourhood Plan. These were then used to develop draft objectives and an overall vision statement.

We held a community consultation which presented our findings and set out, for the public to consider, the key neighbourhood planning and development issues and opportunities presented to us to date. The consultation also set out the key emerging themes for the Plan. We shared what we considered could be the Vision, Aims and Objectives of the Plan. We asked the community if these set the right agenda and direction for the Plan. Our purpose was to leave this phase of consultation with a good idea and some certainty of the sorts of policies and proposals that the Plan should contain and, importantly, which the community support. From the consultation we also wanted to be in a position to draw-up a range of options, where options were possible, for certain policies and proposals that might be in the Plan.

As it was felt important to engage the new Town Council members who had been elected in May 2015 a variety of workshop sessions were promoted based around Town Council members involvement together with invited representatives from other groups including Dorset Wild Life Trust.

Portland Neighbourhood Plan - Vision, Aims and Objectives	
Date(s)	December 2014 and January 2015
Location(s)	Collection points Osprey Leisure Centre, Jackson Café Fortuneswell, Whitestones Café Easton, ICA Offices Easton, Town Council Offices, Fortuneswell
Attendance (Nos.)	84 written responses 68 within cut-off period-Short Survey

### 9.1 Who was consulted?

Promotion of the consultation was advertised in the Free Portland News December 2014 and January 2015 editions. Two types were produced a short and long form. See Appendix 17 and 18.

### 9.2 What did they say?

The aim of the consultation was to capture any views about the Vision and Objectives and to place the Objectives in order of significance using survey software which relatively ranked responses (numeric value in brackets). An analysis Appendix 19 showed that this was:

- Employment – Recognising Portland as an important area for employment, training and jobs (4.32),
- Environment – Avoid unsympathetic development and encourage the improvement of services (4.03),
- Business – Encourage the development of existing businesses whilst attracting new technologies, maritime industries and renewable energy initiatives (3.97),
- Tourism and Visitors – Develop across a range of ideas including attractions, heritage, arts, culture, sports and activities (3.46),
- Housing – Housing needs to be designed to meet employment and elderly needs (3.06),
- Climate Change – Help manage the potential impact of these changes to, where realistic, avoid the loss of value amenities. (2.16).

### 9.3 How were the issues and concerns responded to?

The analysis largely confirmed that the main priorities were around employment opportunities but that integrated effectively with the sensitive environment. Housing and climate change attracted less interest mainly because of sensitivities around housing developments occurring at that time which were not considered appropriate and climate change was an issue that seemed less of concern to daily lives.

## 10. Policy Options

The consultation responses to the draft Vision, Aims and Objectives provided the Working Group with a steer as to the purpose and priorities of the Neighbourhood Plan. Public meetings were also promoted to involve the community in this stage. Appendix 20 and Appendix 22 as examples. In addition, regular updates were communicated via the Free Portland News an example shown in Appendix 21.

In response to the consultation amendments were agreed to the draft aims and objectives. On the basis of the revised aims and objectives, we began the process of policy development. In several instances this involved identifying and assessing the options. For certain policy areas we also identified the need for a specialist study or more detailed background papers.

We were fortunate to have been able to access help from Locality's<sup>4</sup> technical support fund. We engaged AECOM<sup>5</sup> to carry out:

- Heritage and Character Assessment
- Development Site Appraisal
- Strategic Environmental Assessment Scoping and Final Reports.

These studies had a significant influence on the development of key policies in the Neighbourhood Plan. To ensure that the conclusions and recommendations of the studies were 'acceptable' to the community both reports, in final draft were subject to consultation.

### 10.1 Who was consulted?

The draft version of the **Portland Heritage and Character Assessment Report** was on the Portland Plan's Website from early April 2017 [Link to Heritage and Character Study](#). The press release announcing the consultation period (Appendix 23) was published in the Dorset Evening Echo and appeared on the front cover of the July Edition of the Free Portland News. The Press Release was also promoted through local social media.

The consultation period ran for a whole month. Hard copies of the reports and forms to make comments were available at the following locations during their opening times.

- Portland Tophill Library, Straits, Easton
- Portland Town Council Offices, 52 Easton Street
- Osprey Leisure Centre, Castletown.

Because of certain site sensitivities the draft **Site Appraisal Report** had a restricted circulation but it informed the Development and Growth Paper<sup>6</sup> which was made available for the community to consider [Link to development and growth report](#)

**Site-Specific policies** such as those relating to local green space, recreation areas, amenity spaces, allotments etc, were also the subject of targeted community consultation. An initial list of 'candidate' sites was generated at community consultations. Following an initial assessment as to their qualities and eligibility (i.e. meeting the essential criteria) letters were written to site owners informing them of the intention to include their land in a neighbourhood plan policy and inviting their views (see Appendices 25,26).

Detailed reports on several policy areas were produced by the Working Group. Once considered by the Management Group the following reports were put on the website.

Development and Growth Report

Local Green Space Assessment Report<sup>7</sup>

Built-up Area Boundary Assessment Report<sup>8</sup>. This was subsequently updated by Development Boundary Report [Boundary Revisions Report](#)

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<sup>4</sup> "Locality is the national membership network supporting local community organisations to be strong and successful" (from Locality's website <https://locality.org.uk/>)

<sup>5</sup> AECOM is an environmental consultancy

<sup>6</sup> [Growth and Development Report](#)

<sup>7</sup> [Green Spaces Report](#)

<sup>8</sup> <https://www.portlandplan.org.uk/wp-content/uploads/2017/11/PNP-BUAB-Assessment-V3-Web.pdf>

## 10.2 What did they say?

Regarding the Heritage and Character Assessment Report: See also Appendix 24

- Social Media Hits – 2,587
- Number of Web page views – 190
- Number of Down loads – 49
- Approximately – 50 people viewed the hard copy report.

Although only 8 specific responses were received, including the Local Planning Authority, the absence of negative comments implies that generally people were satisfied with the content.

The study remained on the Portland Plan Website alongside a report of the consultation<sup>9</sup>. The report included statements from Portland Port over their landholding which were seen as part of the consultation exercise.

## 10.3 How were the issues and concerns responded to?

All comments received were considered by the Working Group and included in a report to the Management Group<sup>10</sup> which identified the substantive matters that had been raised and made suggestions as to how the Neighbourhood Plan should reflect what was said. (See Appendix 24 - Section 2).

## 11. 1st Consultation Version of the Plan – Informal Consultation

Portland Town Council decided that it would to carry out a consultation on the first full draft of the Neighbourhood Plan prior to the formal Regulation 14 Pre-submission consultation stage.

Portland Neighbourhood Plan Draft NP Informal Consultation	
Date(s)	28 <sup>th</sup> November 2017- 12 <sup>th</sup> January 2018
Method(s)	Flyers, posters, on-line, on deposit, exhibition, drop-in surgeries
Location(s)	10 Venues across Portland with a total of 25 drop in sessions (See table below )
Attendance (Nos.)	Around 500 people were directly engaged.

### 11.1 Who was consulted?

The community as a whole was the focus of this stage of consultation. We wanted to be sure we had developed a Plan that reflected the community's aspirations. To get the community's attention we did the following:

- Information contained in December 2017 and January 2018 Free Portland News
- Article and a linked reference in Dorset Evening Echo
- Radio interview on Wessex FM
- Reference Consultation Material held at Tophill Library, Council Offices and Osprey Leisure Centre (Appendix 27)
- Reference Material left at Clubs and Pubs (Appendix 27)
- Flyers distributed to all businesses on Industrial Estates and Shopping Centres (Appendix 28)
- 25 Drop in sessions with around 500 people contacted with varying degrees of discussion.
- 2 large banners on display at Tesco, Easton and Osprey Leisure Centre throughout the consultation period. A third used to 'announce' the drop-in events.
- 3 main references on Social Media with between 1900 and 2900 'hits' on each.
- Website traffic levels – Unique Visits approximately 1600. 112 downloads of reports etc.

Tophill				Underhill			
Day	Date	Venue	Times	Day	Date	Venue	Times
Tuesday	28 <sup>th</sup> Nov	YMCA, Reforme	6pm- 8pm				

<sup>9</sup> [Consultation Report](#)

<sup>10</sup> [Consultation Report](#)

Thursday	30 <sup>th</sup> Nov	Clifton Hotel, Grove	6pm-8pm				
Saturday	2 <sup>nd</sup> Dec	Tophill Library	10am -1pm				
Sunday	3 <sup>rd</sup> Dec	Tesco Foyer	10am -1pm				
				Monday	4 <sup>th</sup> Dec	Osprey Leisure	2pm-4pm
				Tuesday	5 <sup>th</sup> Dec	Osprey Leisure	9am- 12noon
Wed	6 <sup>th</sup> Dec	St Andrews, Southwell	10am -1pm				
Thursday	7 <sup>th</sup> Dec	YMCA	10am- 1pm	Thursday	7 <sup>th</sup> Dec	Outpost, Fortuneswell	4pm-7pm
Saturday	9 <sup>th</sup> Dec	Tophill Library	10am -1pm				
				Thursday	14 <sup>th</sup> Dec	Osprey Leisure	9am-12 noon
Friday	15 <sup>th</sup> Dec	Tophill Library	5pm- 8pm				
				Saturday	16 <sup>th</sup> Dec	St Johns Hall	10am-1pm
Thursday	28 <sup>th</sup> Dec	Tophill Library	10am – 12 noon				
<b>January</b>							
Tuesday	2 <sup>nd</sup> Jan	Tophill Library	2.30pm – 4.30pm				
Thursday	4 <sup>th</sup> Jan	Tophill Library	1.30pm -4pm	Thursday	4 <sup>th</sup> Jan	Osprey Leisure	9am -12 noon
Saturday	6 <sup>th</sup> Jan	Tesco Foyer	10am- 1pm	Friday	5 <sup>th</sup> Jan	Chesil Beach Centre	11am-2pm
				Monday	8 <sup>th</sup> Jan	St Johns Hall	10am-1pm
				Tuesday	9 <sup>th</sup> Jan	Osprey Leisure	3pm – 5pm
Wednesday	10 <sup>th</sup> Jan	St Andrews Hall	6pm – 8pm				
Thursday	11 <sup>th</sup> Jan	St Andrews Hall	9.30- 10.30am	Thursday	11 <sup>th</sup> Jan	Chesil Beach Centre	11am- 2pm
				Friday	12 <sup>th</sup> Jan	Outpost, Fortuneswell	5pm – 7pm

## 11.2 What did they say?

30 replies both electronically and manually were received and this generated 168 comments linked to specific policies with an additional number indicating support generally for the Plan. Local development companies made specific comments in regard to the proposed second home policy. The comments received from the community at the various events and from local businesses and community organisations can be viewed in Appendix 29.

## 11.3 How were the issues and concerns responded to?

As a result of the responses from the community and those received from strategic consultees (see Part 2 of the Consultation Report-Appendix D), amendments were proposed to several draft policies in the Plan. These were summarised in a report to the Management Group<sup>11</sup>, which was subsequently made available on the website. Comments received from the community and how they influenced the Neighbourhood plan is set out in Appendix 29 and 30.

The following were the main areas of consideration for the Management Group as a result of the response we received:

*Policy EN3 – Renewables. The main issue was the specific assignment of wind search areas without further technical analysis. The fall-back position is a more general policy with referencing to the technical requirements. On paper the whole of Portland fulfils the viability test for wind. The backdrop is that the targets for renewable energy production which currently are not being met in Dorset will underpin policy direction.*

*Policy EN5 – Reuse of Mines and Quarries. A general policy concerning the re-use of mines and quarries is proving difficult with the planning authorities therefore it will be deleted but with a strengthening though of the policy concerning sustainable tourism (ST1). There is still considered a need to support re-use of mines as previously expressed by the Town Council when commenting on the current Mineral's Strategy and appropriate wording has been included.*

*Policy EN6 – Local Heritage Assets Schedule. Historic England are supportive of the establishment of a Local Heritage Asset Schedule held by the Town Council the Local Planning Authority has indicated that it is not intending to prepare a Local Heritage List. Therefore, three candidate entries have been identified to commence the list and an appropriate process compiled to allow further entries to be captured.*

*Policy EN8 – Built up area boundaries. A separate paper updating previous work has been prepared and approved by the Management Group. This has informed further revisions to the development boundaries and those areas defined as Strategic Employment Sites.*

*Policy EN11 – Public Realm – Specific referencing to Gateway area improvements (Victoria Square and Portland Heights).*

<sup>11</sup> [Consultation Responses](#)

*Policy BE1 – Retention of employment sites. Update cross refers to work undertaken for Policy EN8.  
Policy HS2 – Ensured policy referencing to brownfield and refurbishment as well as exception sites included referencing to brownfield as a priority as concern about potential incremental drift with exception sites. Updating to allow for establishment of a Community Land Trust.*

*Policy HS3 – Although controversial a quick analysis of the electoral role on new developments and ‘hot spot areas’ do show a trend which could impact on developments in the pipeline. The intention therefore would be to continue with the policy to test further. We have asked whether technical research support would be possible.*

*Transport Policies – We are awaiting some details from the study currently being undertaken by consultants on behalf of DCC. We have asked for accessibility mapping to be conducted as part of this research. We have included referencing to access routes to the Island.*

*Shopping and Services- We are awaiting feedback from a recent retail study which looked at this Community Recreation – Apart from Dorset County Council in reference to Royal Manor school and St Georges playing areas we have not received any negative feedback, but we may re-confirm on some of the areas to make sure that correspondence was received. The request by the Town Council for registering an area within New Brackenbury School as a green space has been noted.*

*Policy ST1 – Sustainable Tourism – Refining this as a more strategic policy rather than area specific although a rationale for the areas chosen was undertaken.*

*Policy ST2 – Additional wording to reinforce policy intentions*

*Policy ST3 – Some refinement to routes outlined.*

*Portland Port - We have taken into account a number of the requests made by the Portland Port, but they asked for some more time to consider some further suggestions which were considered alongside the SEA review.*

## **12. Regulation 14 (Pre-submission Stage) Consultation**

Neighbourhood Plan regulations require that a statutory consultation period of 6 weeks is undertaken by the qualifying body (the Town Council) on the final draft plan prior to its submission to the Local Planning Authority in advance of their statutory Regulation 16 consultation.

### **12.1 Who was Consulted?**

The Regulation 14 consultation is specific about organisations and stakeholders that should be consulted. The legislation requires that prior to submitting the Plan to the local planning authority the qualifying body (the Town Council) must:

- publicise it in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area
- consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan
- send a copy of the proposals for a neighbourhood development plan to the local planning authority.

All of the residents and businesses within the parish were consulted together with a range of statutory bodies. A copy of the plan was also sent to the Local Planning Authority, although its officers had been involved in the consultation process and finalising the draft plan.

### **12.2 How were they Consulted?**

The Working Group published a notice in the Free Portland News and on the Neighbourhood Plan website (see Appendices 31 and 32). This directed people to an online copy of the plan, or hard copies could be viewed at various locations in the area, or an individual copy could be requested. An article was published in Dorset Evening Echo promoting the consultation and reminders were issued via the Portland Community Partnership Facebook site which was shared across a number of other pages. The information circulated indicated how to respond and provided the deadline by which representations needed to be returned.



The Plan was also sent by email to a list of local bodies and groups as well as other forms of contact as appropriate (See Appendix 35) with explanation of what was required for the consultation and the date when responses were required by. All consultation responses which received an invalid response message via email were followed up and alternative respondents were obtained. During the course of the consultation the key consultation stakeholders were contacted to enquire whether a response would be made.

Display banners were located around the Neighbourhood Plan area as well as other main employer sites (see Appendices 33 and 34).

### **12.3 What did the Consultees say?**

A summary of the consultation and response levels is shown at Appendix 36 A total of 79 responses were made by members of the general public and businesses. A summary of the responses is set out at Appendix 37.

## **13. Conclusions**

The level of community consultation and engagement undertaken during the production of the Portland Neighbourhood Plan has been varied and extensive. It has reached a wide range of the local population especially through a variety of methods and mediums. A wide variety of groups and different sections of the community have participated or commented on the emerging draft Neighbourhood Plan.

The comments received at each stage of the Neighbourhood Plan have been fully considered and have helped to guide and shape the form of the Plan so that it is truly reflective of what local people wish to see happen for their neighbourhood.

This Consultation Statement and the supporting appendices are considered to comply with Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations.

## Portland Neighbourhood Plan Community Engagement Programme

### Background

The neighbourhood planning legislation places an obligation on the body responsible for preparing the Neighbourhood Plan to carry out an extensive and inclusive programme of community engagement and to prepare a report, as a supporting document to the Plan itself, to show how, when and where local people and businesses were 'engaged' in the neighbourhood planning process and what the outcome was.

The Project Plan built on the initial consultation work commenced in January 2013 and earmarked four main consultation points during the plan-making period that are the responsibility of the Town Council and its Working Group to deliver: The outline plan period was adjusted as we moved through the process.

- C1** – *publicise intention, recruit helpers* – from November 2013
- C2** – *'survey' of local needs & demands* – Jun - Aug 2014
- C3** – *consult on vision & objectives* – Dec 2014 /Jan 2015
- C4** - *consult on draft plan* – Nov 2017 – Jan 2018

During the period of Jan 2015 to Nov 2017 various smaller consultations occurred to inform policy developments within the plan.

### Outline Content

**C1** – It is proposed to place a two-page feature in the Portland Free News, a press release in the Dorset Echo and release several sound bites on Air Fm that are intended to:

- launch the neighbourhood plan, now the island has been officially designated as an NP area
- show the plan-making timetable and explain the process in simple form
- confirm that the planning process is to be community-owned and led
- explain the role of the Working Group and who is on it and why
- emphasise the need to consult at key stages in the process
- give details of how to find out information, make contact, keep in touch with progress
- make a call for volunteers

**C2** – The purpose of this major consultation is:

- To share the response from consultations and surveys to date
- To share the main findings and conclusions from the evidence base
- To test our conclusions on the bigger issues and main themes
- To encourage and facilitate debate where it is need
- To carry out specific consultations with interest groups to fill in the gaps in our knowledge and understanding

We want to involve the whole island and engage with as many people as possible. To make it as effective as possible, we propose to hold a range of events/activities and devise a number of ways to encourage people to react and respond to what they see and hear. This will include:

- a two-page feature in the Portland Free News with an invitation to respond
- posters and leaflets in various public buildings
- a touring exhibition that will spend a week each in all of the island's six major settlements
- a web-based survey and mixed social media activities
- school and youth-based activities

**C3** - It is proposed to place a two-page feature in the Portland Free News that is intended to:

- report back on response and conclusions from the C2 consultation programme
- share a draft vision and objectives for the Portland Neighbourhood Plan
- set out the themes and priorities for neighbourhood planning policies
- seek reaction/endorsement of the vision and objectives
- invite suggestions for specific planning policies
- encourage community action and enterprise to realise the vision

**C4** – The Town Council has a statutory duty to ensure that consultation on the draft Neighbourhood Plan takes place for at least 6 weeks and everybody has an opportunity to see and/or hear what it contains, and to comment on it. We suggest:

- A number of hard copies of the draft Plan should be placed on deposit for public viewing in suitable locations across the island
- A summary leaflet is distributed to every household
- The Plan's purpose and policies is featured in the Portland Free News

Weymouth And Portland Borough Council Management Committee

Minutes of the Meeting held on 5<sup>th</sup> November 2013 **(Extract)**

### **Neighbourhood Planning**

281 The Environment & Sustainability Brief-holder presented the report and outlined the recommendations.

### **Decision**

282 That:

- i. **The entire parished area of Portland is designated as a neighbourhood area.**
- ii. As a minimum, applications for neighbourhood forums and neighbourhood areas that accord with the requirements of the relevant regulations are publicised for 8 weeks, by the display of relevant information on dorsetforyou.com and on local notice boards / local community venues where possible. Key service providers (such as the county council) will be informed, and a press release issued to all local newspapers / radio / TV stations.
- iii. The decision on neighbourhood area and forum applications should in all cases be brought to the next available Management Committee for decision once the consultation responses have been analysed.
- iv. Appropriate support is offered to develop a representative community forum in areas where none exists.
- v. The support to be offered to those responsible for preparing neighbourhood plans or development orders will be in the form of a link officer from within the Spatial Policy and Implementation team to advise and attend working group meetings and to call upon expert advice from other services within the council, as appropriate.
- vi. Up to 50% of the first stage payment from central government be offered to the relevant body preparing the neighbourhood plan, on application and subject to evidence of at least 50% match funding from local sources (of which up to 50% may be in the form of payment in-kind), and why the additional funding is necessary.
- vii. The financial and officer support for neighbourhood planning is reviewed as soon as is practical following the government funding announcement on neighbourhood planning for April 2015 onwards.



## **Our Island, Our Future<sup>™</sup>**

### **The Portland Neighbourhood Plan**

The purpose of the Neighbourhood Plan is to provide the community with a stronger say in future developments on the Island.

Future developments can include:-

- Housing
- Tourism
- Leisure
- Employment
- Maintaining green and open spaces

If you would like to find out more please come along to the Initial Consultation sessions. These will be held on:-

**Monday 14<sup>th</sup> January 2013 at the IPACA Underhill Campus from 3.00 pm to 7.00 pm**

**Monday 21<sup>st</sup> January 2013 at the IPACA Royal Manor Campus from 3.30 pm to 7.30 pm**

The Neighbourhood Plan is being developed by Portland Town Council with support from Weymouth and Portland Borough Council and representatives of the Community.

**Portland Town Council** Council Offices, Fortuneswell, Portland, Dorset, DT5 1LW

Telephone: 01305 821638\*

Email: [portlandtowncncel@btconnect.com](mailto:portlandtowncncel@btconnect.com)

\*offices reopen 10am 2 January 2013

**Portland Neighbourhood Plan**

The Portland Neighbourhood Plan continues to grow local momentum.

*'Oh where have you been to and where are you going'...* as the words of a locally written and performed Sea Shanty, "Sailing for Gold" fill the room, the words seem to match the mood of our team and reinforce the fact that it is nearly a year to the day since Portlanders participated in the first series of consultations gathering their thoughts and opinions that will help to shape the scope and content of The Portland Neighbourhood Plan, drawing on the heritage of the Island and its people and many lessons of the past, whilst considering and honing the potential for future generations.

Neighbourhood Planning provides a genuine opportunity for local people to influence the future of development in their area. It is about giving local people a proper say over issues as diverse as, what new buildings will look like, where shops, offices and new homes on the Isle might be built, and the confidence that Portlanders will have the proper support to cope with the additional demands associated with and new development, while on the other hand it also offers a mechanism to help protect the Isle's open green spaces.

During two initial public consultation events, local people who took the time to come forward and get involved in shaping the basic themes of the plan, produced nearly 500 response cards. Each comment was reviewed and will be included in an ongoing audit trail.

So the comments and thoughts of local people are important, but so is their future involvement and ongoing support of this process. In November of last year, Councillors approved the designation of the entire Island of Portland as the neighbourhood plan area making it one of the UK's most far reaching plans to date.

Passionate residents, planning professionals and specialist interest or focus groups are needed to join the growing membership of the community led Working Group, which meets periodically to help move the entire process forward. This group reports to Portland Town Council and Weymouth & Portland Borough Council provide technical advice and assistance.

With the area of the Plan now clearly defined, the Working Group will assist our town council in preparing a draft plan; this plan will be shaped and moulded by public feedback that will be obtained during ongoing and meaningful consultation with the residents of Portland.

The blueprint for the Plan will affect the future development of the 'Island' for the next 20 years with periodic reviews every 5 years to assess what has worked and what hasn't and plan the path ahead.

Photograph credit:  
Image Science and Analysis Laboratory,  
NASA-Johnson Space Center.

Through the initial public consultations Portlanders have identified seven emerging theme areas for the Portland Neighbourhood Plan to consider with a few examples to get you thinking:

### **Natural Environment & Open Land**

What type of safe guards will need to be put into place to keep the Islands character and feel?  
Help Identify areas of waste ground that could be put to better use.

### **Housing & the Built Environment**

What type of housing provision does the Island need, in what style and in what materials?

### **Business & Employment**

The plan needs to build on the existing traditional business and employment.  
Should it also exploit our fast broadband links to create new high tech jobs for local inhabitants?  
Encourage new company start ups with help on intergration, regeneration and grants?

### **Roads & Transport**

Promote Portland Port as a destination port for cruise ships, ferries & other marine based ventures?  
Reconsider the western relief road and better links to Tophill?  
Campaign for more bus stops and improved bus services?

### **Leisure & Recreation**

Portland has long been a mecca for rock climbers, walkers, sailors, bird watchers and divers.  
How should the neighbourhood plan approach these mixed activities on the island?

### **Arts, Culture & Tourism**

The Island has a rich cultural, historic and artistic vane which has still to be tapped. With a coherent themed strategy this can be made to work for the Island, creating local employment?

### **Community & Social Facilities**

Have your say on what facilities you would like to see in twenty years time. Perhaps it is another care home for the elderly or respite care centre for family carers. Maybe it's more open air play-ground facilities?

These themes will broadly help us to shape the Plan with well researched fact based evidence gained with further consultations with local people and interest groups. Many of which may already possess specialist local knowledge or historical evidence on which to mold a basic structure for the Plan.

## **So, following a year of deliberated progress, what happens next?**

The Portland Neighbourhood Plan Working Group will work to research, develop and make recommendations with a view to establishing a Neighbourhood Plan that addresses the future needs of the Isle of Portland. The Working Group will also regularly report its findings and progress to the Town Council.

The growing membership of the Working Group has been drawn from current Town Councillors and local members of the community who can bring value to the project, The Working Group may also accept further representation from any other person or organisation that it feels may bring additional benefit or specialist knowledge to the project.

If you care about the Island's future, and think you can add value to the Plan we want to hear from you. Help shape the Islands future over the next twenty years laying the foundations for jobs, education, or even what leisure facilities will exist for your children or grandchildren, so keep an eye and ear open, look out for posters, press and media announcements, research and comment on the following media platforms and encourage your family and friends to get involved, get in-touch and get behind the Portland Neighbourhood plan.

Contact Bill: [REDACTED]

# The Portland Neighbourhood Plan

## How you can become involved

### June is survey month

The intention of the Neighbourhood Plan is to involve the community in shaping the future of the Island. The Island is at a cross roads and many decisions that are made over the next year will have a substantial influence over our future and it is important that you are involved.

Since the early part of this year a number of the Working Group members have been reviewing policies and strategies which impact upon the Island and bringing these together in one document. This evidence base will be available on the group's website [www.portlandplan.org.uk](http://www.portlandplan.org.uk) from June 3 2014 together with other information which charts the progress to date and the project plan for the future.

Bringing this information together has revealed a number of interesting issues and has shown how much the Local Plan and the information upon which it was prepared has changed since it was consulted on in the summer of 2012. Already group members are discussing the different ways the Island could develop and we need to roll this debate out so that everyone is aware of the options and can make an informed contribution.

June is therefore survey month, as such, it is your month. During June we will be seeking your comments and views through a series of surveys. Watch out for the timetables of our consultation activities, which will be displayed throughout the Island or check out the website [www.portlandplan.org.uk](http://www.portlandplan.org.uk) remember we need your input.

#### Running a Business on Portland ?

Our business survey is already available via our website . It only takes a few minutes to complete . It will help us establish your needs and help shape local policy to be more business friendly.

#### Come and help us

If you are interested in helping the group in anyway please contact us on [info@portlandplan.org.uk](mailto:info@portlandplan.org.uk)

we are particularly keen to enlist the help of someone with Public Relation Skills. Do you work with young people? This is their future we are discussing. We intend to survey the views of young people as well. Can you help us?

Thank you

**The Portland Neighbourhood Plan Working Group**

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Photograph credit:  
Image Science and Analysis Laboratory,  
NASA-Johnson Space Center.





**The Portland Plan**  
A NEIGHBOURHOOD PLAN FOR PORTLAND | OORSET

## Help Shape the Isle's Future

Thank you to those of you who have submitted their responses. The entries into the prize draw were closed in mid July but the **survey is still open online and a printed copy is included in this month's Free Portland News** .

We want as many people's views as possible. The more responses we get the stronger the evidence we have to take the plan forward.

Don't forget the community survey is to collect individual views so you can submit more than one per household

Are you Under 25 ? Then we particularly need your views

Voluntary and Community Organisations will be contacted during August about their development needs

Do you run a Business on the Island ? Then please complete our Business Survey which will help incorporate your future needs

**Drop In Saturdays 10-11.30am** .Want to talk to us ? During August we will be at Jacksons Café, Fortuneswell on the 9<sup>th</sup> and 23<sup>rd</sup> and in the ICA Offices, Easton on the 16<sup>th</sup> and 30<sup>th</sup>. **Also** check out twitter and facebook for other times

The Community Survey is accessible via our website  
[www.portlandplan.org.uk](http://www.portlandplan.org.uk)

Contact and further details  
email: [info@portlandplan.org.uk](mailto:info@portlandplan.org.uk)  
Or via our website, facebook and twitter pages  
Or telephone via The Town Council 01305 821638



Twitter: @theportlandplan  
facebook : Portland Plan

Photograph credit:  
Image Science and Analysis Laboratory,  
NASA-Johnson Space Center.

The Portland Neighbourhood Plan Working Group July 2014  
[www.portlandplan.org.uk](http://www.portlandplan.org.uk)

## Your opinions are important to us

Should other members in your household wish to answer a separate questionnaire this can be done either on line- or extra printed copies of the Questionnaire are available at Island Community Action offices in Easton, Jackson Gallery in Fortuneswell or Portland Town Council Offices to where they should be returned.

Every Completed Questionnaire will be entered in our Free Prize Draw

### 1. How do you rate the following local facilities and amenities where E is Excellent, G is Good, A is Average, P is Poor and I is Inadequate

	Tophill	Underhill
Convenience Shopping	<input type="text"/>	<input type="text"/>
Pre School Facilities	<input type="text"/>	<input type="text"/>
Schools	<input type="text"/>	<input type="text"/>
Training/Further Education	<input type="text"/>	<input type="text"/>
Youth Facilities	<input type="text"/>	<input type="text"/>
Parks and Play Areas	<input type="text"/>	<input type="text"/>
Environment Generally	<input type="text"/>	<input type="text"/>
Health Facilities	<input type="text"/>	<input type="text"/>
Indoor Sports	<input type="text"/>	<input type="text"/>
Parking	<input type="text"/>	<input type="text"/>
Care Services and Facilities	<input type="text"/>	<input type="text"/>
Community Safety	<input type="text"/>	<input type="text"/>
Social Facilities	<input type="text"/>	<input type="text"/>
Library Services	<input type="text"/>	<input type="text"/>
Public Transport	<input type="text"/>	<input type="text"/>

### 2. How often do you use services and shops in Easton

- Daily
  Weekly
  Monthly
  Less than once a month
  Never

### 3. How often do you use services and shops in Fortuneswell

- Daily
  Weekly
  Monthly
  Less than once a month
  Never

### 4. Are there services or shops in other areas of Portland other than Easton or Fortuneswell that you use more regularly ?

### 5. How could Easton shopping and social areas be improved ?

- |                                                   |                                                             |                                                     |
|---------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------|
| <input type="checkbox"/> Wider Variety of Shops   | <input type="checkbox"/> More Green and Planted Areas       | <input type="checkbox"/> Additional Community Rooms |
| <input type="checkbox"/> More Cafes/Restaurants   | <input type="checkbox"/> Regular Outdoor Events/ activities | <input type="checkbox"/> More Seating Areas         |
| <input type="checkbox"/> Longer Opening Hours     | <input type="checkbox"/> More Evening Activities            | <input type="checkbox"/> Free Wi Fi Zone            |
| <input type="checkbox"/> More pedestrian friendly | <input type="checkbox"/> Information Boards and Signs       | <input type="checkbox"/> More Visible Policing      |
| <input type="checkbox"/> Public Art Installations | <input type="checkbox"/> More Commercial Offices            |                                                     |
| <input type="checkbox"/> More Off Street Parking  | <input type="checkbox"/> Additional Meeting Spaces          |                                                     |

Other (please specify)

### 6. How could Fortuneswell shopping and social areas be improved ?

- |                                                   |                                                             |                                                     |
|---------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------|
| <input type="checkbox"/> Wider Variety of Shops   | <input type="checkbox"/> More Green and Planted Areas       | <input type="checkbox"/> Additional Community Rooms |
| <input type="checkbox"/> More Cafes/Restaurants   | <input type="checkbox"/> Regular Outdoor Events/ activities | <input type="checkbox"/> More Seating Areas         |
| <input type="checkbox"/> Longer Opening Hours     | <input type="checkbox"/> More Evening Activities            | <input type="checkbox"/> Free Wi Fi Zone            |
| <input type="checkbox"/> More pedestrian friendly | <input type="checkbox"/> Information Boards and Signs       | <input type="checkbox"/> More Visible Policing      |
| <input type="checkbox"/> Public Art Installations | <input type="checkbox"/> More Commercial Offices            |                                                     |
| <input type="checkbox"/> More Off Street Parking  | <input type="checkbox"/> Additional Meeting Spaces          |                                                     |

Other (please specify)

### 7. What best describes your current work status ?

- |                                          |                                                 |                                          |
|------------------------------------------|-------------------------------------------------|------------------------------------------|
| <input type="radio"/> Employed Full Time | <input type="radio"/> Unemployed Seeking Work   | <input type="radio"/> Volunteer - unpaid |
| <input type="radio"/> Employed Part Time | <input type="radio"/> Unemployed Unable to Work | <input type="radio"/> Home Carer         |
| <input type="radio"/> Self Employed      | <input type="radio"/> Student                   | <input type="radio"/> Retired            |

Other (please specify)

### 8. If you are working where is your normal place of work ?

- |                                             |                                          |                                             |
|---------------------------------------------|------------------------------------------|---------------------------------------------|
| <input type="radio"/> Work from home        | <input type="radio"/> Weymouth Area      | <input type="radio"/> Elsewhere in Dorset   |
| <input type="radio"/> Workplace on Portland | <input type="radio"/> Dorchester         | <input type="radio"/> Neighbouring Counties |
| <input type="radio"/> Weymouth Town Centre  | <input type="radio"/> Within West Dorset | <input type="radio"/> National              |

Other (please specify)

**9. Please indicate your normal methods of travel to work ?**

	Main method	Regular alternative	Occasional Alternative
Car	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**10. About working locally, tell us your preference**

- I work from home and wish to continue to do so
  I work locally but may have to commute to advance my career  
 I work off the Island but would prefer to work on Portland if the right job was available
  I don't work at present but I want to work locally  
 I already work locally and wish to continue to do so
  I don't work at present and I am not seeking work

What type of employment opportunities should we be looking to attract to the Island

**11. If working , what is your occupation category ?**

- Manager, Director, Senior Official
  Caring Leisure and other service occupations  
 Professional
  Sales and Customer Service  
 Associate Professional and Technical
  Process, Plant and Machine Operatives  
 Administrative and Secretarial
  Quarrying, Mining and Forestry Work  
 Skills Trades

If unsure please state your job title here

**12. Do you agree or disagree on these important issues ?**

	Agree	Disagree	No view
Wind , solar and wave farm developments are necessary and acceptable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More retail developments on Portland are acceptable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The motor vehicle should be less dominant on Portland	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to develop different transportation networks on Portland	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Underhill needs a relief road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Portland must strive to grow internally to become a self supporting (sustainable) community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need more houses appropriate for the Island's current and future needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to encourage more business and commercial development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need additional off street parking facilities on Portland	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The footpath network on Portland is sufficient	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Are there other issues of importance to you ?

### 13. Please could we have your opinion on

	Agree	Disagree	No View
We need a recognised single Town Centre and focus on improving this	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to recognise individual shopping and amenity areas and develop all of these as local centres	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need an equivalent mix of leisure facilities in Tophill and Underhill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to encourage more national companies to come to the Island	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to further improve the frequency and scope of our bus services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to recognise tourism and visitors as an important part of our economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car Parking is an issue on the Island	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We should encourage more cycling by improving the cycle network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We should identify more bridleways on the Island	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Open areas should be protected and kept free from development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to improve our parks and open spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We must protect our old buildings and heritage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to improve facilities for children	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to improve facilities for teenagers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to have more further education opportunities on the Island	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to improve our community halls and public venues	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need more suitable and affordable housing for our older residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need more affordable housing for local people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We need to convert shops into homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is concern about the number of second homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are too many empty homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are too many poor quality homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you have any further comment in regard to the above issues please comment here

### 14. How long have you lived on Portland

- Under a Year  
  1-2 Years  
  3-5 years  
  5-10 years  
  10-20 years  
  Over 20 years

### 15. Would you like to stay on Portland

- Short term 1-3yrs  
  Medium Term 4-10yrs  
  Long Term 10-20 yrs  
  Always  
  I am uncertain  
  I would like to leave

### 16. About your current home

- My current home meets with my/our needs  
  I/We need a larger home  
  I/We need a smaller home

**17. What type of housing do you currently live in**

- House 2 Bedrooms
- House 3 Bedrooms
- House 4 Bedrooms
- Bungalow 2 Bedrooms
- Bungalow 3 Bedrooms
- Flat 1 Bedroom
- Flat 2 Bedroom
- Single Room in a shared house

Other (please specify)

**18. Given your family circumstances what type of housing do you need in the foreseeable future**

- House 2 Bedrooms
- House 3 Bedrooms
- House 4 Bedrooms
- Bungalow 2 Bedrooms
- Bungalow 3 Bedrooms
- Flat 1 Bedroom
- Flat 2 Bedroom
- Single Room in a shared house

Other (please specify)

**19. Is there anyone at home who needs their own accommodation ?**

- Yes
- No

**20. In which location is the accommodation needed**

- On Portland
- Weymouth
- Dorset
- Regionally
- Nationally

**21. If On Portland what type of accommodation is required ?**

- Social Housing
- Private Rental
- Shared Ownership
- Supported Elderly Care
- Supported Other Care

**22. How satisfied are you with your life living on Portland**

- Very Satisfied
- Fairly Satisfied
- Content
- Fairly dissatisfied
- Very dissatisfied

**23. What if anything would you like to see more of on Portland ?**

**24. Do you have any general comments not covered elsewhere in this survey ?**

To be in with a chance to win a free prize, please tell us a little more about yourself and where you live, this will also help us analyse the results of this questionnaire

**25. About you**

Your Postcode

Your House Number

## 26. Your Age

Please indicate

Under 16	<input type="radio"/>
16-25	<input type="radio"/>
25-44	<input type="radio"/>
45-64	<input type="radio"/>
65-79	<input type="radio"/>
80+	<input type="radio"/>

**27. If you would like to be kept informed about the neighbourhood plan process, please give us your email address or postal address**

Thank you for taking the time to complete this questionnaire, your views and ideas are much appreciated

# Appendix 8

## Community Consultation Event Schedule 2014

Survey Consultation Schedule				Outline
June	Morning 10am-12 noon	Afternoon 2pm - 4pm	Evening 6pm - 8pm	Radio Broadcast BBC Dorset
1 Sunday				Initial Business Engagement
2 Monday	Tradecroft	Imonthay, Southwell BP		
3 Tuesday	Fortuneswell, Weston,Bill	DWP - 5-6pm Bradenbury Centre		
4 Wednesday	Marina, Osprey Quay	Castletown, Ferrybridge, Chiswell	WG Meet 6pm	Launch of Community Survey
5 Thursday	St Georges,Easton, Grove			
6 Friday	C2000 WI Group			
7 Saturday				
8 Sunday				
9 Monday				
10 Tuesday	DCC 9.30AM- 12.30PM Easton			
11 Wednesday				
12 Thursday	St Georgee (school 8am) St Georgee (school 8am bottom exit	Fortuneswell	DWP C2000	
13 Friday	DWP 10am-1pm Tecco Jumble Sale 10-12 noon Methodist Cafa Morning	PH and Clubs Underhill		
14 Saturday				Review Youth Survey
15 Sunday				
16 Monday	Royal Manor (8am) Southwell School(8am) CIPF School 8am Easton Gardens 10am	Chiswell Cove (pm)	Weight Watchers C2000	WG Update FPN
17 Tuesday	Economic Development Team 10am -	DCC 2-4pm When Court DCC - 4.30pm- 7pm Tecco	CF Forum 7pm	
18 Wednesday				
19 Thursday				
20 Friday				
21 Saturday	Tecco/ Coop			
22 Sunday				
23 Monday	Leaflet Drop Grove			
24 Tuesday		Leaflet Drop Verse Common		
25 Wednesday	Conservation Appraisal St Georgee			
26 Thursday	Get Together Club YMCA			
27 Friday		Munstys Group Survey		
28 Saturday	Tecco/Coop			
29 Sunday				
30 Monday				
July				FPN July Article
1 Tuesday				WG Update
2 Wednesday	Conservation Appraisal St Johns	West Wearne, Hambro, High St	Chiswell, Queens Rd	
3 Thursday	Tilleycombe	Fortuneswell, Lane	East Wearne	
4 Friday				
5 Saturday	St Johns Drop in 10am-1pm			
6 Sunday				
7 Monday			Wetcliff (part) Pound Place, Grosvenor Rd, Reforne	
8 Tuesday				
9 Wednesday	Conservation Appraisal Tecco	Haylands	Wetcliff (part)	
10 Thursday		Southwell (part)	Weston, Weston St	
11 Friday	Wakeham, New St Area	Southwell Village	Wetcliff (part)	
12 Saturday	Tecco Drop in - 10am -5pm			
13 Sunday				
14 Monday				
15 Tuesday				
16 Wednesday				
17 Thursday				
18 Friday				
19 Saturday				
20 Sunday				
21 Monday				
22 Tuesday				
23 Wednesday				
24 Thursday				
25 Friday				
26 Saturday		Spirit of Portland - Beachwall 11-4		
27 Sunday				
28 Monday				
29 Tuesday				
30 Wednesday				
31 Thursday				
Aug				FPN Aug Article
1 Friday			Meeting with Ian	On Line Surveys left Open until 30th September
2 Saturday				
3 Sunday		Spirit of Portland - Harbour Lights 12-5		
4 Monday				
5 Tuesday				
6 Wednesday				
7 Thursday				
8 Friday				
9 Saturday	Jacksons Drop in 10-11.30			
16 Saturday	ICA Drop in 10-11.30			
23 Saturday	Jacksons Drop in 10-11.30			
30 Saturday	ICA Drop in 10-11.30			
31 Sunday				

Permanent Displays at Osprey Lakes Easton	FPN Full Page Adverts in June, July, August August includes survey	<b>Key</b> Business Contact and Leafletting Consultations with other agencies Community survey leaflet drop Community Drop in Event
Fortuneswell	4000 Leaflet dropped	
4 school assemblies	Articles in View From and Echo	
presentations	Economic Development Team visited most Businesses again to remind Rang round businesses in Port to encourage Business Survey on Chamber Website	





## PORTLAND TOWN COUNCIL

Council Offices  
Fortuneswell  
Portland  
DT5 1LW

Tel/Fax: 01305 821638

E-mail: portlandtowncncil@btconnect.com

12<sup>th</sup> November 2014

Dear Sir or Madam

### **Portland Neighbourhood Plan**

Work in preparation of the Neighbourhood Plan is now well under way. It is the Town Council's aim to have the Plan in place by the middle of 2015. I am writing to invite your organisation to contribute to the planning process and be kept informed of progress.

A neighbourhood plan is the prerogative of every town and parish council in England. The Localism Act 2011 has given us the right to prepare a plan that puts local planning policies in place to interpret and add detail to Weymouth and Portland Borough Council and West Dorset District Council's Local Plan. A neighbourhood plan can cover any aspect of future development we deem needs a more local policy. We can decide to have a wide-ranging set of neighbourhood policies or just deal with one or two matters. Our policies can be detailed or simply set general principles for development.

What is important is that the Portland Neighbourhood Plan reflects the wishes and aspirations of the community. Every resident will have the chance to vote for or against the Plan at a referendum before and if it becomes a statutory planning document. We also intend to ensure that all those who live or work in Portland are able to help determine the scope of the Plan and contribute to its preparation via an extensive consultation process.

We are presently gathering facts and opinions in order to understand better how our neighbourhood and communities function, and what local people think about life on Portland today and their hopes for the future. We have been undertaking extensive community consultation already, including sending a questionnaire to every household in August.

By this letter, we are also inviting every community and voluntary organisation to make a preliminary contribution to the planning process by letting us have your perspective on:

- What is good and not so good about Portland today?
- What could be done to make Portland a better place to live and work?
- What, if anything is preventing your organisation from functioning as it would wish?
- Your organisation's needs for different or better accommodation or more space in future?
- What you hope we might tackle through the Portland Neighbourhood Plan?

We would welcome hearing from you on these and any other matter you think is relevant by email or letter, if possible by the end of November 2014

It would also help us to keep in touch with you and canvas your opinion if you would let us have a named contact and email address.

Many thanks in anticipation

Yours faithfully



*IL* Ian Looker  
Town Clerk

## Appendix 10

### Community Organisations Consultation List (2014)

NAME OF CLUB	ADDRESS
Army Cadets	ACF Easton Lane
Borstal Bowling Club	
Brackenbury Centre and User Groups	Fortuneswell
Brackenbury Infant School and Nursery	Three Yards Close, Portland, DT5 1JN
British Heart Foundation Shops	
Chesil Bank Agility Club	
Citizens Advice Bureau	Gatehouse Medical Centre, Castle Road, Castletown, Portland, DT51AU
Climbing Clubs	
C2000 Hall and user groups	Straits, Easton
Drop-in Centre	Easton Methodist Hall, Easton Square, Portland, DT5 1BX
Easton community Group	Easton Gardens
Easton Methodist Church	Methodist Hall, Easton Square, Portland, DT5 1BX
Fancy's Farm	Glacis
Friends of Victoria Gardens	Victoria Gardens
Grove Infant School	Grove Road, Portland DT5 1DB
Haylands Pre-school	
Heights Hotel & Leisure Centre(Portland Tourism)	Yeates Road, Portland DT5 2EN
Island Community Action	Easton Centre
Islanders Club for Young People	East Weare Rd, Portland DT5 1ES
Isle of Dance	Weston Community Centre, Weston Rd, Portland DT5 2DB
Jehovah's Witness	Kingdom Hall, Maidenwell
Jumping Beans Pre-school	
Kimberlin Club	Westcliff Community Centre,Blacknor Rd, Portland DT5 2HU
Ladymead Lunch Club	Ladymead Hall. Easton Square, Easton, Portland DT5 1BY
Little Dragons Pre-school	
Martial Arts Network UK	Osprey Leisure Centre, Castletown, Portland DT5 1BD
National Coastwatch Institution Portland Bill Branch	Old Higher Lighthouse, Portland Bill, Portland, Dorset DT5 2JT
National Sailing Academy	Osprey Quay
Open Arms	Easton
Osprey Leisure Centre and user groups	Osprey Leisure Centre, Castletown, Portland DT5 1BD
Portland Archaeological Society	
Portland Amateur Boxing Club	The Old Library, Fortuneswell
Portland and District Disabled Club	Community 2000 Hall, Straits, Portland DT5 1HG
Portland Boat Club	
Portland Carers	Tophill Surgery Easton Portland DT5 2BJ
Portland Centre	Fortuneswell
Portland Community Partnership	c/o 12 Easton Street, Portland
Portland FC	New Grove Corner, Grove Road, Portland DT5 1BP
Portland Gig Club	
Portland Kyokushinkai Karate	
Portland Masonic Hall	1 Victoria Square, Portland DT5 1AL
Portland Parish (Cof E)	St Johns Hall
Portland Red Triangle Cricket Club	Reforne
Portland Rotary Club	
Portland Salvation Army	Easton Methodist Church, Easton Square. Portland DT5 1BX
Portland United Youth Football Club	
Portland Working Mens Club	East St, Portland DT5 1NF
Portland Youth & Community Centre	Weston Road, Portland DT5 2DB
PSQT	Easton Lane
Red Triangle Cricket Club	
Royal Manor Arts College	Weston Road, Portland, DT5 2RS

Royal Manor Athletics Club	YMCA Reforne, Easton, Portland DT2 2AN
Royal Manor Badminton Club	Royal Manor Campus, Weston Road, Portland DT5 2RS
Royal Manor Theatre Co	138a, Fortuneswell, Portland DT5 1LT
Salvation Army	Easton
Sea Cadets	Blacknor Rd, Portland DT5 2HU
Smiley Faces Pre-school	
South Portland Working Men's Conservative Club and Users Group	Jubilee Hall, Easton Square, Portland DT5 1BX
Southwell Primary School	Sweethill Lane, Portland, DT5 2DT
St John Ambulance	St John Ambulance HQ, Easton Lane, Portland DT5 1BJ
St Georges Centre and Royal Manor Workshops Users	Reforne
Sun Beams Pre-school	
The Portland Gas Trust	Yeates Road, Portland DT5 2EN
The Royal British Legion Club	High St, Fortuneswell, Portland DT5 1JQ
The Salvation Army	24 Easton Street, Portland DT5 1BT
Underhill Community Junior School	Killicks Hill, Portland DT5 1JW
Victoria Gardens Bowling Club	
Vindelis Lunch Club	Vindelis Court, Verne Common Road, Portland DT5 1EL
WI (Southwell)	St Andrews Hall
Weymouth Portland Lions	c/o Hotel Prince Regent, 139 The Esplanade, Weymouth, DT4 7NR
YMCA and users group	YMCA Reforne, Easton, Portland, DT2 2AN



**– Business Survey –**

**Your Opportunity to Inform Future Policy**

The Portland Neighbourhood Plan Working Group is seeking views on your current and future business circumstances. This is to provide information to the development of the Neighbourhood Plan. The Government is supportive of establishing business friendly policy arrangements; For example, the new planning framework should attempt to help and encourage, rather than hinder business development. However as we are aware Portland, uniquely for such a small area, has extensive environmental and heritage development constraints.

The Neighbourhood Plan we are seeking to establish, will cover a number of areas which are important to Business Growth including potential development land, roads and transport, education and training support. By looking at these together across the Island we will all create a plan which is relevant and effective. The plan is intended to last up to 30 years with regular reviews.

Please help us by completing the Business Survey at [www.portlandplan.org.uk](http://www.portlandplan.org.uk)

Please note all information you provide will be subject to normal data protection privacy. Survey results will be summarised and no individual data will be shared unless you give permission.

**Come and help us**

If you are interested in helping the group in anyway please contact us on [info@portlandplan.org.uk](mailto:info@portlandplan.org.uk) we are particularly keen to enlist the help of someone with Public Relation Skills. Do you work with young people? This is their future we are discussing. We intend to survey the views of young people as well. Can you help us?

Thank you

**The Portland Neighbourhood Plan Working Group**

Photograph credit:  
Image Science and Analysis Laboratory,  
NASA-Johnson Space Center.

## Portland Business Survey

Name of Business:

Trading Address

Contact Person:

Position in the Company:

Email address:

### 1. How would you categorise your business ?

- Accommodation and Food Services
- Agriculture, Forestry, Fishing
- Animal Care and Welfare
- Arts, Entertainment & Recreation
- Business Administrative and Support Services
- Construction
- Distribution & Warehousing
- Education
- Electricity, Gas, Steam and Air Conditioning Supply
- Financial and Insurance
- Horticulture/Nursery
- Human Health and Social Work Activities
- Information and Communication
- Manufacturing
- Mining, quarrying
- Motor Trades & Services
- Professional, Scientific and Technical
- Property
- Retail
- Tourism
- Wholesale

Other (please specify)

## Portland Business Survey

### 2. Do you mainly only sell directly to the public

- Locally via retail premises  
 Locally direct to customer's premises  
 Via the Internet

Other (please specify)

### 3. Do you sell to or provide services directly to other companies. What proportion serves:

Portland	<input type="text"/>
Weymouth	<input type="text"/>
Rest of Dorset	<input type="text"/>
Rest of UK	<input type="text"/>
Overseas (see also Q4)	<input type="text"/>

### 4. If you export goods or services overseas what are your top three countries you export too?

Country 1	<input type="text"/>
Country 2	<input type="text"/>
Country 3	<input type="text"/>

### 5. How old is your business?

- New Business (0-2) years  
 3-5 years  
 6-10 years  
 10+ years

### 6. How many employees do you have ?

- Self Employed  
 2-10  
 11-24  
 25-49  
 50-99  
 100+

### 7. Could you estimate the number of full time staff (37hrs or more) which are

Permanent	<input type="text"/>
Casual	<input type="text"/>
Seasonal	<input type="text"/>

## Portland Business Survey

### 8. Could you estimate the number of Part Time staff (less than 37hrs) which are

Permanent

Casual

Seasonal

### 9. Q.4. What percentage of your employees live on Portland

- 0-25%
- 25-49%
- 50-75%
- 75-100%

### 10. Q.5. What is the approximate size of your current workspace?

- Work from home
- Under 93 sq. m (1,000 sq. ft)
- 94-465 sq. m (1,000 - 5,000 sq. ft)
- 466-929 sq.m (5,001-10,000 sq.ft)
- 930-1,858 sq.m (10,001- 20,000 sq.ft)
- Over 1,858 sq.m (20,000 sq.ft+)

### 11. Over the next 3 years do you think your workspace will continue to suit your needs ?

- Our current premises are likely to remain suitable
- Our current premises are likely to become less suitable
- We are already taking steps to improve or extend our premises
- We are already taking steps to move to more suitable premises

### 12. In the next three years or more do you think you will still be in your current premises?

- Our current premises are likely to be suitable
- We will be looking to relocate to somewhere suitable on Portland
- We will be looking to relocate to somewhere suitable elsewhere

Are you able to say where ?



## Portland Business Survey

### 13. What size of workspace will suit your business needs over the next 3-5 years ?

- Under 93 sq .m (1,000 sq.ft)  
 94-465 sq.m (1,000-5,000 sq.ft)  
 466-929 sq.m (5,001-10,000 sq. ft)  
 930-1,858 sq. m (10,001-20,000 sq. ft)  
 Over 1,858 sq.m (20,000 sq ft+)

### 14. How do you rate the current supply of business space on Portland?

	very good	good	poor	very poor	don't know
availability of premises	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
size of premises	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
quality of premises	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
location of premises	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
availability of land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
size of land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
quality of land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
location of land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### 15. In terms of employment and skills:

	yes	no
Does your workforce suffers from any particular skills gap ?	<input type="radio"/>	<input type="radio"/>
Have you experienced difficulty recruiting appropriately skilled staff over the past 12 months ?	<input type="radio"/>	<input type="radio"/>
Have you recruited an apprentice/work experience placement in the last 12 months ?	<input type="radio"/>	<input type="radio"/>

Space for additional comments

### 16. What does the transport network affect your business ?

	benefit	dis-benefit	major dis-benefit	no effect
major roads leading to Portland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
local road network on Portland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
building/site access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
servicing arrangements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
parking for work vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
visitor and staff parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Portland Business Survey

### 17. Which of the following services do you currently get from Portland ?

- Legal
- Communications
- Financial
- Property
- IT
- Publishing
- Creative /Design
- Web Development
- Management Consultant
- Public Relations
- Hospitality
- Building Trades

Other (please specify)

### 18. Which of the following would most benefit local businesses ?

- Better public transport service for employees
- Better road network
- Buy local campaign
- Faster broadband
- Hospitality venues
- Local branding
- Local business club
- Local business directory
- More parking
- More tourists and visitors

Other (please specify)

### 19. What barriers or constraints do you think prevent businesses moving on to Portland, or existing business expanding in the Portland area ?

- 1
- 2
- 3
- 4

## Portland Business Survey

### 20. If funding was available to improve the local economy what do you consider the most important issue/opportunity to address for

your business specifically

the Portland economy generally

### 21. About Neighbourhood Plan policies:

	yes	no	don't know
Should existing employment locations and buildings be protected from change of use ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should we be allocating more land for employment and business purposes ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should we be converting existing redundant buildings into employment and business use ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should we be seeking to attract and accommodate higher value business such as advanced manufacturing, digital business and renewable energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Should we be improving the transport network across the Island ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you have any other policy suggestions

### 22. What do you see as the current benefits (if any ) of having your business located on Portland ?

### 23. How would you like to see Portland and its businesses marketed ?

### 24. Do you want to be kept informed of progress with the Neighbourhood Plan ?

Yes

No



**Portland Neighbourhood Plan High Level Aims**

**Discussion Review Report Oct 2014**

**Consultation Document**

**Purpose :**

This document forms the basis for the next stage of consultation whereby the Neighbourhood Plan Working Group seek to share information received from surveys conducted and any updates in order to inform the next stages of the plan process. The next stage to be undertaken is where the scope, policies and strategies are drawn together to form a draft plan which will be subject to further agreement and consultation.

A survey form containing the vision statement and strategic objectives will be circulated for consultation. The form will refer to this document and the evidence base document which will be held on the website.

This phase of the consultation will end on the 31st December 2014

*Note Glossary of Terms and Abbreviations shown on Final Page*

*The Portland Neighbourhood Plan Working Group is progressing the development of a Neighbourhood Plan for Portland on behalf Portland Town Council*

## Vision for Portland (Derived from Local Plan)

In 2031 Portland: - Has maintained and enhanced the unique outdoor 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 would have expanded its role as a port of national and international importance and a location for job creation. - Has a broad visitor offer including an evolving arts and culture provision that contributes to the public realm and attractiveness of the Island along with outdoor activities, international water sports and cruise ships that attract new overseas visitors. The themes will be developed to include significant destination attractions which will compliment the intrinsic sustainable visitor offer including water sports, climbing, walking and bird watching, - Has reduced the levels of multiple deprivation and has good education and skills base covering both academic and vocational opportunities. Has a balanced housing provision in terms of quality and lifetime need. Has a transportation network which promotes growth and a healthy lifestyle. Has planned for the impact of climate change.[ DRAFT]

### Key words

Unique location and character  
 Good supply of well paid jobs that benefit the community and wider area  
 Growth sectors that benefit from location  
 Broad visitor offer based on sustainable tourism.  
 Balanced housing levels to meet the demands for the elderly and local affordable (social) housing  
 Appropriate levels of managed access  
 Developing Arts and Culture

### Community Survey General Responses (June to Sep 2014)

Portland must strive to grow internally to become a self supporting (sustainable) community Agree 77% Disagree 16%

How satisfied are you with your life on Portland ? Very 38%, Fairly 33%, Content 24%, Fairly dissatisfied 4%, Very dissatisfied 1%

Employed FT 33%, PT 13%, Self Employed 13%, Retired 30%, Unemployed 5%, Other 7%

Work From home 17%, On Portland 33%, Weymouth TC 5%, Weymouth Area 26%, Dorchester 6%, Dorset 7%, Other 6%

Manager 16%, Professional 40%, Technical 5%, Admin 11%, Skills 8%, Caring 13%, Sales /Customer Servi 4%, Plant 2%,Quarry 1%

Under 16	> 1 %	16-25	1 %	25-44	21 %	45-64	52 %	65-79	23 %	80+	2%
----------	-------	-------	-----	-------	------	-------	------	-------	------	-----	----

Business Survey Profile (June to Sep 2014) Hotel and Accommodation 7, Marine Engineering 3, General Engineering 2, Café/BB 2, Retail 5, Fishing 2, Port 1, Hair and Beauty, Estate Agency, Legal, Elderly Care, Internet Design, Community Group, Sailing/Leisure, Art and Craft, Stone, Manufacturing all 1

How Old New Business (0-2 years) 16%, 3-5 years 28%, 6-10 years 16%, 10+ years 41%

Neighbourhood Plan Policies	Yes	No	D/K
Should existing and employment locations and buildings be protected from change of use	53%	33%	13%
Should we be allocating more land for employment and business purposes	58%	23%	19%
Should we be converting existing redundant buildings into employment and business use ?	97%		3%
Should we be seeking to attract and accommodate higher value business such as advanced Manufacturing, digital business and renewable energy ?	84%	3%	13%
Should we be improving the transport network across the Island ?	63%	30%	7%

**From a consideration of the survey returns to date which highlight some conflicting opinions or a lack of information the following further research is proposed :-**

#### **Housing Way Forward**

A more detailed analysis of the housing supply available and its suitability to meet the needs of an ageing population including care provision and as well local social and affordable housing.

#### **Economic Way Forward**

An independent assessment of the business and growth potential of the main areas identified in the Neighbourhood Plan Evidence Base and the strong preferences for Economic Development direction including training, education and job skills for the young.

#### **Young Persons Views**

An analysis of the Young Persons survey (to be closed end November 2014)

#### **2011 Census Data**

A review of the latest releases of census data

#### **Open Questions**

A more detailed tagging and analysis of open question responses

#### **More Details**

- Refine the details and comments about the desire of protecting old buildings and heritage
- Test comments about Leisure facilities against user experiences
- The scope and content of the consultation on the Quarry Nature Park
- Review of Conservation Area Appraisal Report
- Ascertain best method of achieving an updated traffic flow impact assessment

## Natural and Built Environment

Challenges abound here; there are few places in the United Kingdom where the natural environment is so closely linked to the built heritage as on Portland. There are constraints which impact fundamentally on the Island's potential future; so, how should Portland's development be directed?

Should we recognise that not all the Island's environment is as good as it could be? Some developments have potentially detracted from the local character. Could we improve this position? 'Central Government recognises the value of the natural and built environment and has established a series of initiatives to support the future of these. Recognition of a green Infrastructure network, the Portland Quarry Nature Park and the Island's conservation areas are examples.

With traditional quarrying, fishing in decline and engineering industry looking to its future, how can this legacy best be managed? How important is our environment in developing industries such as tourism?

What of the future regarding climate change and coastal erosion, what constraints must we recognise here? With regard to our location, can we take advantage of sustainable solutions regarding energy and our use of it?

In short can the Island achieve a sustainable solution to its future, balancing all of these issues? Can the Neighbourhood Plan be part of a future sustainability?

### Key Words

Close links between natural and built environment  
Development constraints  
Not all environment is as good as it could be ?  
Quarrying and maritime legacy  
Impact of climate change and coastal erosion  
Sustainable energy for a sustainable future

### Missing Information

A detailed review of Conservation area appraisals  
Portland Quarry Nature Park Consultation

## Key Questions and Messages for the Neighbourhood Plan

To what extent must any new development proposal be constrained by the special character of the local landscape and ecology?

Can we balance protecting the natural environment with providing opportunities for the enhancement and access to world and national class active leisure and economic development

We must consider the relative benefits and dis-benefits of mining against open cast extraction

Is there a narrow window of opportunity in which worked out quarries can be considered for development?

Can MEMO, JURASSICCA, MINACK all develop, survive, prosper and bring net benefits to Portland?

The historic environment should be protected, enhanced and marketed as an asset for residents and tourism

The expansion of Portland Quarry Park into the already restricted economic centre of the Isle should be carefully considered

We need an illuminated spinal and spurred cycleway through the Isle to facilitate children cycling to school as well as for tourism and leisure.

With a recent growth in horseriding and off road biking do we need more bridleways, or alternative ways of managing these developments

There is an increasing risk of flood and storms causing cliff/coastal path erosion

The 2013/14 winter floods have highlighted the need to plan for climate change

How can the neighbourhood plan contribute to the mitigation of and adaptation to climate change and the transition to a low carbon economy

### Gaps in our Knowledge

General reactions to the proposals to expand a Quarry Nature Park

Portland Port intentions towards environmental areas and heritage assets within their land area

The longer term intentions of a number of landowners

The Local Nature Partnership's reaction to the Local Enterprise Partnership's strategies and policies, as they relate to Portland

The true position on negotiations linked to agreeing a new Mineral Core Strategy

## Natural and Built Environment

### What additional information has been received ?

- Local Plan Development Boundaries
- Permitted Developments policy changes
- Local Nature Partnership—Report . The State of Dorset’s Environment
- Strategic Housing Land Assessment—Land unsuitable for development.
- Mineral Liaison Meeting—Stone Firms trialling mining at Perryfield
- Areas which are mined are considered unsuitable for development
- Possible extension of mining extraction now both companies potentially mining
- Continued sensitivity of Southern Coastal Strip
- Proposals for Solar Power Farm and exploration of the potential for tidal power
- Conservation area appraisals have produced some relevant recommendations in particular restoration of quarrying areas
- Employment potential for Navitus Bay Wind Turbine project
- No 4 priority from the recent Ask Dorset survey was ‘ Dorset ‘s exceptional natural and historic environment

### What are the community telling us ?

Open areas should be protected and kept free from development— 92% agree

We need to improve our parks and open spaces— 85% agree

We must protect our old buildings and heritage—95% agree

Wind solar and wave farm developments are needed and acceptable —73% agree

Ratings	Tophill	Underhill
Parks and Play Areas	G/A	A/P
Environment Generally	G/A	A/P
Improvements	Easton	Fortuneswell
More Green Spaces	34%	56%
Regular outdoor events	56%	39%

### Areas of Further Investigation ?

Refine the details and comments about the desire of protecting old buildings and heritage

### What are business telling us ?

See front sheet

Environment is an asset that needs to be marketed correctly in an joined up manner



## Housing & People

“Home is not a building, home is a feeling,” an old adage certainly, but is it really true?

May we easily chose where we live or does the market dictate much? Certainly we may have links to Portland through family or work, but affordability and supply of the accommodation we seek affects us too. Should we encourage a more flexible outlook in our young people? Is it unreasonable to consider off Island solutions for accommodation of our elderly?

Understanding the economic and demographic issues within our communities is necessary for those who provide public services and infrastructure or for anyone proposing further development. To attain a sustainable future must we understand these issues well enough to have an informed opinion.

How does the heritage of our built environment affect our homes? With much of our housing lying in conservation areas, will we find upkeep of our homes or energy needs too costly in the future? Perhaps there is more potential value in conservation than we first realise or perhaps are we finding limitations that we could address?

Will competing demands for employment land and land dedicated towards protecting our natural environment draw a line under the level of housing that can be achieved? At what point does the Island become full?

Finally with statistics predicting changes of who will live here and the relative age ratios; will there be more demand on a finite housing stock? Will this affect Portland more strongly than other areas of Dorset? What if any, are the alternatives to accepting the pressure of market forces?

### Key Words

Market forces or cap levels or other alternatives

More demand on a finite housing stock

Off Island solutions

Information to achieve informed decisions

## Key Questions and Messages for the Neighbourhood Plan

Should we be encouraging or discouraging inward and/or outward migration?

The need for more affordable housing is evident and growing

What does affordability mean to Portlanders?

There are too many empty and poor quality houses on Portland e.g. system built housing

There is a shortage of available housing sites

More smaller housing units suitable for elderly households will be needed as well as sheltered accommodation and the provision for care.

Should retail and community space be lost through housing conversion?

Can the number of second homes be set within the context of providing a sustainable community?

Will more executive housing help the market as the Chamber of Commerce suggests?

To what extent can Portland's housing issues be solved off the Island?

With the Local Plan determining a level of future housing provision required the window of opportunity that the Neighbourhood Plan has to influence the nature of housing provision on the Island.

### Gaps in our Knowledge

The views and intentions of housing associations

The implications of conservation areas appraisals for the Underhill, Easton, Weston and the Grove

How developers view Portland's housing market

What is the local housing need?

Why is Portland's affordable percentage on new build at 25% when Weymouth's is at 35% when we have the lowest wages in the area?

Social housing policies towards relocating people onto the Island and the allocation of housing to Portland residents

The impact of the partnership / ownership structure between Portland Stone Firms and Betterment Homes

What developers say about affordability and viability in the context of Portland .

The plans of sheltered accommodation providers and organisations providing care

## Housing and People

What additional information has been received

### Strategic Land Holding Review—Summary for Portland

Appendix	Table	Area	Units indicated		
A	A.3	Planning Permissions with consent at 1 April 2014	601		
B	B.1	Local Plan Allocations (without permission)	30		
C	C.2	Sites with Development Potential (within defined development boundaries)	1-5 yrs 6-10yrs 11-15 yrs		
		Tophill East	88	3	23
		Tophill West	12	24	0
		Underhill	40	55	0
		Totals	140	82	23
D		Minor Sites with Development Potential	No specific references		
E		Rural Affordable Sites	30		
F		Maps of sites with development potential			
G		Rural Conversions	None		
H		Estimated Yield from Neighbourhood Plan	30		
I	Pages 26-30	Sites assessed as having no development potential	Site listing with rationales		

Oct 2014 Assessment of Report on Child Poverty Levels and Impact of Housing Costs in WPBC Wards

Dec 2014—Changes in Eligibility to Join the Housing Register

### What is the community telling us ?

	Agree	Disagree
More houses appropriate for Islands current and future needs	28%	64%
We need more suitable and affordable housing for older residents	61%	20%
We need more affordable housing for local people	67%	23%
We need to convert shops into homes	22%	60%
There is a concern about the number of second homes	63%	11%
There are too many empty homes (no view 25%)	57%	18%
There are too many poor quality homes (no view 27%)	51%	22%

Current Housing Needs - are met 84% somewhere larger 9% somewhere smaller 6%

Profile	Current	Forseeable future
House 3 Bedroom	49%	33%
Bungalow 2 Bedroom	4%	17%
Bungalow 3 Bedroom	3%	8%

12% reported a need for own accommodation with 66% of these wanting to stay local

Type Social Housing 28%, Private Rental 30%, Shared Owners 24%, Supported Elderly Care 13%, Supported Other 4%

### Areas of further investigation

A more detailed analysis of the housing supply available of the island its suitability to meet demographic changes. The number of empty homes and an assessment of the number of second homes to maintain a sustainable community

### What are business telling us ?

Chamber view—larger homes to attract professionals

## Business and Employment

Natural resources have historically funded Portland's economy but continue to change and diminish from their position in leading employment.

New industries should in time step in, but what is the best path to take in this transition?

Business and Employment provide the foundations for a community. On Portland the competing demands of nature and employment are particularly evident with considerable protection afforded to the natural environment. The consequence of this protection is limited availability of land for commercial activity and a measured management of the natural resource.

A successful Neighbourhood Plan should consider these competing demands within the context of the developing market.

Many factors will make demands on the local employment situation; changes in population, current and planned; possible changes to the business models proposed centrally; travel to work patterns and the potential for future industries and tourism themes.

With the limited land use changes that are possible on the Island, any decisions on its prioritisation for business and employment will be a key factor in the Island's culture and future prosperity.

### Key Words

Transition from traditional industries – what path

Competing demands of nature and employment

Business and Employment provides the foundations for a community

Limited availability of land how should we prioritise ?

### Gaps in our Knowledge

What are the economic strategy and development plans in adjoining areas and their implications?

What are the views and aspirations of local businesses?

What are the training needs?

Is there a hidden or localised under-employment problem?

How many jobs has Sailing Academy brought?

How does Portland Port intend to integrate their development plans into the needs of the local community?

To what extent the LEP attribute importance to this area as part of their overall strategy

## Key Questions and Messages for the Neighbourhood Plan

To what kind of local economy should we aspire and how can it be made more sustainable?

Should Portland be viewed and treated as part of a wider employment market centred on Weymouth and Dorchester?

How can we help ensure that there is a continued supply of local jobs that will meet local employment needs and help increase prosperity?

What are the key growth sectors – in Portland terms?

Can we achieve an effective mix of economic development opportunities?

How can we ensure we have the right mix of land and buildings available to facilitate growth?

To what extent do we need to meet the aspirations of young people?

Is tourism development the answer?

How can we best make economic and environmental use of our quarrying legacy and the worked out quarries of the future?

To what extent does the low carbon sector, linked to wind, tidal and micro-power generation offer an avenue for sustainable economic growth?

How can we harness the area's tourism potential to increase its contribution to sustainable economic growth?

What can we do to increase wage levels?

Potential of the high-speed broadband to stimulate new forms of local economic growth

Become more involved with the LEP and LNP to both influence their policies and provide knowledge of the economic strategy and development plans in adjoining areas

The relevance of an Economic Strategy for Portland to accompany the Neighbourhood Plan

## Business and Employment

### What additional information has been received

- LEP Strategic Priority list has been slimmed down and an Increased Dorset presence on LEP Board
- LNP report stresses that natural environment should not be viewed as a constraint but the basis upon which growth and development can be sustained.
- Jurassic has received £300k from LEP for feasibility study and Memo is attracting international attention
- Port is continuing to expand cruise ship offer .More passengers visited the local areas this year
- Port has announced tender for maintenance of Breakwaters. A coastal flood protection review has been announced.
- Condor is withdrawing to Poole but still assessing future developments in Weymouth and Portland and how these may fit with their business plans
- The Crown Estate have announced plans to look at the potential for tidal power and proposals for solar farm in Independent
- WPBC have produced an employability strategy

### What are the community telling us ?

	Agree	Disagree
More retail developments are acceptable	74%	20%
We need to encourage more national companies to come to the Island	60%	29%
We need to recognise a single Town Centre	33%	55%
We need to recognise individual areas and develop these	81%	9%
We need to recognise tourism and visitors as important part of the economy	91%	6%
Wind ,solar and wave farm developments are necessary and acceptable	73%	17%

Use of areas	Easton	Fortuneswell
Daily	21%	6%
Regularly but not everyday	47%	14%
Weekly	19%	7%
Monthly	6%	9%
Less than once a month	6%	29%
Never	1%	35%

Weston shops were the most frequently used other shopping area

With a significant percentage reporting no other areas used.

Improvement	Easton	Fortuneswell
Wider Variety of Shops	66%	87%
More Cafes/Restaurants	24%	39%
Longer Opening Hours	21%	13%
More pedestrian friendly	21%	54%
Public Art Installations	22%	20%
More Off Street Parking	55%	64%
More Green and Planted Areas	34%	56%
Regular Outdoor Events/Activities	56%	39%

Improvement	Easton	Fortuneswell
More Evening Activities	42%	35%
Information Boards and Signs	33%	31%
More Commercial Offices	6%	8%
Additional Meeting Spaces	10%	16%
Additional Community Rooms	10%	16%
More Seating Areas	31%	36%
Free Wi Fi Zone	43%	35%
More visible Policing	46%	45%

What types of employment should we be looking to attract to the Island ? Natural Environment 5%, Port Developments 5%, Retail Improvement/Crafts 10%, Skilled Technical 13%, Tourism 24%, More for young people 12%, Not specific 8%

### What are business telling us ?

Barriers to Business Road Access 18% , Lack of Space Premises 8%, Communications 4%, Skills Issues 4%, Small Catchment 4%, Lower Business Rates 3%, Tourism Services 3%, Parking 3% - Total responses 65

Benefits of Location— Beauty,Environment,Safe,USP Location 71%, Local Support ,Resources 30%, Water Access and Port Location 14% - 29 Responses

How Portland to be marketed— Collectively, Up and coming , Strong basis to build on,Alternative Offer.Own PR and marketing— 25 Responses

Which would most benefit ? More Tourists 65%,Road Network 48%, Local Branding 45%, More Parking 45%, Buy Local 41%, Broadband Improvements 35%, Business Directory 32%, Business Club 22%, Hospitality Venues 13%, Better Bus 13%

## Roads & Transport

Is the current road network a constraint on development? The effectiveness of the Island's road network creates strong debate.

We have an excellent public transport system; however we rely on cars because of our location, this creates a level of journeys on the access route to Portland comparable to other highly used A roads across Dorset. The recent winter storms have again highlighted the vulnerability of the Beach Rd.

Can we establish a managed approach to our footpaths and create bridleways and cycle ways? Can we reduce car usage? Do we need to create an effective park and ride system? Are there car parking issues that we need to address? Do we need to consider further changes to speed limits?

Has the removal of the Western Relief Rd (Wyke/Lanehouse by pass) and the Underhill By-pass plans restricted future viability commercial sites on Portland?

Would a new West Country rail/rapid transport solution help to underpin a number of projects on the Island, in particular the 'Destination Portland' concept which includes continued development of the Port. Is this a realistic option?

With so many questions here, at what point should a transport review be triggered? Should the Neighbourhood Plan be a prompt for such a review?

### Key Words

Is the current road network a constraint ? How vulnerable is this to climate change.

Excellent public transport but reliance on the car

Issues of car parking .

At what point should a transport review be triggered

### Key Questions and Messages for the Neighbourhood Plan

Can we reduce regular car usage by local people?

How can we manage and improve the footpath and road networks in the light of public sector budget cuts?

What role is there for park and ride?

Have we got sufficient car parks?

How can we encourage non-car travel?

Can we develop a safe cycle route network on the Island?

### Gaps in our Knowledge

Current condition of footpath network and any agreed improvements

Accuracy of traffic flow information with anomalies in different sets of data

Traffic-modelling against potential developments

Up-to-date travel to work distance patterns

Viability of road network options

Any car parking strategies coming from review

## Roads and Transport

### What additional information has been received

An element of the funding allocated for the Jurassica feasibility study may have to cover sustainable access solutions.

A planning application for the Ferrybridge Inn area may be submitted shortly and similarly a consultation on the use of the tented camp at Mandeville Rd. Both of these could be on the route of the Western Relief Rd.

Condor / Port have cited poor access as a reason for not relocating their operations to Portland.

DCC are undertaking an archaeological study to inform conversion of parts of the Merchants Railway to a bridleway.

Representation has been made to First about increasing the period and frequency of the 501 service. This could be supported by additional housing and businesses in the Wakeham area coupled with increase in visitor numbers as well as a potential home to school issue for those attending IPACA campus in Southwell in Sep 2015.

Representation has been made under the Local Plan Inspection about consideration of sustainable access requirements to support the Portland Vision.

Natural England have requested that potentially additional housing identified in the Local Plan review will not require road access across protected land.

Dorset LEP have asked for a review of the absence of transport corridor routes in the Local Plan

Dorset LNP Vision includes a statement that the environment should be not viewed as a constraint but rather as the basis upon which growth and development can be sustained and therefore requires consistently both protection and enhancement to deliver such benefits.

It is reported that £30k of the funding allocated to Jurassica will finance a transport study

Number 1 priority following the recent Ask Dorset consultation was that Roads and Highways to be kept in good condition

### What are the community telling us ?

Work from home	17%
Workplace on Portland	33%
Weymouth Town Centre	5%
Weymouth Area	26%
Dorchester	6%
Within West Dorset	3%
Elsewhere in Dorset	4%
Neighbouring Counties	3%
National	3%

I work from home and wish to continue to do so	13%
I work off the Island but would prefer to work on Portland if the right job was available	25%
I already work locally and wish to continue to do so	33%
I work locally but may have to commute to advance my career	3%
I don't work at present but I want to work locally	5%
I don't work at present and I am not seeking work	21%

	Agree	Disagree	No View
We need to further improve the scope and frequency of our bus services	50%	38%	12%
The motor vehicle should be less dominant on Portland	41%	42%	17%
We need to develop different transportation networks on Portland	66%	21%	13%
Underhill needs a relief road	66%	23%	11%
Portland must strive to grow internally to become a self supporting (sustainable) community	77%	16%	7%
Car Parking is an issue on the Island	80%	14%	6%
We need to encourage more business and commercial development	78%	15%	7%
We need additional off street parking facilities on Portland	80%	14%	6%
The footpath network on Portland is sufficient	58%	37%	5%
We should encourage more cycling by improving the cycle network	65%	22%	13%
We should identify more bridleways on the Island	49%	31%	20%

## Roads and Transport

### Rate local facilities

Parking Tophill A/P Underhill P/I Public Transport Tophill G Underhill G

Convenience Shopping Tophill G Underhill P

Improvements Easton Fortuneswell

More Off Street Parking 55% 64%

More pedestrian friendly 21% 54%

### Travel to work

Method	Main Method	Regular Alternative	Occasional Alternative
Car	84%	7%	9%
Bus	33%	17%	49%
Train	16%	32%	52%
Motorcycle	44%	44%	11%
Bicycle	19%	22%	59%
Walk	46%	26%	29%

### What are business telling us ?

Mixed messages about impact of road network

Proposals to provide a helicopter training resource if the Search and Rescue Helicopter is lost

## **Community & Social Facilities**

Many of the day to day services a community requires are available on Portland; although the choice can at times be limited. It could be argued that being so close to Weymouth is both a benefit and a dis-benefit for service provision. No community has everything in one place but what is the right balance for ours?

While some existing services already have a degree of policy protection the economic climate may affect the reality on the ground. Factors beyond local control may diminish the current provision or they may simply be outpaced by a changing or an increasing population.

Education, a crucial part of any community is certainly changing rapidly on Portland. Does the plan need to respond to this in a pragmatic way? Could the new provision have knock on affects in other services, positive or negative? Will other advantage filter back to the community from the construction of a new campus?

With a high proportion of older people and life expectancy amongst the highest for the UK, the pressures on some services are ever increasing. Portland has proportionally less services in these areas than are the national average.

Other changes abound; for example central policy is allowing more freedom for community organisations. Is this a viable path for the provision of extra service within a community? Is this an opportunity for the island to find local solutions that suit its individual needs?

These changes need to be underpinned by listening to local communities and giving them an opportunity to develop their community networks and social facilities

## **Key Questions and Messages for the Neighbourhood Plan**

### **Services**

Portland is not self-sufficient in services

Local residents would like to see more services delivered locally and more choice

### **Education**

IPACA is seeking additional spaces

More varied further and higher education opportunities on Portland would be welcomed

### **Young Families**

Early intervention at a community level is important

### **Young People**

Young people's services are under threat

### **Elderly Care and Wellbeing**

The population is 'ageing'

Old people are staying active for longer

The care needs of the frail elderly are changing

More capacity in local health services is required

local authority investment will be limited and focussed

### **Crime & Safety**

How can we plan so as to help reduce crime and safety issues

## **Gaps in our Knowledge**

### **Services**

The potential for community-led delivery and enterprise

The suitability of existing buildings and potential of other buildings and sites

### **Education**

The development plans of the local education institutions

### **Young Families**

Are facilities and services on Portland adequate for current and future needs?

### **Young People**

How well existing facilities and opportunities serve the needs of local people?

What do young people think about exiting facilities and what more do they want?

### **Elderly Care and Wellbeing**

What the service providers and carers think



## Community & Social Facilities

### What additional information has been received ?

The running of C2000 hall has been taken on by the church

Islanders Club and Brackenbury Centre sites are included in the SHLAAR review

Kimberlin Club is under new management

St Johns Hall is increasing being used

NHS Dorset Clinical Commissioning Group have announced a review of Health Services in Dorset excluding Dentistry

Increased demand for facilities at the YMCA

No 2 priority from the Ask Dorset survey was 'helping older people to live for as long as possible'

### What are the community telling us ?

Area	Tophill	Underhill	Area	Tophill	Underhill
Pre School Facilities	G/A NR53%	A N/R 56%	Indoor Sports	A/P N/R 22%	A N/R 21%
Schools	G/A NR41%	A N/R 48%	Care Services and Facilities	A N/R 39%	A/P N/R 43%
Training/Further Education	P NR34%	P/I N/R 37%	Community Safety	G/A	G/A
Youth Facilities	A/P NR27%	P N/R 32%	Social Facilities	G/A	A/P
Health Facilities	G/A	G/A	Library Services	G/A	P/I N/R 20%

	Agree	Disagree	No View
We need and equivalent mix of leisure facilities in Tophill and Underhill	79%	12%	9%
We need to improve facilities for children	76%	9%	15%
We need to improve facilities for teenagers	81%	7%	12%
We need to have more further education opportunities on the Island	69%	17%	14%
We need to improve our community halls and public venues	66%	18%	16%

#### Improvements to social areas

Additional Community Rooms Easton 10% Fortuneswell 16%

Additional Meeting Places Easton 10% Fortuneswell 16%

### Missing Information

Users perception on the quality of leisure facilities

No overall database of community facilities

Capacity of services to deliver co-located solutions

## **Leisure & Recreation**

The coastal environment of Portland is ideal for many sports and leisure activities despite the complex and sometimes competing aspirations for land or maritime areas.

Portland plays host to much recreational activity, yet its communities are recorded as having amongst the lowest levels of participation within the Borough. Are the reasons for this based in our choices or in the amount of access we have to fixed facilities? Do we understand the opportunities right on our doorstep? Do we understand how to share in access to the Olympic legacy?

The current and future economic climate is certain to affect the local fixed facilities. With the Borough Council unlikely to invest in new buildings and citing its preference to move away from maintaining some existing offerings; will community organisations or the open market deliver our preferences?

What of the open spaces well suited to walking or possibly even cycling if it is provided for? A wider agenda exists in relation to this, namely that the leisure and recreation potential of Portland serves to attract visitors to the island. Could this form of tourism be a keynote of wider regeneration? Is the recreation potential inherent in our environment more important to us than we first think?

### **Key Questions and Messages for the Neighbourhood Plan**

The Olympics and new leisure facilities has set a standard for future provision

Are the Olympics and new leisure facilities accessible to fully local people? Should they be?

The number of existing recreation venues is insufficient

The quality of several existing recreation venues is below what is acceptable

There is not enough higher quality sports venues

The loss of Officers Field has deprived the area of an important flat sports and recreation area

More varied and stimulating facilities for children and young people

More disabled- accessible venues for sport and recreation are needed There is potential to develop existing community buildings and sites for leisure and recreation

Sport and Recreation should be an important facet of local life and wellbeing

The Borough Council is not likely to invest in new facilities

### **Gaps in our Knowledge**

The views and ambitions of local sports clubs

What is the demand for sport and recreation facilities and activities

Do local people want better local facilities or are they prepared to travel

The voluntary and community sector's interest in developing and managing facilities

Are existing parks and gardens under threat as a result of the public expenditure cuts?

The potential for the use of broadband to offer a community leisure resource .

## Leisure & Recreation

### What additional information has been received ?

The potential to include opportunities for Leisure and Recreation within a number of development projects proposed.

No further known progress on certain proposals e.g. Coombefield climbing wall

### What are the community telling us ?

	Agree	Disagree	No View
We need and equivalent mix of leisure facilities in Tophill and Underhill	79%	12%	9%
We need to improve facilities for children	76%	9%	15%
We need to improve facilities for teenagers	81%	7%	12%
We need to have more further education opportunities on the Island	69%	17%	14%
We need to improve our community halls and public venues	66%	18%	16%

Area	Tophill	Underhill
Training/Further Education	P NR34%	P/I N/R 37%
Youth Facilities	A/P NR27%	P N/R 32%
Health Facilities	G/A	G/A
Indoor Sports	A/P N/R 22%	A N/R 21%
Social Facilities	G/A	A/P
Parks and Play Areas	G/A	A/P
Environment Generally	G/A	A/P

Improvements	Easton	Fortuneswell
More pedestrian friendly	21%	54%
Public Art Installations	22%	20%
More Green and Planted Areas	34%	56%
Regular Outdoor Events/Activities	56%	39%
More Evening Activities	42%	35%
Information Boards and Signs	33%	31%
Additional Meeting Spaces	10%	16%
More Seating Areas	31%	36%
Free Wi Fi Zone	43%	35%

## **Arts & Culture & Tourism**

The Island has a strong cultural, historic and artistic appeal, with many avenues already explored but perhaps many more to be discovered.

Is the Islands arts and cultural infrastructure as well developed as that of its neighbours? What are the relevant differences? What is the unique cultural heritage of the Island and does it come across to those who visit? How much can be understood and how much requires interpretation?

Our 'Pride of Place' is rooted in the Island's history and heritage, due perhaps to its once strategic location. Is Portland still a well-known location nationally, or does its potential now lie as an alternative to the traditional Dorset experience. Is it the hidden gem rewarding the more adventurous?

This part of the Neighbourhood Plan intends to look at how we can make the best use of the Island's character, its powerful 'Pride of Place', to enrich the quality of life for residents and also to help visitors enjoy the 'Island Experience'. With a coherent strategy, Arts and Culture could be made to work for the Island; creating local employment in the strong growth areas of entertainment, tourism and hospitality.

How much will proposed significant visitor attractions enhance or detract? Can this be managed and developed in a way in which they compliment or augment the intrinsic opportunities

## **Key Questions and Messages for the Neighbourhood Plan**

Creativity, culture and cultural heritage are essential to making a place unique, and help to define a place and form its character

Coast and country walking is a major tourist activity and attractor

Art and Culture could provide an economic development opportunity as part of the mix

There appears to be a growing community of creative people on Portland

Public venues often fall short on several levels

We have to be careful that its unique "weirdness" is not shattered by any large housing development or tourist attraction. Hitting the balance is going to be a challenge

On Portland there are not enough attractions and projects to get people off the 'perimeter road'

Portland has outstanding outdoor sporting attractions whose quality ranges from World Class to National Class.

The Portland Brand needs to be defined and marketed in consistent way

A quality visitor experience is what visitors are increasingly wanting - and they're willing to pay for it

### **Gaps in our Knowledge**

The implications of the Local Nature Partnership's policy for Portland

Weymouth and Portland's Tourism Strategy, how it relates to Portland (and West Dorset)

A coherent Arts and Culture future strategy

## Arts & Culture & Tourism

### **What additional information has been received ?**

Proposals for a Weymouth and Portland Tourism Partnership

B Side and Spirit of Portland festivals were both successful but recognise improvements needed in areas of co-ordination and publicity.

A number of local online websites /facebook pages promoting the Island have been developed

Promotion material produced for Cruise Ship passengers to highlight 'hidden aspects' of the areas offer.

YMCA is recording increased demand for its accommodation space

Trinity House have announced details of their museum proposals for the Bill lighthouse and as well recognised space for a general visitor centre as well

### **What are the community telling us ?**

Mixed messages about some aspects of public realm improvements

### **What are business telling us ?**

Any economic strategy needs to look at the potential for this area

## Glossary of Terms and Abbreviations

### Community Survey

E -Excellent, G -Good, A—Average, P—Poor, I—Inadequate, N– Not Relevant

### General

LEP—Local Enterprise Partnership

LNP—Local Nature Partnership



Q4 - PLACES

## Positive Comments

Church Ope

Easton

The Grove

Parks

Portland Bill

Quarries

Southwell

Q4 - PLACES

## Negative Comments

East Weares

Fortuneswell

Ghost Tunnels

Tilleycombe

Underhill



### Youth Survey Question 5

To You What on the Island is Most

	Important	Needed	Broken	Wanted	Entertaining	Annoying	Enjoyable	Fun	Total
Abandoned House									-1
Activity Areas							1	2	3
Beaches			1						-1
Better Roads		2	1						0
Bus Service			1						5 ✓
Castletown			1						-2 ✓
Chesil	3				1			4	8 ✓
Churches		1							1
Church Open							1	1	2
Cinema				6	1				7 ✓
Cleanliness	1	1							0
Cliffs					1		5	4	10 ✓
Climbing Rocks					1				1
Dog Poo									-2
Easton	2	1		2	8		2		10 ✓
Fancy's Farm					1				1
Football Stadium				1					1
Gangs									1
Ghost Towns			1	3				1	1
Grove			1		5		3	1	9 ✓
Home	7	3							10 ✓
Housing		1							1
IPACA School			1	1					0
Leisure Centre	1				5		4	3	13 ✓
Litter									-1
Loss of Heritage									5 ✓
Mc Donalds				5					2
More Bins		2							2
More Places to Hang Out		10		2					12 ✓
More things to do		2							2
Nightclub				1					1
Off Road M/C	1	1		1	2				4
Old Railway Line								1	1
Open Spaces/Scenery	3								3
Osprey Quay								1	1
Parks			4	3	7	1	6	5	16 ✓
Parking		1							1
Penn Castle				1					1
Personal	3	1	1	4	3		5	5	2
Portland Bk	5	2		2	1		2	2	14 ✓
Portland Pk								1	0
Quarries	2	1			1		3		3
Railway				2					1
Royal Manor Theatre					1				1
Sailing Academy					1			1	2
School	8	1							7 ✓
Seagulls									-1
Shooting Range				1					1
Shops	3	9	1	6			1		18 ✓
Skatepark					3		3	4	10 ✓
Southwell					2		3	1	6 ✓
Speeding Cars									-1
Stables								1	1
Surgery	1	1							2
Sweetship									-1
Tesco	5	7	1	3	1		1		16 ✓
The People	1								1
Toilets									-1
Tophill					1				1
Tourism Trips	1								1
Tout							1		1
Train Lines (Quarry)			1						-1
Underhill							1		-1
Vic Square									-1
Walking					2		3		2
Westcliff							2	2	1
Weston		2					1		3
Weston Farm House			1						-1
Youth Club					2				2
<b>Total</b>	<b>47</b>	<b>49</b>	<b>12</b>	<b>43</b>	<b>40</b>	<b>-15</b>	<b>47</b>		<b>147</b>

Q 4

## Entertaining, Enjoyable, Fun

Chesil

Cliffs

Easton

Grove

Leisure Centre

Parks

Portland Bill

Skatepark

Southwell

Walking

Q 5

## Important, Wanted and Needed

Cinema

Mc Donalds

More Places to Hang Out

Shops

Tesco

Portland Bill

## Young Person Survey Q6 -Q10

### Q6 Do You See Yourself Staying On Portland ?

Yes	40.74%	22
No	59.26%	32

### Q7 If Yes why ?

Cheap Accomodation	1
Don't Live on Island	1
Formal Ties	5
Friends	2
Lots Here	5
My Life	7
Not Too Crowded	1
Personal	3
Quiet	2
Want to see its future	1

### Q8 If no what would it take for you to consider Not Moving Away at all

Going to Uni	1
Jobs and Opportunities	9
More activities	4
Nothing can convince me	3
Personal	2
Shopping Centre	5
Shops/Environment Better	5
Yes	2

### Moving Away but returning at some point

Arcade	1
Better Careers	1
Personal	7
Retire	1
Return at Future Date	1
Return to Family	6
Safer	2
Shopping Centre	2
Shop/Environment Better	5

### Q9/10 General Comments

Activities in Underhill	1
Affordable Housing	1
Cinema	1
Environment Improvements	2
Homes for Young People	1
Improvements to Retail	2
Keep as is	5
Modern Shopping Centre	3
More Fun Activities	8
New School	1
None	7
Off Rd M/C	1
Personal	2
Regenerate Old Buildings	1

Q7

What would make you not leave  
Portland ?

**Formal Ties**

**Lots here**

**My Life**

---

Q8

What would make you consider not  
moving away ?

**Jobs and Opportunities**

**Shopping Centre**

**Better Environment**

#### *Portland Neighbourhood Plan - Responses from St Georges Children*

On the sixth of november 2014 the children of Saint Georges School, Portland were addressed at their morning assembly on the subject of The Portland Neighbourhood Plan. Some 240 children aged between 8 and 11 year old attended the assembly. A short sideshow presentation was given on the background and meaning of the PPC, followed by a request for the children to think about their wishes for Portland and to work in groups to present them on a 'smiley' map that had been distributed to their class teachers.

A summary of their 'wishes' for the PNP follows:

#### 10 to 11 Year Old

- Bigger Museums
- Shops at Southwell
- Clothes shops / Named shops in Easton
- Stop charity shops and hairdresser coming to Easton
- Arcade, Amusements and Adventure Parks (Water / Zipwire)
- Skatepark at Tophill
- More green land close to houses
- Less people and less housebuilding
- Less quarrying
- Use the land opposite the skatepark
- A Community Centre art Royal Manor IPACA Campus

#### 9 to 10 Year Old

Essentially similar to the above plus

- Theatre
- Children's Fun Factory
- Cinema
- All above to bring jobs to The Isle

END

## Appendix 16

### Youth Worker Feedback

<p>DCC Area Youth Worker information from 11-17 year old</p>	<p>Good on Portland – Portland Bill was the most popular response and friends the second most popular. One other individual comment was the IPACA sixth form.</p> <p>Not so good – Only one big shop, little opportunity to get a job, except low paid, part time positions, such as in catering. Too many charity shops and no McDonalds on Portland. The community is too insular and offers little privacy as everyone know each others business,</p> <p>What could improve Portland – More jobs, an improved economy, an ASDA and a Mc Donalds.</p> <p>A bit random and in the main the girls were the most interested in sharing views.</p>
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## Portland Neighbourhood Plan Development

### Consultation on a Vision for the future of Portland to 2031

The Portland Neighbourhood Plan Working Group is now seeking your views and comments on the next stage of the Plan Process.

Since the beginning of this year members of the group have been undertaking research and consulting widely with the community and businesses on the Island.

Over the last month we have pulled together details of this information and reviewed a number of policy and strategy updates to produce a further report. This includes an updated draft of a vision for Portland until 2031 which is shown here. This report is available on our website [www.portlandplan.org.uk](http://www.portlandplan.org.uk).

In addition, we have prepared a series of draft strategic objectives that can lead to alternative futures for the Island.

#### A Vision for Portland in 2031 (draft)

The Portland Neighbourhood Plan Vision for Portland In 2031 seeks to show that Portland:

- Has maintained and enhanced the unique outdoor 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 have built upon its unique location, providing it with a good supply of well-paid jobs that benefit the local community and wider area.
- Has Portland Port expanding its role as a port of national and international importance and a location for modern and sustainable job creation.
- Has a broad visitor offer including an evolving arts and culture provision that contributes to the public realm and attractiveness of the Island along with outdoor activities, international water sports and cruise ships that attract new overseas visitors. The themes will be developed to include significant destination attractions which will complement the intrinsic sustainable visitor offer including water sports, climbing, walking and bird watching.
- Has reduced the levels of 'multiple deprivation' and has good education and skills base covering both academic and vocational opportunities.
- Has a balanced housing provision in terms of quality and lifetime need.
- Has a transportation network which promotes growth and a healthy lifestyle.
- Has planned for the impact of climate change and contributed directly to the development of sustainable energy provision

#### Our Request to you in December

We want your views and comments on the vision and the strategic objectives ideally by the 31<sup>st</sup> December 2014

To make it easier for you to participate you can either

- Complete a short online survey which captures your comments at [www.portlandplan.org.uk](http://www.portlandplan.org.uk)
- Complete a printed copy which will be available at information points across the Island. Currently these are: Osprey Leisure Centre, Jacksons Café Fortuneswell, Whitestones Café Easton, ICA Offices Easton or at the Town Council Offices where large print versions are available.
- Come along to one of our drop in sessions details of which will be posted around the Island and by various media sources.

If you require any further information please email us on [info@portlandplan.org.uk](mailto:info@portlandplan.org.uk) or via facebook or twitter.

#### The next steps

In January 2015 we plan to hold a number of additional events to further engage the community and businesses .

If you would like details of these events and information about the future programme please see our website or contact Portland Town Council, Council Offices, Fortuneswell, Portland DT5 1LW

*The Portland Neighbourhood Plan Working Group is progressing the development of a Neighbourhood Plan for Portland on behalf of Portland Town Council*

## About the Vision Statement

Do you think this provides an effective basis for planning the Island's future? (please circle your response)

Yes / No

Do you have any additional comments about this vision?

## Strategic Objectives Section

We are seeking your comments on the objectives we have defined. We have also asked you to rank the order on which you would prioritise these

**Objective 1** To satisfy the diverse housing needs for all by meeting the changing demographic and social requirements by recognising the important dormitory status of Portland as a skilled people base for employment in the subregion.

*You can suggest your own wording here*

**Objective 2** To ensure that the unique character of Portland is not lost through unsympathetic development by finding the right balance between protecting and improving the natural and built environment and supporting the sustainability of the area by retaining and enhancing local services and facilities

*You can suggest your own wording here*

**Objective 3** To support the regional and local economy to ensure there is a sustainable, modern skilled workforce to meet their existing and future development needs.

*You can suggest your own wording here*

**Objective 4** To develop the local economy through existing businesses, proactively encouraging enterprise that supports maritime opportunities and renewable technologies.

*You can suggest your own wording here*

**Objective 5** To develop a viable, broad tourism base of enterprises which are built upon internationally recognised destination projects, the heritage and quarrying legacy, outdoor activities and the evolving arts and culture based opportunities.

*You can suggest your own wording here*

**Objective 6** To manage and where possible reduce the vulnerability to the impact of climate change in particular flooding and coastal movement.

*You can suggest your own wording here*

We would also like to receive your feedback on the order of priority of these objectives. This will help with informing the content of further community events to develop these and any resulting policies.

What priority would you rank these objectives? (1-6)

Objective 1  Objective 2  Objective 3  Objective 4  Objective 5  Objective 6

**General Comments—** You can submit these but it would be helpful if these could be directed at either the Vision or Objectives

If you wish to be kept informed and have not already signed up to our newsletter please submit your contact details here

Thank you. Please hand this back to a collection point as overleaf





Neighbourhood Plan Working Group Update for January 2015

We are currently seeking your views via two surveys. A main survey about the vision for the future and the priority of the objectives to progress the plan. This is available via our website and also printed copies at various points around the Island (as shown below).

In addition we have located at various pubs ,clubs , food outlets and other points where the community can congregate, a short survey the content of which is set out below.

During January we will also be holding further drop in events and also a series of larger meetings at various venues . We will be advertising these through various means so watch out for these details. Full details will also be available on our website [www.portlandplan.org.uk](http://www.portlandplan.org.uk)

**Quick 30 Second Survey on the Future of Portland**

We are currently looking at the future options for the Island. Please help us by completing this quick survey. Please consider the six options listed below, simply rank them by writing the number 1-6 in the boxes provided, to show us the order you see as their priority. Please then hand this form back to where you collected it from or to one of the collection points below.

Many thanks

**Please rank in order of importance, 1 being the highest and 6 being the lowest**

<p><b>Option A     Housing.</b></p> <p>Housing stock needs to be designed to meet employment and elderly needs.</p>	<input type="checkbox"/>
<p><b>Option B     Environment.</b></p> <p>Avoid unsympathetic development and encourage the improvement of services.</p>	<input type="checkbox"/>
<p><b>Option C-     Employment.</b></p> <p>Recognise Portland as an important area for employment, training and jobs.</p>	<input type="checkbox"/>
<p><b>Option D-     Business.</b></p> <p>Encourage the development of our existing businesses, whilst attracting new technologies, maritime industries and renewable energy initiatives.</p>	<input type="checkbox"/>
<p><b>Option E –     Tourism and visitors.</b></p> <p>Develop across a range of ideas including attractions, heritage, arts, culture, sports and activities</p>	<input type="checkbox"/>
<p><b>Option F –     Climate Changes.</b></p> <p>Help manage the potential impact of these changes to, where realistic; avoid the loss of valued amenities.</p>	<input type="checkbox"/>

**Other Comments and Ideas:** If you have any comments about ideas that should be shown please include these here.

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Collection points – Osprey Leisure, -Jackson Café, Fortuneswell, -Whitstones Café, Easton, -ICA Offices, Easton -Town Council Offices , Fortuneswell.

Thank you from Neighbourhood Plan Working Group on behalf of the Town Council

*The Portland Neighbourhood Plan Working Group is progressing the development of a Neighbourhood Plan for Portland on behalf of Portland Town Council*

**Questions and Answers**

**Q :Why two surveys which cover similar areas ?**

*A :We wanted to capture as much input as possible and felt that a quick survey could be more attractive to many people. The idea is to get everyone thinking about these priorities and hopefully it will encourage people to look into the background information we have gathered to date.*

**Q: Is the Vision and Strategic Objectives survey therefore not important ?**

*A: On the contrary ideally we need you to comment on these areas as well. The Vision statement is largely drawn from the existing Local Plan which was drawn up over two years ago and we have added to this a number of issues which were not shown. It is quite wordy but if we are to change this we need to show that the community feel that this would be appropriate.*

*We originally asked if you could complete this by the end of December but we will now leave this survey open until the end of January.*

**Q: We've noticed that the business and the community surveys were only completed by a few hundred people. Is this a sound basis to take the Plan forward ?**

*A: We asked Dorset County Council to test the level of responses we received and they have confirmed that they are statistically significant. That is the sample can be used confidently.*

**The National Picture**

**What is happening nationally with Neighbourhood Planning ?**

*There is a variety of information which gives you an insight how communities are using the opportunity that Neighbourhood Planning provides. We intend to include specific details in the information we have available at the larger events in January and where possible we will show how this could relate to local issues and problems.*

[www.rtpi.org.uk/planning-aid/neighbourhood-planning/http://locality.org.uk/projects/building-community/](http://www.rtpi.org.uk/planning-aid/neighbourhood-planning/http://locality.org.uk/projects/building-community/)

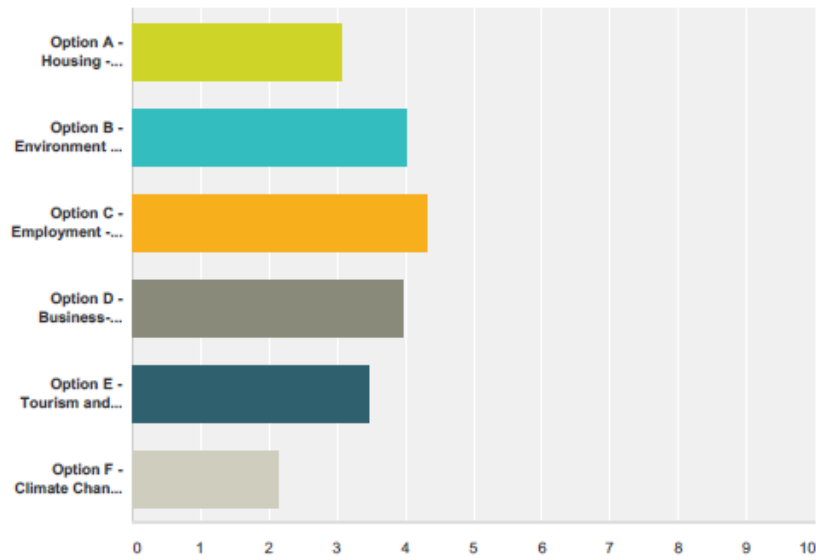
**What else is happening ?**

During January we plan on looking in more detail at Housing and the Economic Opportunities and subject to funding intend to produce additional reports around these areas .

Vision and Strategic Objectives Short Survey

Q1 Please rank in order of importance

Answered: 68 Skipped: 1



	1	2	3	4	5	6	Total	Score
Option A - Housing - Housing Needs to be designed to meet employment and elderly needs	8.82% 6	17.65% 12	13.24% 9	13.24% 9	25.00% 17	22.06% 15	68	3.06
Option B - Environment - Avoid unsympathetic development and encourage the improvement of services	22.06% 15	17.65% 12	16.18% 11	30.88% 21	11.76% 8	1.47% 1	68	4.03
Option C - Employment - Recognise Portland as an important area for employment, training and jobs	26.47% 18	22.06% 15	22.06% 15	19.12% 13	7.35% 5	2.94% 2	68	4.32
Option D - Business- Encourage the development of existing businesses, whilst attracting new technologies, maritime industries, and renewable energy initiatives	22.06% 15	20.59% 14	20.59% 14	11.76% 8	19.12% 13	5.88% 4	68	3.97
Option E - Tourism and Visitors- Develop across a range of ideas including attractions, heritage, arts, culture, sports and activities	13.24% 9	16.18% 11	22.06% 15	17.65% 12	13.24% 9	17.65% 12	68	3.46
Option F - Climate Change- Help manage the potential impact of these changes to, where realistic, avoid the loss of valued amenities	7.35% 5	5.88% 4	5.88% 4	7.35% 5	23.53% 16	50.00% 34	68	2.16

# Future Portland



## **How the Community Can Influence Planning and Land Development Issues on Portland through a Neighbourhood Plan and other Community Rights.**

Please come along to the **Public Information Session** which is scheduled as part of the next Management Group Meeting commencing **7pm Wednesday 8<sup>th</sup> June 2016 at St Georges Centre, Reforne.**

At the meeting there will be

- A display of information collated to date
- The focus of the Neighbourhood Plan moving forward
- Next Steps and Actions

You will also be able to find out how you can help the Management Group if interested.

The development of the Portland Neighbourhood Plan is supported by Portland Town Council on behalf of the community for more information

[http://www.portlandtowncouncil.gov.uk/neighbourhood\\_plan.html](http://www.portlandtowncouncil.gov.uk/neighbourhood_plan.html)

## Future Portland

### The Portland Neighbourhood Plan—An Information Update-July 2016



#### **How the Community will be Influencing Planning , Economic and Land Development Issues on Portland through the Neighbourhood Plan and other linked developments**

Resources and documents referred to in this update are now available at Tophill Library, Easton as well as on the plan's website .

[www.portlandplan.org.uk](http://www.portlandplan.org.uk)

In 2008 a report was produced by Terence O'Rourke which advocated a spatial approach to planning on Portland which over the years has suffered from ad hoc development. Members of the Portland Community Partnership ( PCP) had been in favour for some time of such approach but were also aware that a new planning regime being introduced under National Planning Policy Framework presented both opportunity and further risks unless an active approach to a community led development could be achieved.

During 2010/11 a series of Future Portland Public meetings were held to identify support for such approach and these were well attended and positive feedback received.

In mid 2011 members of the PCP became active with the development of the Local Plan for the combined planning areas of Weymouth and Portland Borough Council and West Dorset District Council. This document would establish the strategic direction for planning over the next twenty years. The intention was to lobby for a Neighbourhood Plan for Portland which would look at the specific needs and opportunities in more detail.

Over a period of nearly 5 years the PCP has worked with the Local Planning Authority and Portland Town Council and have progressed the development of the plan. It is anticipated that this development is in its final year with a referendum to adjudge it being appropriate aimed for in mid 2017.

Likely changes in Local Government in Dorset , an emphasis on Community Led Regeneration and increasing support for the process of Neighbourhood Planning has made the production of a plan even more relevant.

Over the next few pages we will aim to inform you of how the plan has developed. What the community has told us, how this has been interpreted and the next stages over this coming year.

A Neighbourhood Plan for Portland has been recognised as one of the more complex plans to be taken on. The opportunities for economic development sitting with and alongside a wide range of environmentally sensitive and unique areas present a difficult challenge and we hope by sharing this information as widely as possible a greater understanding of the content and direction of the proposed plan will be understood.

Date and Information	Resource References
Late 2010-Mid 2011 Series of Future Portland Public Meetings to identify desire for a more planned future were held	
Mid 2011- Mid 2012 As part of the Local Plan Lobby for a Neighbourhood Plan for Portland	
Mid 2012 – Portland Town Council agreed to develop a Neighbourhood Plan.	
Early 2013 – Initial Consultations Occurred and outline themes established	Summary of Consultation 2013
Late 2013 – Approval of the Plan area agreed by the Planning Authority	
January 2014 – April 2014 Compilation of Evidence Base Report	Evidence Report 2014
June 2014 – September 2014- Community and Business Consultations held	
October 2014 – High Level Analysis Produced and Circulated	High Level Analysis
Late 2014 – Additional consultations undertaken	
Early 2015 Review of Consultation work	Summary of Consultation and Focus of Plan
Early 2015 – Business and Employment identified as a major development theme	
March 2015 to January 2016 – Development of Portland Economic Vision and Action Plan	Economic Vision Documents – Executive Summary, Main Document, Consultation Summary, Action Plan
Autumn 2015 – Revised Housing Land Holding Assessment conducted to update Local Plan Housing Supply	Maps of sites for potential development and areas subject to specific policies.
December 2015 – March 2016 – Town Council confirms Aims and Objectives for Neighbourhood Plan now including Economic Vision objectives	Summary of High Level Aims and Objectives
April – May 2016 – Town Council developed draft policy framework	Draft policies and further evidence requirements
Mid 2016 – Further evidence collected	Both Locally and by commissioned Technical Studies funded by the Department of Communities and Local Government
Autumn 2016 – A draft Plan will be consulted upon and any required changes will be made	
Autumn / Early 2017 – Submission to Local Authority and Independent Examination	
Referendum- Mid 2017	

#### Why develop A Neighbourhood Plan for Portland ?

Portland has suffered from ad hoc planning over the years.

Its full economic potential has not been recognised.

The National Planning Policy Framework presupposes sustainable development particularly where policy is silent about an area.

Current planning is not delivering the type of housing that is locally supported—elderly care, affordable arrangements.

The Local Plan recognises the appropriateness of a Neighbourhood Plan for Portland given the unique characteristics of the Island.

#### What is a Neighbourhood Plan ?

A Neighbourhood Plan is a community led planning framework for guiding the future development, regeneration and conservation of an area.

It is about the use and development of land and may contain a vision, aims, planning policies, proposals for improving the area or providing new facilities, or allocation of key sites for specific kinds of development.

#### What are the strengths of a plan ?

A neighbourhood plan will be part of the statutory development plan for the area, if successful at referendum. This statutory status gives neighbourhood plans far more weight than some other local documents, such as parish plans.

#### The Role of the Town Council

In areas which are Parished the Town Council has a responsibility to support the Community if a need for a Neighbourhood Plan can be demonstrated.

This support is normally in the form of providing financial control and support, ensuring project management and process compliance. Allocating funds or holding external funds secured.

#### To have legal force it must

Be based on robust evidence impartially collected and analysed

Reflect the views, aspirations, wants and needs of local people and properly understand the area

Meet certain basic conditions these include

Compliance with European and national legislation

Contributes to the achievement of sustainable development having regard to national planning policy and conformity with existing strategic local planning policy

#### Other considerations - amongst other issues

It should not promote less development than that identified in the Local Plan and can promote more

It can change the location of housing development sites allocated within the Local Plan if a more logical case can be shown

It can specify policies and guidance on how new development should be designed, orientated and located

It can support a positive use of green spaces particularly where these are linked to the development of a Green Infrastructure Network

It should be established for a 10,15 or 20 year timeframe but with a review period recognised

#### Checking the Plan meets these requirements

Once a Plan is completed it will have to be submitted to the local planning authority and then be subjected to an independent examination

#### Referendum

Once approved by the Inspector the plan will be subject to a referendum with a simple majority required to approve a plan

## Evidence Gathering and Community and Business Consultations

In early 2014 community members of the Working group, formed to progress the Plan, undertook a detailed analysis of policies, strategies together with demographic data to produce a detailed evidence base.

This evidence base together with information drawn from the consultation, which had occurred in early 2013, then informed a community and business consultation process which was undertaken during the Summer 2014. This included:

- ☑ Information about the consultations were inserted every month for three months in the Free Portland News
- ☑ Over 80% of households and businesses were leaflet dropped with information.
- ☑ Over 30 drop in and consultation events were organised.

Responses from the survey were considered of material significance by Dorset County Council Statistics section.

## Main Surveys Results Review Summary

### Housing

- We need more affordable homes
- We need more age-appropriate dwellings
- We should resist the growth in second homes
- We do not want a lot more homes built – but recognise that some new development is necessary to help meet specific needs

### Shopping and Shopping Centres

- We should resist loss or conversion of existing shops to other uses
- More shops would be welcomed
- We should retain and enhance our two 'centres'
- We should protect and enhance the individual character of both centres
- We should encourage tourist-related development in and around the two centres

### Traffic and Transport

- We should protect and improve the public transport services
- The transport network has to be improved
- Underhill should have a relief road
- Parking opportunities need increasing in the right places
- We should create more off-street parking
- We should enhance the cycle network

### Leisure and Recreation

- We need to improve and extend the range of local leisure and recreation opportunities and facilities
- We need to improve our parks and open spaces
- We need better and more flexible community spaces
- We must create more opportunities for children and young people

### Business

- We should protect our existing employment areas
- We should support local businesses
- We should allocate more land for business development
- We should encourage new business development
- We should enable the conversion redundant buildings for business purposes

### The Environment

- Open areas should be protected
- We must protect our old buildings and heritage
- Wind, tidal and solar farm development is acceptable in the right places

## In Short -Conclusions from Consultation

- **The Neighbourhood Plan should intend to:**
  - Provide the housing that local people need
  - Support the shopping centres and shopping function
  - Accommodate the car in an unobtrusive manner
  - Realise the leisure and recreation potential of the Island
  - Welcome responsible and sustainable tourism development, whilst protecting the special and unique character of Portland's natural and built environment
  - Strengthen the Island's business function, building growth and prosperity

## Strengthen the Island's business function, building growth and prosperity

During 2015 an emphasis was placed on creating an Economic Vision for Portland and forming a business led Economic Board. This anticipated Portland's role in the development of the Western Dorset Growth Corridor. The Portland Plan website provides links to the current work of the group and further information will be distributed as activities occur.

## Neighbourhood Plan Framework

The framework for a 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

## Draft Aims

With this strategic context in mind, a set of topic-based aims for the Portland Neighbourhood Plan were devised that are wholly consistent with the Local Plan vision and the economic vision for Portland. The aims were ratified by Portland Town Council in early 2016.

### 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*

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

## Objectives and Policy Development

A series of objectives have now been established and draft policies constructed. Full details of these are available via Portland Plan website or located with the resources at Tophill Library.

Current work is now focused on collecting further evidence to support these policies. In addition funding and additional support has been obtained from the Department of Communities and Local Government to progress Technical requirements of the Plan.

## Helping Progress the Plan

If you are interested in helping with progressing the plan please contact the Town Council via the following

Telephone 01305 821638

Email: [clerk@portlandtowncouncil.gov.uk](mailto:clerk@portlandtowncouncil.gov.uk)

New Office Address : 52 Easton Street, Easton

## **Neighbourhood Plan Workshop Activity 11<sup>th</sup> January 2017**

**The aim of the workshop is to look at 3 theme areas in detail with the intention to have identified by the end of the activity the following**

**Housing** -Potential Housing sites which could form part of the Neighbourhood Plan proposals.

**Employment** – Designating employment sites and opportunities which would meet future needs

**Green Spaces** – Supporting the development of a Green Network across the Island for the benefit of the community and the economy

### **Available Resources to be displayed /available**

- ! Large Map of Policy Areas
- ! Composite Large Map with Mineral Rights
- ! Local Plan Land Allocations (SHLAAR 2015)
- ! FPN Summaries of work to date
- ! Summary of Objectives and Policies Framework
- ! Local Plan Review Paper
- ! Green Corridor Review
- ! Example Site Proforma
- ! Copies of Economic Vision Executive Summary
- ! Evidence Base Document (2014)
- ! High Level Review Summary (2014)
- ! Strategic Environmental Assessment Scoping Report (AE Com)



# Housing

## What You've said

- ! You want to see any housing to be appropriate in design, size and scale and prioritised towards meeting the needs of affordability , young people and elderly provision.
- ! Brown field sites should be developed first.
- ! There is concern around the potential for second homes development.
- ! There are concerns about the existing housing stock and accessibility issues.
- ! Community infrastructure and facilities improvement should be linked to any developments
- ! Retention of green gaps and spaces should be supported
- ! Conversion of shops and effective use of heritage buildings are recognised as opportunities

## What we know

- ! There are approximately 800 units recognised as being within the Local Plan targets for the next years.
- ! There are a number of additional potential sites identified which have not yet been assigned numbers.
- ! These numbers do not include any potentials from the rationalisation of the public estate including school sites, health and social services and possibly Prison sites.
- ! The Local Plan Review has proposed some additional strategic sites amounting to a further 280 units.
- ! As the area becomes more widely recognised there will be increasing pressure on the demand for houses.
- ! The Local Plan Review states there is an oversupply of employment land and therefore potential to convert to housing supply but we know we need as much as possible to protect and develop our own employment sites and opportunities in order to reduce out commuting from the Island.
- ! Some development boundaries need to be reviewed to reflect the realities on the ground.
- ! The Local Planning Authority have a site proforma which can be used in assisting with assessing sites.

## How we have interpreted this

- ! We need to find ways to meet the demand from local people first
- ! Housing supply where possible should be linked to employment opportunities.
- ! Design, size, scale and location are important.
- ! We should prioritise brownfield sites.

## What we are planning

- ! To support the development of delivery structures in meeting local needs.
- ! To identify potential sites using the site proforma
- ! To provide a better rationale for these sites as possible alternatives to those identified through the Local Plan process.
- ! To create relevant policies within our Neighbourhood Plan which addresses these issues where we feel the Local Plan policies are not sufficient or absent.

# Employment Land

## What you have said

- ! Development of our Economy should be a key element in our Neighbourhood Plan
- ! We should protect employment land and spaces where possible and create new opportunities to reflect changing demands.
- ! Sustainable tourism of a higher level value is supported.
- ! Renewable energy development is supported.
- ! Opportunities linked to the Maritime sector are supported
- ! We should encourage retention of our young people

## What we know

- ! There is a predominant blue collar demographic on the Island which differs markedly from the rest of Dorset.
- ! There is a high level of benefit dependency
- ! 3000 people out commute from the Island daily
- ! There are 292 firms employing just under 3000 people of which 1800 commute onto the Island
- ! The Local Enterprise Partnership estimates a potential to double these levels of employment on Portland.
- ! Dorset County Council's transport strategies talk in terms of increasing 'self containment' within the Towns of Portland, Weymouth and Dorchester.
- ! There are conflicting ideas around the future use of redundant quarry sites.
- ! Mining of stone could offer new employment space opportunities.
- ! A number of trading estates are looking tired and need of investment
- ! There is a demand for smaller start up and workshop spaces.
- ! New Technology allows closer relationship between employment and living spaces.
- ! There is general support for physically clustering sector areas
- ! Improvements to Superfast and Ultrafast Broadband will provide new opportunities
- ! The Port operates at around 10% of its full capacity

## How we have interpreted this

- ! A need to evidence proactive support to address these issues in particular to encourage inward investment and the resilience of our community.

## What We are Planning

- ! Establish policies which indicate a positive approach to the above issues

# Green Spaces and Corridors

## What you have said

- ! With a definitive and limited land area all green space is valued
- ! We should value our natural environment and it can be part of our employment opportunity
- ! Not all areas though are seen as tidy or maintained well
- ! Our landscape is closely linked to our built heritage
- ! The Island has a rich and unique biodiversity
- ! There is a long history of a 'right to roam'
- ! Young people have an educational and training opportunity

## What we know

- ! An increasing recognition of the value of Green Networks and connecting green spaces.
- ! Categorisation of these spaces to aid with definition, use and protection
- ! A potential for mitigation and substitution to improve the overall green offer.
- ! Policy frameworks such as permitted development which allow certain employment uses outside of the development boundaries.
- ! Portland is particularly vulnerable to the impacts of climate change

## How we have interpreted this

- ! Establish a proactive policy framework.
- ! Review current and future proposals for green space opportunities

## What We are Planning

- ! Establish definitive areas for green space recognition and protection which can be evidenced



## **PRESS RELEASE -June 2017**

### **Major Study Confirms Portland's Unique Character**

As part of the work on the Portland Neighbourhood Plan, a study has helped identify what makes the different parts of the Island special today. On the Town Council's behalf, AECOM, a leading environmental consultancy, has taken a fresh look at the Portland in 2017. Their Character Assessment Report provides important, up-to-date, evidence to support the planning policies that will go 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.

In accordance with the Memorandum of Understanding between Portland Port and the Town Council the study document also now includes a separate commentary by the Port concerning their land holding which covers two of the 'character areas'. This should be considered as part of the consultation.

Before the Neighbourhood Plan policies are written, the Town Council is giving local people an opportunity to consider the Draft Character Assessment Report and contribute their own thoughts and ideas.

The Portland Character Assessment Report will be available on the Portland Plan website ([www.portlandplan.org.uk](http://www.portlandplan.org.uk)) from 9th June 2017 and the consultation period will run until 9th July 2017. You may make comment via the online form.

It will also be available via Portland Town Council's website [www.portlandtowncouncil.gov.uk](http://www.portlandtowncouncil.gov.uk)

Alternatively hard copies of the report will be available at the following locations during their opening times together with forms to make comments upon.

**Portland Tophill Library, Straits, Easton, DT5 1HG**

**Portland Town Council Offices, 52 Easton Street, DT5 1BT**

**Osprey Leisure Centre, Castletown, DT5 1BD.**

#### Heritage and Character Study – Consultation Report August 2017

##### Purpose

This report summarises details of the coverage of the consultation and responses received with an outline of further actions. The report will be held on the Portland Plan website.

##### Content

1. Coverage and number of responses
2. Responses raising matters of material consideration and how these will be reflected in the Neighbourhood Plan.
3. Response received from the Local Planning Authority (in full)
  - Annex A – Copy of Notice of Consultation

##### Further actions

- Submission of areas of correction or additions to the authors AECOMM for their consideration in regard to an updated report.
- Inclusion of items of material consideration with the Neighbourhood Plan development

#### Neighbourhood Plan Working Group – August 2017

## SECTION 1

### Heritage and Character Study – Coverage and Response Statistics

The press release announcing the consultation period (Annex A) was published in the Dorset Evening Echo and appeared on the front cover of the July Edition of the Free Portland News. The Press Release was also promoted through local social media.

Social Media Hits – 2,587

Number of Web page views – 190

Number of Downloads – 49

Approximately – 50 people viewed the hard copy report

Although only 8 specific responses were received including the Local Planning Authority the absence of negative comments implies that generally people were satisfied with the content.

The study will remain on the Portland Plan Website

## SECTION 2 – SUBSTANTIVE MATTERS RAISED

The table below includes the substantive matter(s) raised by consultees during the recent consultation and sets out how the draft Neighbourhood Plan (NP) intends to address the 'issue' or 'opportunity'.

<i>Substantive Comment:</i>	<i>Influence on the draft NP:</i>
<i>This island has a freedom of movement you are unlikely to find anywhere else, quarries, coastal paths. Why put paths through?</i>	The draft NP will focus on improvements to existing footpaths rather than more paths, unless they have a functional value
<i>Planning application should be looked at in line with the 'Portland Heritage and Character Assessment' document.</i>	The 'Portland Heritage and Character Assessment' <u>if accepted</u> by the Town Council can be used to support its comments on planning applications. It will also underpin certain policies in the NP, which will, be used by the local planning authority to determine planning applications.
<i>The division into several Character Areas makes sense. Issues to be addressed and 'sensitivity to change' make sound recommendations. I particularly support the following:</i> <ul style="list-style-type: none"> <li>• <i>demonstrates an understanding of the particular history of each area</i></li> <li>• <i>reflect the scale, density and roofline of that particular settlement;</i></li> <li>• <i>responsive to vernacular building materials, height, scale and massing.</i></li> </ul> <i>I also support retaining gaps between each settlement.</i>	The NP will recognise the history and unique character of the different settlements and include policy intended to ensure they remain separate and different.
<i>It is good to see the emphasis on retaining the history and architecture. over-emphasis on building more houses currently without focussing on those that are empty. no reference to the sports field the car parks are essential to reducing the loss of gardens</i>	The matters raised i.e. empty property, recreation areas and public car parks will all be addressed in the NP
<i>The primacy of the Portland Conservation Area appraisals as a key reference in any planning considerations needs to be made clear.</i>	This will be emphasised in the NP and revised Heritage and character study or linked commentary document
<i>The issue of Permitted Development has not been addressed. In a Conservation Area. These relatively small changes can utterly change the historic character of an area.</i>	Permitted development rights can't be changed by the NP. The plan could identify specific areas where WPBC would be encouraged to implement Article 4 directions.
<i>Houses on the Officer's Field development do not reflect the vernacular. It should not be used by developers as a precedent for other developments elsewhere.</i>	Design and character are matters to be covered by the NP.
<i>The importance and extent of nature conservation designations should have more emphasis. The whole of the island is a regionally important Geological and Geomorphological site.</i>	This will be given due regard by the NP to ensure all areas that need protection will be protected.

<i>Underline the opportunities that the required restoration of mineral sites offers to enhance character.</i>	The future of quarried areas is a policy area of the NP.
<i>The natural environment is important to the cultural associations and recreation /tourist potential, perhaps more emphasis on these opportunities.</i>	The NP will address the value of the natural environment to the social and economic well-being of Portland
<i>Recognise opportunities for cyclepath and bridlepath development</i>	The NP will help facilitate traffic-free routes. Where possible, by making use of existing tracks/routes
<i>The whole island is of archaeological importance</i>	This will be acknowledged by the NP.
<i>I consider it to be a locally distinct feature of Portland where open countryside areas extend into settlements and when the quarries are properly restored it will be a very positive feature.</i>	The need to protect the unique setting of the settlements is something that will be addressed by the NP.
<i>Portland is known for its sparse trees cover and therefore reference to more tree planting and retaining vegetated front gardens should be used more sparingly and indicate specific locations where relevant.</i>	This will be recognised by the NP.
<i>The importance of the Stone Pier in terms of the shipping of stone etc needs to be recognised.</i>	The NP will include a policy about the old piers.
<i>Chiswell has origins in fishing.</i>	Point noted.
<i>The wide-open spaces and extensive spectacular coastal views are key characteristics for LCA 02.</i>	The unique character will be recognised in any policy relating to the Port area in the NP.
<i>The 3 settlements of Easton, Weston &amp; Wakeham, although they merge in places, there are features that differentiate them. The non-built-up character of this area is also an important part of the setting of the conservation areas at Weston and Wakeham.</i>	The need to protect the setting and character of settlements will be addressed in the NP.
<i>There is no Conservation Area at Southwell</i>	Respecting the historic areas will influence policy in the NP. NP could encourage the designation of Conservation Area at Southwell.
<i>Need to decide whether Southwell's heritage deserves additional protection such as a conservation area designation.</i>	The NP will address the need and the best way to protect the Island's heritage.
<i>LCA 5 – Portland Bill and The Jurassic Coast – the Jurassic coast designation goes around the entire coastline of the island perhaps you should re-name this area or amend the plan. Need to acknowledge the undeveloped character of the area and make the point that development here would be the exception.</i>	The Jurassic Coast designation will be given due acknowledgment in the content and policies of the NP.
<i>LCA 6 – Quarries and open space –should emphasise the importance of the openness and nature conservation and celebrate the Portland Quarries Nature park which is an exemplar project for GI management. Quarries are greenfield sites in the countryside, where development is generally restricted, any reference to development should be caveated as such and not treated the same as an area within a settlement.</i>	The PQ Nature Park area will be supported and its development influenced by policies in the NP



## PORTLAND TOWN COUNCIL

Council Offices  
52 Easton Street  
Portland  
DT5 1BT

Tel: 01305 821638

E-mail: [office@portlandtowncouncil.gov.uk](mailto:office@portlandtowncouncil.gov.uk)

By hand

13<sup>th</sup> December 2017

Dear Sir/Madam

Land at (as outlined in attached document)

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 designated Port CR1 is as follows:

*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 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 outline 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 Friday 19<sup>th</sup> January 2018.

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

Yours faithfully

Ian Looker  
Town Clerk

\*Draft Neighbourhood Plan Document available at [www.portlandplan.org.uk](http://www.portlandplan.org.uk)



### **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



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E-mail: [office@portlandtowncouncil.gov.uk](mailto:office@portlandtowncouncil.gov.uk)

By hand

13<sup>th</sup> December 2017

Dear Sir/Madam

Land at: (as outlined in attached document)

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 CR2 is as follows:

*"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:*

*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 outline 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 faithfully



Ian Looker  
Town Clerk

\*Draft Neighbourhood Plan available at [www.portlandplan.org.uk](http://www.portlandplan.org.uk)

#### **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.



# THE Portland Plan

**Consultation Period**  
28th November 2017 to 12th January 2018

**Consultation material:**  
Background  
Dates and Venues  
Vision and Aims  
Objectives  
Policy List  
Specific Questions

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## Neighbourhood Plan Informal Consultation Phase

We are currently consulting on the draft Neighbourhood Plan to inform the next formal stages to be taken forward during 2018. The consultation period is from the 28th November 2017 to 12th January 2018.

The plan is mainly policy based setting out a potential direction for land use over the next 15 years building on the Vision, Aims and Objectives that have been the subject of extensive consultation with the community.

Policies cover Environment, Business and Employment, Housing, Transport, Shopping and Services, Community Recreation and Sustainable Tourism and provide a local context to those set out in the Local Development Plan including the Local Plan and the Minerals and Waste Plan. We are seeking your comments both at a general level and to specific questions (sq) which will help guide the plan further.

The draft plan will be available on our website [www.portlandplan.org.uk](http://www.portlandplan.org.uk) alternatively we have arranged a number of drop in events as set out below at which we will explain how you may contribute to the consultation or alternatively a full set of the information will be available at the following locations during their opening hours:

Osprey Leisure Centre, Castletown  
Tophill Library, Easton  
Portland Town Council Offices, Easton

For further information please email [info@portlandplan.org.uk](mailto:info@portlandplan.org.uk) or leave an enquiry form at the above locations.

## Background Information

We have broken the Plan down into separate topic areas:

Introduction and Background	p2 - p13
Structure, Aims and Objectives	p14 - p17
Environment	p18 - p35
Business and Employment	p36 - p42
Housing	p43 - p48
Transport	p49 - p53
Shopping and Services	p54 - p57
Community Recreation	p58 - p66
Sustainable Tourism	p67 - p76

For each topic area there will be an opportunity to lodge general comments as well as an overall comment/feedback section on the separate form.

Within each topic area we will be also seeking responses to specific questions in this booklet. If responding to a specific question, please refer to the topic area or policy on the response form.

**You do not need to complete every section.**

Thank you for taking the time in completing the response form.

### Process

Although information is available via the Plan's website [www.portlandplan.org.uk](http://www.portlandplan.org.uk) we intend on this stage to try and speak to as many people as possible and help explain the purpose and content of the Plan. Due to limited resources and the time of year, we rejected holding large consultation events. Instead we have identified occasions where local people will be gathering and where we can attend to undertake some consultation on the Plan.

## Consultation Dates & Venues

Tophill				Underhill			
Day	Date	Venue	Times	Day	Date	Venue	Times
Tuesday	28 <sup>th</sup> Nov	YMCA	6pm-8pm				
Thursday	30 <sup>th</sup> Nov	Cilton Hotel	6pm-9pm				
Saturday	2 <sup>nd</sup> Dec	Tophill Library	10am-1pm				
Sunday	3 <sup>rd</sup> Dec	Tesco Foyer	10am-1pm				
				Monday	4 <sup>th</sup> Dec	Osprey Leisure	2pm-4pm
				Tuesday	5 <sup>th</sup> Dec	Osprey Leisure	9am-12 noon
Wednesday	6 <sup>th</sup> Dec	St Andrews Church Hall	10am-1pm				
Thursday	7 <sup>th</sup> Dec	YMCA	10am-1pm	Thursday	7 <sup>th</sup> Dec	Outpost, Fortuneswell	4pm-7pm
Saturday	9 <sup>th</sup> Dec	Tophill Library	10am-1pm				
				Thursday	14 <sup>th</sup> Dec	Osprey Leisure	9am-12 noon
Friday	13 <sup>th</sup> Dec	Tophill Library	5pm-8pm				
				Saturday	16 <sup>th</sup> Dec	St Johns Hall	10am-1pm
<b>January</b>							
Thursday	4 <sup>th</sup> Jan	Tophill Library	1.30pm-4pm	Thursday	4 <sup>th</sup> Jan	Osprey Leisure	9am-12 noon
Saturday	6 <sup>th</sup> Jan	Tesco Foyer	10am-1pm	Friday	5 <sup>th</sup> Jan	Chesil Beach Centre	11am-2pm
				Monday	8 <sup>th</sup> Jan	St Johns Hall	10am-1pm
				Tuesday	9 <sup>th</sup> Jan	Osprey Leisure	3pm-5pm
Wednesday	10 <sup>th</sup> Jan	St Andrews Hall	6pm-8pm				
				Thursday	11 <sup>th</sup> Jan	Chesil Beach Centre	11am-2pm
				Friday	12 <sup>th</sup> Jan	Outpost, Fortuneswell	5pm-7pm

## Vision and Aims

### West Dorset, Weymouth and Portland Local Plan - A 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"

### Portland Economic Vision Group - Vision

"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."

### Plan Aims

From these and from Community and Business Consultation the following Aims for the Neighbourhood Plan have been defined:

*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

<b>Portland Neighbourhood Plan – Working Objectives</b>
<b>Environment -Pages 18 to 35</b>
Support measures that improve our resilience to climate change
Make responsible use of the island’s natural resources
Identify opportunities to increase renewable energy production
Identify, protect and enhance the Island’s biodiversity
Support Portland Quarry Nature Park development plan where appropriate
Support of the re-use of redundant mines and quarries in benign and sustainable ways
Recognise and protect heritage buildings, spaces and structures and enable the appropriate use of heritage assets
Protect and enhance the distinct character of settlements
Support public realm improvements in identified areas such as Sea Wall/West Weares
<b>Business &amp; Employment -Pages 36 to 42</b>
Protect existing employment spaces
Facilitate appropriate conversions and extensions of local business space
Enable business hub development in local buildings if justified
Set criteria for developing land for business development
Set criteria for new business development to priority and growth industries
Establish policy that supports conversion of redundant buildings for business purposes
Encourage creation of business start-up units
Encourage and facilitate Northern Arc masterplan approach
Support development that provides for local education and training opportunities
Encourage development to bring about better connectivity for all
<b>Housing – Pages 43 to 49</b>
Focus development on brownfield sites
Support exception site development to meet affordable housing needs provided by approved providers including a Community Land Trust
Relate housing development to local housing need
Establish a second home policy
Set criteria for new housing development including standards and infrastructure requirements
<b>Transport -Pages 49 to 53</b>
Support development which helps facilitate improvements to the public transport network
Support development which helps facilitate a more effective transport network
Support provision of off-street parking including public car parks
Support improvements to existing footpath, bridleway and cycle routes and extension to the networks
<b>Shopping and Services – Pages 54 to 57</b>
Retain existing retail spaces
Support new shops in appropriate locations
Define and protect two shopping centres
<b>Community Recreation – Pages 58 to 67</b>
Support development of leisure and recreation facilities
Protect and enhance local parks
Support development of new community buildings and spaces
Support new facilities for young people
Support use of buildings or land for events and festivals
<b>Sustainable Tourism – Pages 68 - 76</b>
Support sustainable tourism-related development in appropriate locations
Support the creation of individual, or a network of, tourist trails
Facilitate appropriate new marine developments

## Policy List

<b>ENVIRONMENT</b>
EN1 - Prevention of Flooding and Erosion
EN2 - Protecting Natural Resources and Assets
EN3 - Renewable Energy Development - Map of Potential Wind Search Areas
EN4 - Portland Quarry Nature Park - Map of Allocated and Aspirational Areas
EN5 - Re-Use of Redundant Mines and Quarries
EN6 - Local Heritage Assets
EN7 - Historic Jetties
EN8 - Built Up Areas - Map of Areas
EN9 - Design and Character
EN10 - The Verne
EN11 - Public Realm
<b>BUSINESS AND EMPLOYMENT</b>
BE1 - Protecting Existing Employment Sites and Premises
BE2 - Upgrading of Existing Sites and Premises
BE3 - New Business Premises
BE4 - New Business Centres
BE5 - Working from Home
BE6 - The Northern Arc -Map of Proposed Area
BE7 - Training and Further Education
<b>HOUSING</b>
HS1 - Housing Mix and Types
HS2 - Self Build and Community Housing Schemes
HS3 - Second Homes
HS4 - Hardy Block
<b>TRANSPORT</b>
TR1 - Improving Public Transport
TR2 - Improving the Transport Infrastructure
TR3 - Reducing Parking Problems
TR4 - Increasing Transport Links
<b>SHOPPING AND SERVICES</b>
SS1 - Local Shops and Services
SS3 - Reinforcing Local Centres - Map of designated areas
<b>COMMUNITY RECREATION</b>
CR1 - Protecting Recreation Space - Map of designated resources
CR2 - Local Green Space - Map of designated areas
CR3 - Allotments
CR4 - Sites of Open Space Value
CR5 - New Community Facilities
CR6 - Community and Visitor Events
<b>SUSTAINABLE TOURISM</b>
ST1 - Sustainable Tourism Development - Map of proposed areas
ST2 - Beach Huts
ST3 - Tourist Trails - Map of proposed trails
ST4 - Marine Berths for Tourists



## Portland Neighbourhood Plan – Specific Questions

### Environment

Reference	Background	Questions
Q1)Policy Port EN1 Paras 7.11-7.19 Flood Risk	Paragraph 7.16 sets out the current Shoreline Management Plan for different areas of Portland. The section Hamm Roundabout to the Fleet indicates 'no active intervention'. Given the importance of the Beach Rd to Portland is this sufficient?	Can you suggest areas where works to prevent flooding should be a priority?
Q2)Policy Port EN3 Renewable Energy	Para 7.24 - 7.26. Renewable energy was a key element in the Portland Economic Vision. Government guidelines require areas where wind energy development could occur to be specified so the community have the opportunity of confirming these. We believe not to specify any areas would be seen as a negativity to this aspiration however equally we feel that any such development must be appropriately located. New designs in turbines may provide opportunities. We have therefore indicated possible areas where turbines may be sited where the visual impact may be alleviated. Given the strength and frequency of the wind on Portland we feel this may not compromise their effectiveness.	Do you agree with the initial areas defined?  If not do you propose any other areas and on what basis?  Do you agree that the type of turbine design is significant?
Q3)Policy Port EN4 Quarry Nature Park	An issue which occurred with previous consultation is the awareness of the Quarry Nature Park (QNP) proposals (some of which are already contained within the Local Plan) and its role within the wider Green Infrastructure Network. Comments are normally around could this land be used for alternative proposals? The Plan supports the development of the QNP but we feel it important that the Community has an opportunity to comment on this. Please note policies EN5 and 5T1 cross refer.	Do you support the proposed extension of the QNP as shown on map 6?
Q4)Policy Port EN7 Historic Jetties	As part of the Economic Development of Portland transport access is a major issue. Greater linkages with the Bournemouth and Poole Conurbation and the Purbecks could form part of a wider solution and provide new opportunities. This has to be set against the current 'wild' and remote nature aspect the Weares but recognising as well that in the past these were populated areas.	Can you suggest ways in which the jetties can be used in future?
Q5)Policy Port EN8 Built Up Areas	A working group considered the current development boundaries which had not been reviewed for some time. This review is summarised at <a href="https://www.portlandplan.org.uk/wp-content/uploads/2017/11/PNP-EUAE-Assessment.pdf">https://www.portlandplan.org.uk/wp-content/uploads/2017/11/PNP-EUAE-Assessment.pdf</a> (hard copy also available)	Do you agree with the proposals for the revised development boundaries?

### Business and Employment

Reference	Background	Questions
Q6)Policy Ref Port/BE6 The Northern Arc	It is a key element of our plan that we wish to encourage more employment on the Island. We may never be able to fully replace those numbers that were lost when the Navy and MoD withdrew and we are still vulnerable to reductions in the Public Sector. Without more employment it is difficult to envisage a sustainable community. The Northern Arc concept is intended to bring fresh visibility and the potential for 'Enterprise Zone' recognition to this area. It also recognises the potential for increased access to the East Weares area for heritage and active tourism.	Do you agree with this policy approach to the development of this area for employment purposes?

### Housing

Reference	Background	Questions
Q7)Policy Port H52	An assessment of housing sites concluded there was sufficient sites to focus development around the brownfield potential in Underhill and Easton area to improve its viability. Any housing development outside the development boundary would have to proceed on an exception site basis with community support.	Do you support the identification of land outside the built-up area for community housing projects? Can you suggest any suitable sites?
Q8)Policy Port H53 Second Homes Para 9.15 - 9.17	The community have asked that any additional housing is focused on local need and/or additional employment opportunities. There was concern that increasing the visibility of the area to attract inward investment could lead to a growth in second homes and there was a desire to avoid the problems currently seen elsewhere. Policies can only influence new build however.	Do you think it is necessary to restrict the growth of 2nd homes, if so why?
Q9)Policy Port/H54 Hardy Block Para 9.18 - 9.20	The Hardy block remains a controversial development. It is however a substantive part of the overall housing numbers for the area. Policy H54 is a contingent policy which tries to balance the desire of the Community to see its removal with the continuation of a recognition of the housing yield the land could offer.	Do you support this policy whilst recognising its contingent nature?

## Transport

Reference	Background	Questions
Q10)Policy Port TR1 Improving Public Transport Para 10.6 - 10.8	The Local Plan makes no specific references to transport issues on Portland and yet at the same time promotes the development of the Island across a number of areas. This policy attempts to provide a gap to indicate the communities support for this to be looked at in a joined up manner using development funds as indicated in the Heritage and Character study.	Have you any suggestions for public transport development linking employment /tourism as a core demand which could alleviate transport flows on and off the island ?
Q11)Policy Port/ TR2 Improving the Transport Infrastructure	There is a general recognition that access around the Island could be improved particularly pinch point areas. This policy provides a framework for the community to work with the Highways Authority on finding solutions.	Can you suggest areas where the reduction of through traffic should be a priority?
Q12)Policy Port /TR3 Reducing Parking Problems	Finding a solution to parking issues is also linked to improving other transport options. Ideas around 'village' car parks have come forward in the past and could in certain areas assist with alleviating on road demand and parking infringements.	Can you suggest locations where a village car park would be beneficial? Do you have any other suggestions to address car parking issues?

## Shopping and Services

Reference	Background	Questions
Q13)Policy Port 993 Reinforcing Local Centres Paras 11.8 - 11.10	The desire to see our centres as active again is directly linked to increasing footfall. With over a quarter of the population leaving the Island to work daily this has a direct effect on weekdays and evening. If we can encourage wider use and indicate a positive approach then this is a start . By defining Easton as a District Centre this would help in raising its profile and potential levels of support.	Do you agree that Easton should be defined as a District Centre ?  Do you have any ideas to improve the vitality and viability of these centres ?

## Community Recreation

Reference	Background	Questions
Q14)Policy Port CR1 Protecting Recreation Spaces Paras 12.8 -12.14	The rationale for this policy is clearly shown in paras 12.8 - 12.14	Can you suggest any other sports and recreation facilities that could be added to the list in Policy CR1?
Q15)Policy Port CR2 Local Green Space Paras 12.15 - 12.17	The rationale for this policy is clearly shown in paras 12.15 - 12.17	Can you suggest any other areas of local green space that meet the required criteria?
Q16) Policy Port CR4 Open Space Value Para 12.20 - 12.21	There is a potential to see more development applications building on open space within housing estates. Over a period of time this could see a direct erosion of the quality of space within these. This policy registers this potential and introduces an additional degree of protection.	Do you support the policy to protect green amenity areas on estates?

## Sustainable Tourism

Reference	Background	Questions
Q17)Policy Ref Port / 5T1 Sustainable Tourism Development Paras 13.5 -13.12	A main concern is that whilst recognising the need to develop tourism there is a potential for inappropriate proposals. There is also a concern that the tourism value of the unique landscape and preserving this is not reflected , settings and impact could be easily lost. This policy tries to encapsulate the ethos of Portland's tourism potential in a way that would give added support to planning authorities whilst also recognising that directing opportunities to some areas could help with developing the tourism industry in a structured manner.	Do you agree with the areas as shown on Map 13?  Do you propose any other areas?
Q18)Policy Port 5T2 Beach Huts. Paras 13.13 - 13.16	The supplementary planning guidance was last reviewed in 2006. By including an update in the Plan this provides continuing coverage of the guidance intentions within a policy framework.	Do you have any comments on this policy ?

**Please use the separate response form for  
your general comments or specific responses  
to any or all of the questions set out in  
this booklet.**



Tophill				Underhill			
Day	Date	Venue	Times	Day	Date	Venue	Times
				Thursday	14th Dec	Osprey Leisure	9am-12 noon
Friday	15th Dec	Tophill Library	5pm- 8pm				
				Saturday	16th Dec	St Johns Hall	10am-1pm
Thursday	28th Dec	Tophill Library	10am - 12 noon				
<b>January</b>							
Tuesday	2nd Jan	Tophill Library	2.30pm - 4.30pm				
Thursday	4th Jan	Tophill Library	1.30pm -4pm	Thursday	4th Jan	Osprey Leisure	9am -12 noon
Saturday	6th Jan	Tesco Foyer	10am- 1pm	Friday	5th Jan	Chesil Beach Centre	11am-2pm
				Monday	8th Jan	St Johns Hall	10am-1pm
				Tuesday	9th Jan	Osprey Leisure	3pm - 5pm
Wednesday	10th Jan	St Andrews Hall	6pm - 8pm				
				Thursday	11th Jan	Chesil Beach Centre	11am- 2pm
				Friday	12th Jan	Outpost, Fortuneswell	5pm - 7pm

#### Neighbourhood Plan Informal Consultation Phase

We are currently consulting on the draft Neighbourhood Plan to inform the next formal stages to be taken forward during 2018. The consultation period is from the 28th November 2017 to 12th January 2018. The calendar shows the remaining sessions from the 12th December 2017.

The Plan sets out local land use policies for Portland to help realise the Vision, Aims and Objectives that have been the subject of extensive consultation with the community.

Policies cover Environment, Business and Employment, Housing, Transport, Shopping and Services, Community Recreation and Sustainable Tourism and provide more detailed local policies to complement those in the Local Development Plan including the Local Plan and the Minerals and Waste Plan.

We are seeking your comments on the Plan and its policies both at a general level and to specific questions (sq) which will help guide the Plan further.

The draft Plan will be available on our website [www.portlandplan.org.uk](http://www.portlandplan.org.uk), alternatively we have arranged a number of drop in events, as set out below, at which we will explain how you may contribute to the consultation or alternatively a full set of the information will be available at the following locations during their opening hours:

- Osprey Leisure Centre, Castletown
- Tophill Library, Easton
- Portland Town Council Offices, Easton

For further information please email [info@portlandplan.org.uk](mailto:info@portlandplan.org.uk) or leave an enquiry form at the above locations.

#### Vision and Aims

West Dorset, Weymouth and Portland Local Plan  
- A Vision for Portland

<sup>1</sup> 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"

#### Portland Economic Vision Group -Vision

"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."

Policy Reference	Subject Area	Information (Specific Questions are marked by "sq" - for more details see Consultation Booklet)
<b>Environment</b>		
Port EN/1	Prevention of Flooding and Erosion	Summarises the key issues which face the Island including a specific question concerning areas of flood risk (sq)
Port EN/2	Protecting Natural Resources and Assets	Supports the desire expressed by the community to become more self sustaining
Port EN/3	Renewable Energy Development	Builds on EN2 and the concept of 'Energy Island' and proposes specific requirements for wind energy in particular (sq)
Port EN/4	Portland Quarries Nature Park (QNP)	Supports the development of the QNP but asks a specific question about the nature of how this can be extended (sq)
Port EN/5	Re-Use of Redundant Mines and Quarries	Encourages a more active approach to land use which could support earlier restoration
Port EN/6	Local Heritage Assets	Reinforces local aspirations to value and protect our heritage estate
Port EN/7	Historic Jetties	Proposes an active approach to conserving the jetties on the East Coast (sq)
Port EN/8	Built Up Area	Proposes adjustments to the built-up area boundaries to reflect recent changes and further other policies with the Neighbourhood Plan (sq)
Port EN/9	Design and Character	Sets local design criteria to reinforce local character of settlement areas
Port EN/10	The Verre	Facilitates the positive re-use of redundant buildings at the Verre
Port EN/11	Public Realm	Encourages improvement to the public realm from developer contributions
<b>Business and Employment</b>		
Port BE/1	Protecting Existing Employment Sites	Places a time restraint and test in order to protect business sites
Port BE/2	Upgrading of Existing Employment Sites	Encourages improvements to existing business sites
Port BE/3	New Business Premises	Supports new business development in appropriate locations
Port BE/4	New Business Centres	Encourage innovation hubs
Port BE/5	Working From Home	Support alterations to enable home-working
Port BE/6	Northern Arc	Encourage a comprehensive planning approach to the Osprey Quay, Castletown, Portland Port areas
Port BE/7	Training and Further Education	Support local training initiatives
<b>Housing</b>		
Port HS/1	Housing Mix and Types	Ensure housing development addresses local needs
Port HS/2	Self Build and Community Housing Assets	Supports these initiatives which are currently not recognised in the Local Plan
Port HS/3	Second Homes	Introduces an occupancy test on new development (sq)
Port HS/4	Hardy Block	A contingent policy in the event that the planning for this block does not proceed (sq)
<b>Transport</b>		
Port TR/1	Improving Public Transport	Encourages improvements to the public transport network (sq)
Port TR/2	Improving the Transport Infrastructure	Supports measures to reduce congestion and improve road safety (sq)
Port TR/3	Reducing Parking Problems	Requires new development to provide adequate car parking and proposes the concept of village car parks (sq)
Port TR/4	Increasing Transport Links	Encourages creation of good cycling and walking routes
<b>Shopping</b>		
Port SS/1	Local Shops and Services	Protects local shopping and service centres and encourages the designation of Easton as a 'district centre'
Port SS/3	Reinforcing Local Centres	Encourages development in the interest of making centres more vibrant (sq)
<b>Community Recreation</b>		
Port CR/1	Protecting Recreation Spaces	Protects recreational buildings and land (sq)
Port CR/2	Local Green Spaces	Protects local green spaces which have a recognised community support (sq)
Port CR/3	Allotments	Safeguards the overall provision of allotments across the Island
Port CR/4	Sites of Open Space Values	Safeguards amenity spaces in housing estates to alleviate incremental damage (sq)
Port CR/5	New Community Facilities	Encourages new facilities for young people
Port CR/6	Community and Visitor Events	Supports community and visitor events of a more substantive nature
<b>Sustainable Tourism</b>		
Port ST/1	Sustainable Tourism Development	Encourages a structured approach to tourism development (sq)
Port ST/2	Beach Hats	Updates planning guidance last issued in 2006 into a formal policy (sq)
Port ST/3	Tourist Trails	Proposes a number of trails which would assist with their development/protection
Port ST/4	Marine Berths for Tourism	Supports the provision of more marine berths

Consultee	Aspect	Comment	WG Response
Portland Port	Section 2	I'd like the sentence in paragraph 2.1 that makes reference to the port to discuss the fact it is an important gateway and a deep-water port benefitting from a business park and industrial estate adjacent to its maritime berths, jetties and anchorages and can propose some words to replace the existing sentence if this is acceptable.	Amend 2.1
Portland Port	Section 2	Map on page 6 could show an arrow in a different colour for the potential Jurassic coast highway. It would also be helpful to discuss this requirement in the plan	Inappropriate on that map
Community Responses	EN1	<ul style="list-style-type: none"> <li>• I agree Hamm Beach to the Fleet needs to 'hold the line' - no active intervention is insufficient to protect Portland one access road.</li> <li>• protection of Chesil and Portland Beach Road and is of high importance. Much of the Osprey Quay development is in flood plain with some parts below sea level. This area may also need additional protection.</li> <li>• Beach Rd is the primary arterial route- must be protected in any environmentally sound manner.</li> <li>• Chiswell and Beach Rd</li> <li>• The area from the boat yard up to the first roundabout towards Portland. Sea water and rain still settles in this area</li> <li>• Clean all road drains regularly</li> <li>• Coastal vulnerability</li> <li>• Flood risk, I hope the environment agency can be trusted for their opinion? I have been surprised by the continued intention to build close to the beach road. (school, homes and industrial), surely this contradicts advice against building on any potential flood risk area.</li> </ul>	Seems to be general support for policy, this will be quoted in supporting text
Community	EN2	• SSSI (?) – more perhaps	Address query
Portland Port	EN3	Renewable energy development - I'm concerned that the areas identified on Map 5 relating to wind farms are overly restrictive and suggest this is extended to include the whole island	Not possible and contrary to advice from DCP
Albion Stone	EN3	We note the comments about Solar Farms, but the farm for Independent has been postpone and will probably be cancelled due to the scandalous charges for connection to the grid. Wind farms of any note will suffer problems as well as the addition concerns about the local bat population, so I fear they are also a non-starter.	Note and take into account the issues identified by the respondent
Community Responses	EN3	<ul style="list-style-type: none"> <li>• I am writing in response to your consultation regarding the Portland Local Plan. As the Plan area is relatively remote from Dorset AONB, with Fortuneswell being in the region of 7 km from the designation boundary, the potential for the Plan to have significant implication for the character and appearance of the AONB is limited. However, I would highlight that the aspirations of the Plan for the allocation of Wind Energy Search Areas may have significant implications. Portland is a prominent and significant landmark within the seascapes of the AONB. Although it is not considered that the presence of the AONB designation results in a high level of restriction upon development on Portland in general, there are some instances where it is foreseeable that the introduction of large scale, prominent development could affect the exceptional undeveloped character of the AONB's coastline. It is my opinion that encouraging large scale wind turbines in the locations identified would foreseeably result in widespread impacts on the character and appearance of the coastline.</li> <li>• I would encourage the Neighbourhood Plan Group to consider the significance of the AONB's undeveloped coastline in relevant decisions, such as the refusal of the proposed Navitus Bay project.</li> </ul>	Not much evidence of community support for wind power

Consultee	Aspect	Comment	WG Response
		<p>Although I recognise the significant difference in scale between that proposal any your aspirations, it should also be remembered that the Navitus Bay proposal was, at closest, approximately twice as distant from the AONB designation. Furthermore, Navitus Bay was located within the open sea, which contains relatively few scale comparators, whereas the scale of turbines on Portland would be much more readily perceived due to the surrounding context. I would also encourage the Group to carefully consider the matter of the presentation and visitor experience of the World Heritage Site, which is much closer to the Search Areas than the AONB designation.</p> <ul style="list-style-type: none"> <li>• In my opinion, the likely constrains on locating wind turbines in the areas identified could substantially inhibit delivery and output. I would therefore recommend that the Group considers focussing on alternative forms of renewable energy.</li> <li>• Whilst Portland has historically used wind power (as evidenced by the historic windmills), some of the proposed sites for wind turbines are very near centres of population e.g. Grove Road and as such there could be a conflict here.</li> <li>• Not familiar with the areas indicated, but I am in support off potential renewable energy projects on the condition that they are not intrusive to the locals and their way of life, and potentially positioned sympathetically within their surroundings. The thought of the Island becoming an energy island feels like it will suit the community and its uniqueness.</li> <li>• I do not support wind turbines that are visible on the skyline. Instead research and development initiatives should focus on submarine tidal turbines as a renewable energy source.</li> <li>• I am encouraged about the idea of an island energy project to make use of the solar and wind we benefit from for a longer period of time of the year, but this should also be encouraged on the basis a solar project is rolled out to properties on the island</li> <li>• Renewable energy. Portland historically had windmills -perhaps a modern version is a good idea, however tidal energy (always constant) is somewhere better suited Portland Harbour is effectively a tidal lagoon and we have strong currents between the Shambles and the Island clever positioning of turbines would be amazing and generate lots of KWH</li> <li>• Areas must be identified bearing in mid safety issues of sailing etc in this area</li> <li>• Consideration should be given to permitting solar panels on listed buildings</li> <li>• Support for alternative turbine type, a number not fazed by larger turbines,</li> </ul>	
Community Responses	EN4	<ul style="list-style-type: none"> <li>• I completely support the extension of QNP as per map 6. I think it would be a great asset to the Island, preserving the open nature of the Island, wildlife habitats and adding to its attraction for our main visitor market who look for wildlife, walking etc.</li> <li>• Fully support expansion of the quarry parks, providing the plan makes provision for other locations suitable for small businesses, as outlined in the Business and Employment sections.</li> <li>• I am familiar with some of the quarries, one being the future development of Bowers Quarry by MEMO, which I feel is a once in a lifetime opportunity that should be taken. What an amazing asset it would be to Portland..... as long as traffic issues are dealt with alongside the project and locals considered for employment at the project... with local produce and knowledge utilised fully where possible and sustainable.</li> <li>• QNP – A Good idea</li> <li>• Overnight camping not regulated</li> <li>• Quarry nature park, Yes, more trees and any potential for pond life and woodland would be a real picnic oasis on the rocky</li> </ul>	Include evidence of community support in supporting text

Consultee	Aspect	Comment	WG Response
		island...how could it happen? A 20 year plan for nature loving volunteers...	
Portland Port	EN6	Local heritage Assets – I am concerned that this is more restrictive than national policies that protect listed buildings and scheduled monuments and think that this policy needs to be revised with this in mind	It is aimed at protecting the non-designated assets
Portland Port	EN7	Historic Jetties – In the second sentence of the policy wording my suggestion is that ‘structures’ appears before the word ‘buildings’. I also question whether the use of the word building is necessary. The order of appearance in the text to be consistent with geography would be Kings Pier, Folly Pier, Durdle Pier or vice versa. Also, King’s Pier and Folly Pier are within Portland Port’s landownership.	Amend the supporting text
Community Responses	EN7	<ul style="list-style-type: none"> <li>Given the road pressures, not just on Portland, but around the county, any use of Portland Port, that could provide travel services to and from the island, on a regular basis, would be very welcome. Linking to Weymouth, Swanage, Poole etc would give travel a bit of adventure and might encourage people to visit Portland when they might not drive.</li> <li>Existing piers of historical interest should be preserved. I have not visited the sites. Fishing spots? Picnic areas?</li> <li>A ferry service from Portland to Weymouth should be considered to cut down on traffic to the island by road</li> <li>East Weares – not sure how these would be of interest as most seem fairly dilapidated</li> <li>Don't know about the historic jetties...maybe raise awareness and open to the public...</li> </ul>	Evidence of some community support
Portland Port	EN8	I note that the development boundaries have been removed within the port area and believe that these need to be reinstated otherwise leading to confusion and contradiction with the local development plan	Consider as part of a review of the DDB
Community Responses	EN8	<ul style="list-style-type: none"> <li>I agree with the revised boundaries on Map 7, (though slightly surprised to see that St Georges Church, graveyard and cemetery are included!)</li> <li>I object to the designation of the narrow strip of land at the Grove</li> </ul>	Little community reaction for or against
Portland Port	EN9	Design and Character - point iii makes reference to the Heritage and Character Assessment. Our concerns about aspects of this document were made available as part of the assessment’s consultation. These were not subsequently challenged and therefore it is reasonable to conclude that our position is acceptable. It would therefore be helpful if this can be acknowledged in this section of the Neighbourhood Plan to ensure that the assessment does not risk future development and growth of the port.	Amend supporting text
Community Responses	EN9	<ul style="list-style-type: none"> <li>I am not quite sure where this comment would fit in to the Plan, but I have been very concerned at the LPA not abiding by the Local Plan policy ENV12 which says that housing should meet National Technical Standards. Planning Officers have recommended approval of two developments in Chiswell (at Brandy Row (10 dwellings) and Underhill School (20 dwellings) when some or all of the proposed dwellings have not met National Minimum Space standards issued by the Government (and this has been pointed out in detail to officers). Sometimes the deficit is as much as 25%. Our Neighbourhood Plan give power to the Town Council to resist the building of too small, substandard housing which means will only be fit for holiday homes or lets.</li> </ul>	Relate to HS1
Community Responses	EN10	<ul style="list-style-type: none"> <li>This is significant and is fully supported.</li> </ul>	Support from somebody



Consultee	Aspect	Comment	WG Response
Community Responses	EN11	<ul style="list-style-type: none"> <li>This should include the existing public realm and footpaths, not just new additions; e.g. The footpath up from Quiddles to the coast path has holes in it which have been there since 2010.</li> </ul>	Little community reaction to draft policy
Community Responses	BE1	<ul style="list-style-type: none"> <li>Employment land needs to be protect from being used as housing, to ensure sustainably for the Island</li> </ul>	
Portland Port	BE3	New business premises – It is not completely clear to me whether this policy is referring to new business premises in addition to those mentioned in preceding policies. If it relates to the new business premises within existing employment sites, then I would welcome further discussion in relation to point i. and the reference to highway problems	Note comment
Burgess on behalf of Portland Stone Firms Ltd	BE3	I am instructed to suggest that the land to the West of Easton Lane and to the north of the existing Inmosthay development as shown on the attached plan be allocated for employment development in the community plan.	Note owner's ambition
Albion Stone	BE3	Looking at the Employment section we would like to include our factory site off Easton Lane as a potential site for the expansion of employment on the Island.	Note owner's ambition
Community Responses	BE3	<ul style="list-style-type: none"> <li>New start-ups and cheaper rates for SMEs would be good to generate business on the Island</li> <li>I can understand the sense of the Northern Arc concept, especially for the Osprey Quay/ Castletown /developed Portland Port area. However, I question the value or wisdom of the extension as far as Grove Point. I believe that this land is all in the ownership of Portland Port. However, you will see on map 3 that the East Weares land from north of Kings Pier to well south of Grove Point is SSSI and SAC. You will also know it is instable and moving/slipping, including the old railway line. It is difficult to see how this might be 'developed' and still respect those conservation protections.</li> </ul>	Limited community reaction
Portland Port	BE6	Northern Arc – we are supportive of the ambitions of the Northern Arc. It would be helpful though to have some further dialogue regarding the wording and I also note that point 8 (Port/EN9) above is relevant.	Note that Port is supportive of Northern Arc masterplan approach
Community Responses	BE6	<ul style="list-style-type: none"> <li>I agree with this in principle, though wary of too much reliance on tourism, as it can generate just a small number of low paid jobs, without any other real benefit. I would also be concerned that certain organisations that have recently got a foot hold in Castletown, aren't at the centre of the strategy.</li> <li>Not familiar with the area, but support regeneration for the good of Portland and retention of maritime heritage.</li> <li>The plan should encourage the old Helicopter Base being used and marketed for transport of cargo from the Port to either the islands such as Jersey and Guernsey or onto the mainland by creating and encouraging the use of airships - which will also encourage tourists</li> <li>Further focus is needed to encourage business to unused land at Osprey Quay</li> <li>The Northern Arc appears to include a substantial area of open land above East Weares and on the Verne plateau. This land is of substantial landscape and recreational importance and should be excluded from any development proposals.</li> <li>I can understand the sense of the Northern Arc concept, especially for the Osprey Quay/ Castletown /developed Portland Port area. However, I question the value or wisdom of the extension as far as Grove Point. I believe that this land is all in the ownership of Portland Port. However, you will see on map 3 that the East Weares land from north of Kings Pier to well south of Grove Point is SSSI and SAC. You will also know it is instable and moving/slipping,</li> </ul>	Conditional support from the community

Consultee	Aspect	Comment	WG Response
		including the old railway line. It is difficult to see how this might be 'developed' and still respect those conservation protections.	
Community Responses	BE7	<ul style="list-style-type: none"> <li>• Young people no incentives minimum wages, instability in education offer creating need for safety net initiatives</li> <li>• Increasing number of minors attending off Island provision</li> <li>• Employment can be created by the attraction of wealthy investors (plenty in Poole and Bournemouth). Too much emphasis on "deprivation". There may be good motives behind identifying this but continual emphasis on this point means investors will steer well clear. That reduces all potential for more jobs. Lots of very small businesses open up on a shoe string, then close down...they don't have the capital. But many good jobs do arise here on the Island, but they are not filled by local people (e.g. pharmacists, vet, teachers...) I am disappointed that "education" specifically is not addressed in this plan. Excuse my tangent...and maybe some of my issues are to take to central government. The national skills shortages are not being met by education (massive recruitment campaign for the NHS is needed for a start). The academic emphasis is inappropriate, the children of our future are not prepared for making career choices (inadequate careers advice and lack of facilitation and encouragement for work experience), nor prepared for making job applications and presenting desirable qualities and skills at interviews. A recent article in Dorset Echo, "Skill shortage key for development" (Jan 16th) "three quarters of businesses in the south west reporting recruitment difficulties." I think employment that relates to the islands tourism potential is optimistic and maybe there is still scope for more apprentice opportunities amid our varied industrial units.</li> </ul>	Some support for the principle
Community Responses	HS1	<ul style="list-style-type: none"> <li>• Social housing is desperately needed for local people.</li> <li>• The government say we need more houses, there must be a balance. We don't need second homes, we need social housing for local people and affordable housing for local people.....But we need the Doctors, schools, parking. to support them.</li> <li>• Housing, 9.6 I am concerned at the lack of provision of care homes on Portland. Too often the elderly are taken to Weymouth and it isolates them at a vulnerable time in their lives. We have Foyle Bank, which is assisted housing and is excellent, but they can only offer a limited number of places.</li> <li>• Our daughter is a primary school teacher in Weymouth and is trying to get on the housing ladder. Why have we not got available 'key worker' homes in the area? We need to attract more 'key workers' and part of the solution would be affordable housing for them.</li> <li>• Yes, development proposals should be aimed at meeting local needs or should be required to demonstrate why not. We need all development land to be first and foremost for houses for local people, not speculative profiteering.</li> <li>• It's important that Portland's uniqueness, character and environment is protect from unsympathetic housing developments. There is a need for housing however these schemes need to for local people so that a sense of community can continue and not for second homes which has greatly increased in some areas of Portland.</li> <li>• Housing type should be in keeping with the type of various villages. No super modern houses.</li> <li>• I support the statement housing development on Portland needs to meet local and affordable housing needs. This is certainly not happening at the present. Brownfield sites are being developed in the creation of second homes. There is not a shortage of houses on Portland – just badly managed development of superfluous housing</li> </ul>	Note community feelings and make reference in supporting text

Consultee	Aspect	Comment	WG Response
		<ul style="list-style-type: none"> <li>• Elderly care, key workers, environmental issues at school sites, infrastructure and community facilities</li> <li>• St George’s school site (possibly 57 dwellings). Not appropriate as the school needs this area for its pupils. I like the idea of 50% affordable housing- if only the developers can be made to stick to that plan. There are a lot of houses to be built which raise some serious concerns for me.</li> <li>• The local doctor’s surgery is already to capacity and it appears that currently we are unable to attract GPs. I appreciate there is a national shortage.</li> <li>• The Atlantic Academy being the only senior school has already had to reduce its annual intake of pupils due to having to build interior walls within the school.</li> <li>• The impact of extra residents on these two services alone is going to be huge.</li> </ul>	
Community Responses	HS2	<ul style="list-style-type: none"> <li>• Housing no mention of Social Housing with wages being so low in our community many young people will not be able to access Council Housing. Consideration a housing cooperative also.</li> <li>• Yes, I agree this tightly defined 'exception'. In general, we need to keep development within the boundaries of Map 7 to retain separation and distinctiveness between settlements and avoid the Island being completely built upon.</li> <li>• Since the consultation on the Portland Plan was launched government has announced that it is proposing a total ban on new leasehold premises.</li> <li>• Restore all empty premises. Convert to apartments or restore to homes. Earmark an area for senior living. Potentially somewhere around Castletown area? Development not unlike the Weymouth Harbour Lights Court. Characterful fitting in with the area. No hills to climb. Near to hospital and doctor surgery. Local store. Osprey Fitness.</li> <li>• Aster who owns land in Fortuneswell should be encouraged to develop unused land like garages to additional houses</li> <li>• New Homes – Verne Common</li> <li>• Perhaps mix self build in community housing secondary and further education to enable educational grade people to a) Learn a trade/speciality e.g. lime plastering and upkeeping of traditional stone buildings with the community housing scheme by building a new building rather than anonymous typical development housing companies to have an economical hold on the Island. This is a form of empowerment that will have far reaching social effects that are probably difficult to quantum.</li> <li>• No, the Island has enough housing. Maybe a small area for locals trying to buy</li> </ul>	No support from the community
Burgess on behalf of Portland Stone Firms Ltd Betterment Properties (Weymouth) Ltd Fortuneswell Developments Ltd Imago Developments Ltd	HS3	<p>You will appreciate that the above companies are either substantial landowners on the island and/or have regularly built new housing on the Island.</p> <p>They object to the proposed policy on the following grounds:</p> <ol style="list-style-type: none"> <li>1. There has been no prior consultation with my clients on the matter –as might be expected on such a significant issue -with major local builders and landowners.</li> <li>2. There appears to have been no technical survey or information gathering exercise amongst local builders to determine the extent of the alleged problem of new homes being occupied as second homes –if indeed there is any problem at all.</li> <li>3. There appears to have been no proper investigation for example by professionally qualified surveyors or valuers into the likely effect of such a policy in terms of <ol style="list-style-type: none"> <li>a. Impact on house building rates on the Island</li> <li>b. Impact on Affordable housing provision</li> </ol> </li> </ol>	Note that private development sector is not happy with policy and its likely impact

Consultee	Aspect	Comment	WG Response
		<p>c. Impact on house prices on the Island both on new build housing and on the existing housing stock which would have no such restriction (and might therefore be expected to increase in price).</p> <p>d. Impact on the ability of local people to get mortgages on new build houses.</p> <p>4. There appears to have been no consideration of the impact of such a policy on the local community. For example, if the existing housing stock were to become more expensive as a result of this policy would this result in small homes and cottages in the centre of Portland's villages becoming financially out of reach of even more young people?</p> <p>5. There appears to have been no proper consideration as to how enforceable such a restriction would be, who would enforce it and whether the principal council would have the resources (and the inclination) to do so.</p> <p>6. There seems to have been no consideration as to the costs in both monetary terms and time delays of such a policy. For example, would a s106 Agreement be required on each and every application, who would bear the costs of such an agreement and how much further delay would that create in an already chronically inefficient system.</p> <p>For all the above reasons my clients would object to the above policy and ask that it be deleted from the Plan. We do of course reserve the right to expand upon the above points at any Neighbourhood Plan Examination if necessary.</p> <p>I would be obliged if you would acknowledge receipt of this representation</p>	
Community Responses	HS3	<ul style="list-style-type: none"> <li>• Yes, I think a second home policy is really critical to maintaining a strong and vibrant resident community here and keeping house prices within the reach of local people. My question is does the term 'second homes' include newly built buy-to-holiday let properties? Too many of these also dilutes and fragments the local community through non-year-round residence (there are now 6 second homes or holiday let in my street of 26 houses). So how does this policy relate to Policy ST1 which seems to conflict with it?</li> <li>• The proposed occupancy test is fully supported.</li> <li>• Second Homes Para 9.15 – 9.17 Tricky one. I think there is the need in such a small location, to know that the majority of houses are lived in, and ideally, people of working age, are working in the area. This is what provides the momentum for other businesses to open / survive. I think it's well documented that when a small area has too many second homes, it effectively dies.</li> <li>• Will new developments fall into the hands of second home buyers? There should be an evaluation and restrictions put into this area of housing. Portland could potentially become a silent ghostly quiet island if these new builds are sold to second home buyers. What is the point of building all these new houses if they are being sold on to part-time residents, so they sit empty most of the year. Emphasis should be on selling to locals at affordable prices with existing local amenities to support them, i.e. schools, dentist, doctors. (point 9.3-9.6). Extreme I know, but how can a community begin to regenerate, thrive and survive if there are no locals left on the island! How can businesses be created and survive with lack of community to use them or be involved in them.</li> <li>• Second Homes should be discouraged- more for local retirement homes with care facilities</li> <li>• No</li> <li>• I support the establishment of second homes policy that deters second home ownership.</li> <li>• It is necessary to restrict the growth of second homes. Because most of these are now being let to people who cannot buy, these rents are beginning to creep up. Any new building should include</li> </ul>	Substantial community backing for 2 <sup>nd</sup> homes policy

Consultee	Aspect	Comment	WG Response
		<p>homes for rent. Land outside the area for community projects should be identified and used.</p> <ul style="list-style-type: none"> <li>• There is a great need for more social housing which should be given preference to housing built speculatively for sale. New housing development should take place as far as possible on brownfield sites including shop premises which are no longer commercially viable. I strongly support Policy HS3</li> <li>• Yes, a viable community requires the great majority of housing to be occupied all year round</li> <li>• Link housing to S106 employment provision generation</li> <li>• Have not fully investigated housing sites and I need to read about "the hardy block" About second home owners, they pay a contribution via council tax. I feel their numbers should be monitored but how excessive in number is considered too many and what can you do about it? Truly affordable housing for many would be to have more low rent council/housing association homes, they're too scare nationwide.</li> </ul>	
Community Responses	HS4	<ul style="list-style-type: none"> <li>• Yes, I would agree to retaining the Hardy Block but lowering its overall height as a means of securing more housing but with less visual impact in the approach to the Island.</li> <li>• Hardy Block is an eyesore. Knock it down and build something beautiful and characterful. A mix of community for seniors with communal area and supported living with recreational area. Affordable flats for first time buyers within the vicinity also? (Weymouth Harbour Lights development). Don't redevelop existing schools re develop derelict buildings.</li> <li>• The Old Naval Block which has continually remained undeveloped should either be forced to be developed or knocked down and local housing created</li> <li>• Hardy Block Use for Community Housing</li> <li>• The Hardy block 15+ years a real eyesore and not a good advert for the Island especially as Castletown is thriving with the D Day Museum and cruise ships coming in.</li> </ul>	Community support for the policy
Portland Port	Chapter 10 – Transport	<p>a. I think it is important to make reference to the Jurassic Coast Highway. It was clear from the event we held in November that there was a growing recognition of the need and it was now a case of how we deliver. A transport consultant also showed that it was still possible to commence the road at Ferrybridge despite the approved planning application for adjacent development.</p> <p>b. Regarding paragraph 10.10 we are not in a position to be able to accommodate a publicly accessible road through the port and feel that if there is the need to reference the desire then it must include the ports position on this matter and can provide some suitable words for inclusion</p>	Include reference as suggested
Community Responses	Transport Intro	<ul style="list-style-type: none"> <li>• 10.3 The tone of this paragraph suggests that the low car ownership level is a problem that needs to be addressed by providing more parking. Instead it should be praised as a way that the community are making a positive contribution to the environment. A scheme to reward zero-car households could be devised, perhaps by handing out vouchers for bus season tickets.</li> </ul>	Amend text
Community Responses	TR1	<ul style="list-style-type: none"> <li>• A bypass would help!</li> <li>• A one lane road access to and from island is becoming more and more congested. Reinstate a train or tram? I am not over familiar with this area of transport. I drive a car but would not be able to get to work early in the morning if I had to use public transport. Connecting links with Weymouth or extended routes to places i.e. Sainsbury, Asda and other essential stops.</li> <li>• There is no land for car parks around the villages. Public transport on and off the Island needs another road. This is the only solution.</li> </ul>	A few suggestions from the community

Consultee	Aspect	Comment	WG Response
		<ul style="list-style-type: none"> <li>We need to have a service along Weston St which would be easy to arrange using a small deviation from current routes to include Wakeham where many elderly people live.</li> </ul>	
Community Responses	TR2	<ul style="list-style-type: none"> <li>This proposal is fully supported.</li> <li>Fortuneswell has an increasing amount of traffic passing through as it is the only through route onto the Island. I do not know of an alternative route being new to the Island. 10.10 is a good option I was not aware of. Open to options</li> <li>Transport infrastructure needs drastic improvement - a western relief road adjacent to the Fleet around Weymouth to ease traffic flow into Portland, with a road tunnel by-passing Underhill bringing traffic up to Tophill.</li> <li>I support comments made in the plan about the current and in my view unacceptable and dangerous levels of traffic in the Island hotspots mentioned. Why encourage more vehicles ie opening the Port Road. The High St is already dangerous for pedestrians and is the only egress from Tophill and parts of Fortuneswell (nb air Pollution).</li> <li>Number of school children on buses to Wyke and Southwell, bus stop at Chesil Beach centre, Car park at Royal Manor, Village car parks for HGV Goods vehicles vans, Access to Island (repeatedly), Charge for overnight camping direct to camp site, bus services into Osprey Quay area increasing local leisure offer around Marina.</li> <li>Foresight is needed to deal with increasing tourism Could do with the Merlin group to next fund cable cars from the Nothe to the Jail House cafe...or Heights Hotel?! It seems to work well getting people from Singapore to Sentosa Island (just a big investor needed) Jurassic themed Jeep transport would be a great and fun way to get tourists over to the island (as are the open top buses...only weather permitting!) Good to promote the existing boat service, but ideally it would link in with a hop on hop off island bus tour...or add any other enjoyable incentive to get people to leave behind their car. This would alleviate parking issues.</li> </ul>	Community support to refer to
Community Responses	TR3	<ul style="list-style-type: none"> <li>Parking issues. Extreme lack of parking in Underhill area. Especially Clovens Road and surrounding roads connecting.</li> <li>Stop giving planning permission for family 3-6 bed houses with space for only one car! i.e. (10.14) Underhill School.</li> <li>Do not allocate existing car parks for re development.</li> <li>Park and ride scheme for tourists.</li> <li>In order to sort out parking we also need to clarify rights for those who own homes with drive ways/ garages. Vehicle users including neighbours and other locals show lack of respect for those who pay a premium for homes with vehicle access and higher council tax - garages/driveways are not free.</li> <li>White lines alongside drop kerbs are routinely ignored making entry and exit to garage/driveways both difficult and potentially dangerous. It is also very expensive to get a white line replaced when it is gone often as a result of road repairs or deterioration.</li> <li>Access rights need to be addressed - how can it be right that a garage owner has right of exit but no right of access according to UK laws? I assume the same applies to driveways? If it doesn't apply to driveways, then the inconsistency needs to be addressed.</li> <li>Given the above, how can it be right that a family without driveway or garage and therefore lower council tax have five cars that they expect to park in Reforne? Parking permits are not the answer unless there are marked bays. Should there be a maximum of two cars per household with others parked in communal car parks for instance?</li> <li>Additional problem for Reforne residents is that residents of other roads such as Grosvenor use Reforne to park exacerbating the problems.</li> </ul>	Parking problems highlighted by community

Consultee	Aspect	Comment	WG Response
		<ul style="list-style-type: none"> <li>• Perhaps in areas where residential parking is limited or residents' road alleys. Allowing people to have park on pavements and or using concrete partial slabs as has been partially done at the Chesil Beach Centre</li> <li>• Fortuneswell area, not much parking for those who live down high street, King St, Mallams etc</li> <li>• Parking in Grove Rd is a problem and public car park would benefit the area</li> <li>• Use sports symbols on brown signs to indicate provision opportunities</li> <li>• Conversion of shops to housing adding to car parking issue particularly Fortuneswell</li> <li>• Car parking is without doubt the bigger issue during the summer season (prevention better than cure, better for economy, better for the environment, we should not really be building more car parks if we can help it).</li> </ul>	
Community Responses	TR4	<ul style="list-style-type: none"> <li>• I have already submitted my reservations about the larger scale (e.g. Jurassica) developments and their impact on an already choked road system. I have strong objections to encouraging Portland as a destination for more mountain biking (and also trail biking). Both of these are having a negative impact on footpaths, as well in sensitive conservation-designated quarries where off path/road biking is frequent and hugely destructive. Climbing, water-sports and walking all fine.</li> <li>• This proposal is fully supported.</li> <li>• I have commented before on the increased regular use of footpaths by horse riders, including by riding schools, and by mountain bikers. I would welcome a solution which enables footpaths which have a good compacted stone base being used by cyclists/riders as well as walkers so that the surface remains firm and walkable. However, some footpaths are soft and muddy and have become very muddy and widened by horses/cyclists avoiding the muddy patches they have created. It must be recognised that some footpaths e.g. West cliff from Southwell Business Park to the Bill, including the Bill fields, and from the Bill to Sandholes Crane go across very sensitive ground with multiple environmental protections. These are getting badly eroded by illicit use and should only be used by walkers.</li> </ul>	Note community concerns about over-use
Community Responses	SS1	<ul style="list-style-type: none"> <li>• Retain the hospital. Add departments needed... create a training hub! The NHS is at breaking point...</li> <li>• Force individuals to upkeep from of units when not being rented. It looks shabby and has a general depressive effect on the rest of the roads</li> <li>• There does not seem to be mention of our Portland Hospital which provides essential service. The lack of weekend cover in the Minor injuries seems to be a backward step when we have so many people doing risky activities at the weekend</li> </ul>	Limited community response
Community Responses	SS2	<ul style="list-style-type: none"> <li>• Reinforcing Local Centres Paras 11.8 – 11.10 I agree with the idea of retail centres, though depending on what types of shops will affect how valuable / sustainable they are. The approach to tourism may also affect the kind of shops.</li> <li>• Easton feels like the district centre, although many of the shops seem to be very tired looking and old fashioned. Personally, I am not encouraged to shop in the area due to lack of interest in shops available. White stones cafe is fantastic, with combined cafe and art gallery.</li> <li>• Local businesses. A hub in the shopping centre of the local art and crafts, produce?</li> <li>• I have seen pop up shops appear around Christmas where I used to live. Some are now thriving!</li> </ul>	Comments will help reinforce policy approach

Consultee	Aspect	Comment	WG Response
		<ul style="list-style-type: none"> <li>• Summer fayre/fate in Eastern Gardens?</li> <li>• Advertising! I have been here a year and notice that Portlanders do not shout about their talents. Broader advertising for businesses, craft fairs and events. Advertise further afield. Bridport-Bournemouth. Tea in the park events in the gardens! Not a big music festival but a local event with local talent in the gardens, charity event to raise money for something... locals.</li> <li>• Open air cinema night! Perhaps not the right area?</li> <li>• Many locals leave the island for school and work every day. How can the vitality of the area improve if locals go elsewhere?</li> <li>• Fortuneswell has great potential for a creative hub, not so much as the island centre. Brackenbury School could be a potential opportunity for this to help cement a hub in the area. workshops, Specialist schooling.</li> <li>• There are no details which sets out a plan to encourage coffee shops and restaurants in the old port</li> <li>• Old shops which are left empty should be redeveloped and upgraded to encourage 'boutique' shops like a bakery etc</li> <li>• New shops i.e. clothes and jewellers</li> <li>• Easton has been destroyed over the last few years. Banks have gone. Post Offices are held in a Newsagents, Butchers we have just one. Shoe shops, Spar, (We have now 3 charity shops), Sports shop, electrical. It's too late for suggestions. Fortuneswell once a thriving community is like driving through a deprived area.</li> <li>• How can you make Easton a District Centre when you can't park?</li> <li>• Centralise retail offer in Fortuneswell to offer more viability</li> <li>• Easton is, I suppose, the district centre. That does rather write of Underhill though. Tesco, which I initially supported, have trampled on the toes of every Easton business, they sell flowers, cards, books, pet food, electrical goods, toys and papers. Tesco draws people to Easton. If they only sold a good range of supermarket FOOD (as many would have presumed), instead of conveniently supplying time-pressed customers with everything else too, who otherwise would have had to whizz around and support the small surrounding businesses...instead they keep closing or are maybe very close to that. What can be done about that, I really don't know.</li> </ul>	
Community Responses	CR1	<ul style="list-style-type: none"> <li>• I was surprised that the Victoria Square Entrance Green is not included in the Recreation Spaces list: I understood that it was specifically given to the people of Portland to replace the loss of Officers Field. I see that it is included as a Local Green Space and hope that it will remain protected and open (Incidentally - it has a very healthy breeding population of hedgehogs which I find surprising given the lack of cover but delightful!)</li> <li>• Fully support the protection of recreation space, both land and buildings. Suggest that the tennis courts and bowling at Victoria Gardens are included in the list. I appreciate Victoria Gardens is included in the Local Green Spaces (Port CR/2), however I feel the sporting facilities at Victoria Gardens should be recognised under this policy as well.</li> <li>• There are hundreds of new homes being built, with potentially many families moving in with children. Why demolish all the empty schools! Make use of them back as schools or community use with option of changing back to school use. workshop units. Craft centre...</li> <li>• An outdoor activity base/hub for equipment, clothing abseiling, wall climbing</li> <li>• hiking, paragliding, cycling hire?</li> <li>• Mountain biking</li> <li>• Indoor abseiling and activity centre/outdoor abseiling centre.</li> <li>• Action adventure centre for children and adults</li> <li>• Indoor activity centre</li> <li>• Old Senior school hall</li> </ul>	Community support for protecting recreation spaces



Consultee	Aspect	Comment	WG Response
		<ul style="list-style-type: none"> <li>• All Recreational spaces should be protected</li> <li>• Community Hub at New Brackenburg, Loss of youth centre, Easton library as a hub,</li> <li>• Bring back a play area on the West Weares. Find funding for some fun Dinosaur themed climb on items down at the bill. Keep all the green spaces and Portland still needs more trees and flowers...but it's got better.</li> </ul>	
Crown Local Agent and Bailiff	CR2	<p>One of the functions of the Portland Court Leet is to maintain and manage its tradition of safeguarding and protecting Common land from encroachment and abuse whilst embracing future change for the enjoyment of the people of Portland. For this reason, the Court Leet fully supports the proposals set out in Policy Port CR2 in relation to the areas to be designated as Local Green Spaces. In your letter you have referred specifically to Easton Gardens and Victoria Gardens, but I should be grateful if you would note that Weston Green and Gooseberry Field are also in the ownership of the Crown Estate. Both Weston Green and Gooseberry Field are registered Common Land (CL72 on the Dorset CC Map) and are administered by the Court Leet on behalf of the Commoners. There is much additional development taking place on Portland that we cannot afford to lose any of our Community Gardens or Village greens. The proposal for the designation of these areas as Local Green Spaces is a key element in maintaining the unique character of the island. The Court Leet supports the inclusion of the listed community green spaces in Policy Port CR2</p>	Note full support for policy
Community Responses	CR2	<ul style="list-style-type: none"> <li>• Being new to the area I do not know that many other areas apart from the green area by the Heights hotel overlooking Underhill and The Beach Road. It has a parking area and stone built spiral wall sculpture inset with carvings of animals. And the land area behind The Heights Hotel.</li> <li>• The land area opposite the petrol station on Portland.</li> <li>• Open spaces must be protected on estates and planning restricted</li> <li>• Royal Manor School Tennis Courts etc should be used for local amenity and not be built on.</li> <li>• I generally support the proposals in the plan (especially Southwell Green)</li> </ul>	Support
Community Responses	CR3	<ul style="list-style-type: none"> <li>• There must be further allotment space it promotes insect life etc</li> </ul>	Some support
Community Responses	CR4	<ul style="list-style-type: none"> <li>• Yes, I agree with Policy CR4, and would stress that as well as open space for the benefit of us humans, these areas are very important wildlife corridors (e.g. the corridor running from St George's School through Ladymead Gardens is a hedgehog through route.) Policy CR6: I welcome this: we do have a number of buildings and open spaces that could host temporary events/installations which could benefit both local people and visitors e.g. B-side and Inside Out festivals, Spirit of Portland, and contribute to vibrant communities.</li> <li>• Wholeheartedly support the policy to protect green amenity areas. Vital for the health and social growth of the community.</li> <li>• I do support a policy to protect green areas and please stop people parking on them</li> </ul>	Support
Community Responses	ST1	<ul style="list-style-type: none"> <li>• There is a need on Portland for an overnight site, if you go to new ground in the summer I have counted up to 12 campervans parked there. If the site was run properly with showers toilets etc, this could bring an income to Portland.</li> <li>• One of Portland's biggest assets is its charm, all year-round people come to enjoy this by ways of Rock climbing, birdwatching, walking the Jurassic coast line etc This should be encouraged, are foot paths should be protected along with the coastal path.</li> </ul>	Plenty of support in principle – some concerns about specific areas

Consultee	Aspect	Comment	WG Response
		<ul style="list-style-type: none"> <li>• There is mention in 8.9 of 'some major tourism developments in the planning stage' although there is then no policy associated with them. I believe you mean Jurassic. I am hugely wary of tourism developments of this scale which are likely to employ incoming skilled staff for the well-paid leadership and management roles. If it goes ahead, it is essential that Jurassic contributes to the wider Island economy e.g. through a linked round Island bus service bringing visitors to other destinations/attractions on the Island. I am also very concerned about the volume of associated visitor traffic.</li> <li>• I have reservations about the areas marked on Map 13. Are these areas identified for 'development' i.e. camping, attracting many more visitors? If so, I think the area in Kingbarrow/High Angle battery is too sensitive and highly protected to be included. Or do you mean better conservation/promotion/info on these sites for sensitive low impact visitors?</li> <li>• Perhaps there could be a possibility of connecting some of the other quarries to MEMO Underground stone hotel within a quarry?</li> <li>• Outdoor activity centre could be an option. Abseiling, paragliding centre, outdoor skills survival centre?</li> <li>• Nature walks within quarry picnic areas. Stone carving classes.</li> <li>• Mountain biking centre within the natural environment.</li> <li>• The tourist areas together with the potential new build residential areas will not leave much space left on the Island for it to breathe. Careful consideration needs to be made as to which ones to earmark in relation to the surrounding existing areas.</li> <li>• Underground hotel within a quarry, including sleeping pods? designed to blend in with the countryside...</li> <li>• Possibly in collaboration with MEMO project, seems to me like an amazing opportunity for the continuity of the project and its visitors looking for accommodation, as well as active visitors.</li> <li>• Tourism must be protected against inappropriate proposals like the beach huts</li> <li>• 13.11 I am convinced that the provision of well-organised and well-sited camp sites is key to the future expansion of sustainable tourism on Portland. Informal (wild) camping should be discouraged, as it is currently. On map 13 the suggested camping area south of Southwell (Topfields) is not suitable due to the potential for damage to the walls delineating the historic field system here. Migrant birds would also be disturbed (this area comprises the bulk of the Bird Observatory's recording area). The small area east of the Bill road could would be ideal as a campsite for cyclists/walkers. All the other suggested areas on map 13 would seem to be suitable with the exception of the extreme north-eastern section around Nicodemus and the Grove Stadium, which is too environmentally sensitive as it holds nationally important species such as Early Gentian.</li> <li>• Sustainable Tourism – Need to now consider a camp site, distributive heritage centres</li> <li>• Paras 13.5 – 13.12 Portland is a fantastic base for sporting tourism, sailing, other water-sports, climbing walking, cycling. The quarries are fantastic for off road use. We need to promote this plus wildlife tourism. The Journey is perhaps the most exciting initiative Dorset has seen for many years and it will be on Portland. The education and training possibilities are fantastic. Portland people need to get behind this and sensible policies brought forward for additional traffic using 'park and ride'; ferries (that are already there) and do everything to make this work.</li> <li>• Portland is an amazing place, absolutely unique and we need to get behind this forward-looking Neighbourhood Plan. Is our MP behind this? Weymouth and Portland tend to get forgotten and sidelined in the wider picture of Dorset. Inappropriate proposals? I think for some, anything that is new is inappropriate. I have no issue with any areas on the map. Bring on</li> </ul>	

Consultee	Aspect	Comment	WG Response
		entrepreneurship and tourism...there is plenty of room for more to be created. And can we promote Portland more? Not enough Portland leaflets at the Pavilion. Not enough Portland leaflets at the container that greets passengers getting off the cruise liners. I am not entirely clear about how the Town Council Tourism Dep't promote the island? The community Partnership map/leaflet is good, more of that sort of thing. Shame that even the Olympics did not achieve more to put us on the map. My small personal agenda is to promote our unique identity. My mad building of an 'Ark' summerhouse in my garden got Portland onto Channel 4 (Nov 2016) and I am now the island supplier of "Keep Portland Weird" and Portland flags. :) Anyway, keep up your good work! (Apologies for my better late than never response)	
Crown Local Agent and Bailiff	ST2	Whilst writing I also wish to confirm that the Court Leet is in full support of Policy Port ST2 in relation to the updating of the adherence to Planning Guidance for beach huts on the Island so as to provide clear guidelines to Hut owners.	Note support for policy
Community Responses	ST2	<ul style="list-style-type: none"> <li>• Could this policy also include supporting the diversity of beach hut designs and styles which makes the Bill fields so interesting and individual?</li> <li>• Agree that control over building/extending and repairing beach huts should be strictly monitored.</li> <li>• There really shouldn't be any need for changes for planning applications for changes to huts (as they are just a hut). They should only be a certain size just like council allotments restrictions on sheds and greenhouses. A hut is to be dismantled and sits on the ground it does not give anyone the right to mine the ground by any amount underneath. It's not ..... Chelsea. A hut if required should be able to be removed within half a day and leave no trace of its existence</li> </ul>	General agreement
Portland Port	ST3	Tourist Trails – the port is open to discussions about a public leisure and tourist trail through port land as long as it is totally enclosed with appropriate security fencing, does not interfere with any port operations (existing or likely future) and such security fencing and associated requirements in creating the path is funded by others broadly in the location of Cemetery land leading up towards Fancy's Farm. Map 15 needs a key and therefore I am unable to comment and therefore would appreciate an updated version of this map and further discussion particularly in relation to the amber trail.	Refer to Port's view in supporting text
Community Responses	ST3	<ul style="list-style-type: none"> <li>• To improve tourism, work is needed to improve the Merchants Railway Track from Castletown in upgrading the paths and cutting back the bramble</li> <li>• There are no details about reopening the old path from the Royal Naval Cemetery which went around the island and past the port, as it has been fenced in and bramble has also been allowed to take over</li> </ul>	Suggestions from the community
Portland Port	ST4	Marine Berths for Tourists – my concern with this policy is that we invest heavily in berths that benefit tourism and business and that when this policy is read in the context of the whole document, this favours tourism berths over all others. I would appreciate further discussion to ensure that the plan supports the development of marine infrastructure in a broader sense.	Have further discussions with the Port

## **Portland Neighbourhood Plan - Main Changes Since the Public Consultation Version Nov 2017 - Jan 2018**

Main areas of change to policy wording and scope. Please refer to <https://www.portlandplan.org.uk/wp-content/uploads/2018/03/Portland-Plan-Comments-Summary-March-18.pdf> for more information. The Local Planning Authority and the Port Authority have made some further observations since and actions around these are included below.

**Policy EN1 - Prevention of Flooding and Erosion** . We have expanded and clarified the policy wording and include a reference to possible issues within the Shoreline Management Plan areas where 'No active intervention' is proposed .

**Policy EN2 - Responsible Use of Natural Resources and Assets**. This policy supports the request from the Community to support living sustainably and we have changed the title of the policy and added additional text to clarify this specifically para 7.23.

**Policy EN3 - Renewables Energy Development**. The main issue here is the specific assignment of wind search areas without further technical analysis. The fall back position is a more general policy with referencing to the technical requirements. On paper the whole of Portland fulfils the viability test for wind . The backdrop is that the targets for renewable energy production which currently are not being met in Dorset will underpin policy direction. We have also added additional referencing to support a criteria based approach. We have also added some wording concerning possible small scale tidal schemes and land based infrastructure Paras 7.30 and 7.31 in particular.

**Policy EN4 - The Portland Quarries Nature Park** - This development is referenced in the Local Plan however we feel that it is appropriate to refer to this within the Neighbourhood Plan so that the community can better understand the intentions around this and support the approach to further bolster the Local policy designation. We have added additional text to clarify the differing environmental constraints within the current and aspirational policy areas.

**Policy EN5 old - Re-use of Mines and Quarries**. A general policy concerning the re-use of mines and quarries proved difficult with the planning authorities and has been deleted but with a strengthening though of the policy concerning sustainable tourism (ST1). There is still considered a need to support re-use of mines as previously expressed by the Town Council when commenting on the current Mineral's Strategy and appropriate wording has been included .Para 3.18 cross refers.

As a consequence of this deletion the following policies have been re-numbered

**Policy EN5 - Local Heritage Assets Schedule**. Historic England are supportive of the establishment of a Local Heritage Asset Schedule held by the Town Council the Local Planning Authority has indicated that it is not intending to prepare a Local Heritage List . Therefore three candidate entries have been identified to commence the list and an appropriate process compiled to allow further entries to be captured. The policy wording has been amended to include this and other non designated heritage assets. Para 7.43 also refers.

**Policy EN6 - Historic Piers**. Although seen as aspirational by the planning authorities we have kept this policy as we believe it sets out an desired intention towards sustainable transport access to the Island. We have added text to alleviate the security issues of the Port authorities.

**Policy EN7 - Defined Development Boundaries**. A separate paper updating previous work has been prepared and approved by the Management Group. See <https://www.portlandplan.org.uk/wp-content/uploads/2018/03/Portland-Plan-Development-Boundaries-Revisions.pdf>. This has informed further revisions to the development boundaries and those areas defined as Key Employment Sites.

By removing the development boundaries around a number of the sites we have provided for future employment development flexibility whilst safeguarding these areas from potentially alternative inappropriate development. Referencing to Local Plan Policy SUS2 in Para 7.53 also supports.

Policy EN8 - Design and Character. The Local Planning Authority were supportive of the referencing to the Heritage and Character study and we consider that emphasising the other criteria as set out highlights the particular issues around design on the Island.

Policy EN9 - The Verne . We have differentiated the buildings within the Verne this policy is intended to cover. Para 7.59 refers.

Policy EN10 - Public Realm Improvements. Additional text referencing to priority areas.

Policy BE1 - Protecting Existing Business Sites and Premises. As explained under Policy EN7 Those key sites which are generally remote from development areas we have identified solely as policy areas as this will provide additional flexibility in providing new employment opportunities.

Policy BE2 -Upgrading of Existing Employment Sites and Premises. The determination of policy areas for key sites will help with flexibility.

Policy BE3 -New Business Premises - policy wording to reiterate sensitivity around type of allowable activity.

Policy BE4 - New Business Centres - Additional text to add sensitivity to the application of permitted development under Local Plan Policy SUS2. Para 8.18 refers.

Policy BE5 - Working From Home - Additional wording within the policy to clarify intention of policy to support appropriate development beyond existing permissions.

Policy BE6 - The Northern Arc - Additional wording to reflect recent changes in the Local Plan Review and security and development issues from the Port. Paras 8.21 and 8.22 refer.

Policy HS1 - Housing Mix and Amenity. Additional wording to emphasise appropriate nature of development on Portland. Para 9.9

Policy HS2 -.Community Housing Assets. Ensured policy referencing is to schemes taken forward as Community Housing with the objective of providing 100% local affordable units by removing separate references to self build or custom built housing. Updating to allow for establishment of a Community Land Trust.

Policy HS3 - Second Homes. Revised wording to allow for proposed operational implementation . Paras 9.16 and 9.18 reflect recent further evidence and also definition of Principal residence as proposed by the Local Planning Authority.

Policy HS4 - Hardy Block - Some refining of policy text to reflect the current position with the block but also to maintain a community default position in the event of change.

Transport Policies TR1-TR4 - No major changes

Policy SS1 - Reinforcing Neighbourhood Centres - The Local Plan Review proposes some differences in areas and designations to our Neighbourhood Plan policy . The NP policy includes relevant car parking areas.

Community Recreation - Policy CR1 - CR5 - No major changes

Policy ST1 - Sustainable Tourism - Refining this as a more strategic policy rather than area specific .

Policy ST2 - Beach Huts -Additional wording to reinforce policy intentions

Policy ST3 - Tourist Trails. Some descriptive refinement to routes outlined

Policy ST4 - Marine Berths - No major changes.

## Consultation Notice – 18th June to 30th July 2018

### Consultations, General

#### **Portland Neighbourhood Plan - Regulation 14 Public Consultation Notice**

In accordance with Neighbourhood Planning (General) Regulations 2012, Part 5, 14(a)-(c), notice is given that a formal pre-submission public consultation on the Draft Portland Neighbourhood Plan will start at 9am on Monday 18th June 2018 ending 5pm on Monday 30th July 2018.

#### **About the Plan**

The Portland Neighbourhood Plan (the Plan) has been created through listening to the views of residents and businesses and it has evolved to help deliver the local community's aspirations and requirements for the future up to 2031. The Plan will provide a means of guiding, promoting and enabling balanced sustainable change and growth within its designated area.

Portland Town Council invites comments on the Draft Plan. All responses received will be considered by the Management Group and the Town Council to produce a revised version of the Plan which will then be submitted to the Local Planning Authority for examination by an independent examiner.

#### **Viewing the Draft Plan and Commenting on it**

The draft Neighbourhood Plan with the accompanying draft Strategic Environmental Assessment (SEA) together with other evidence base documents and comments form can be found on our [documents page](#) or via the [Town Council's website](#).

This includes a brief summary of the changes made to the Informal Consultation draft consulted on in December 2017 and January 2018.

Paper copies of the draft plan and SEA may be viewed at Tophill Library, Easton, Osprey Leisure Centre, Castletown and the Town Council Offices, Easton Lane. Comments forms will also be available at these venues.

You may comment on the Plan preferably by completing the online comments form below (available from 18th June).

You can also complete the paper form and submit it in the response box at the above venues or posting or taking this to the Town Council Offices, 52 Easton St, Easton, DT5 1BT  
Tel 01305 821638.

Alternatively, you may submit your written comments in any form but you must include your name, organisation (if applicable) and postcode for these to be accepted.


All comments will be publicly available and identifiable by name and organisation (where applicable).

**All comments must be received by 5pm on the 30th July 2018.**

**All comments will be publicly available and identifiable by your name and organisation (where applicable)**

## Portland Neighbourhood Plan

### Regulation 14 Public Consultation Notice



Further details can be found via the plan's website: [www.portlandplan.org.uk](http://www.portlandplan.org.uk)  
or at:

**Portland Town Council Offices**  
**Portland Tophill Library**  
**Osprey Leisure Centre, Castletown**

The plan looks at Portland's future until 2031.

- Environment
- Business & Employment
- Housing
- Transport
- Shopping & Services
- Community Recreation
- Sustainable Tourism

If you are interested in our future this is your chance to find out more and comment on proposals.

*Portland Neighbourhood Plan Management Group, Portland Town Council*

*See overleaf*

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All comments will be publicly available and identifiable by name and organisation (where applicable).

All comments must be received by 5pm on the 30<sup>th</sup> July 2018.

**Drop In and Information Events**  
Details of these will be shown on the Plan's and Town Council's websites as well as printed information at Osprey Leisure Centre, Tophill Library and the Town Council Offices.

**Portland Town Council** June 2018





## Appendix 34

### Regulation 14 Consultation Banner locations

Location	Dates (2018)	Reason
Osprey Leisure Centre	18 June to 28 June	Draw attention to users of centre and location of consultation materials
Weymouth College (Reception)	20 June to 26 June	To draw attention to students and staff
Sailing Academy	28 June to 6 July	Draw attention to users and visitors
Tescos Foyer	26 June to 12 July and 19 July to 30 July	High footfall area for residents
Dorset County Council (Reception)	25 June to 4 July	Draw attention to staff who are residents and also other staff with functional interest
Chesil Beach Centre	12 July to 19 July	Draw attention to volunteers and visitors (high footfall)
Dorset Council's Partnership	4 July to 16 July	Draw attention to staff who are residents and also other staff with functional interest
Outpost, Fortuneswell	6 July to 19 July	High visibility point in Underhill for foot and vehicle traffic
Methodist Church Hall	18 July to 30 July	Popular meeting centre for Tophill groups
Heights Hotel	19 July to 30 July	Draw attention to staff and visitors

## Appendix 35

### Regulation 14 Letter to Groups

Name or Title	Notification Method	Name or Title	Notification Method
		St Georges Centre	Flyer PCP Mail
<b>Island Wide</b>		YMCA	Poster, Flyer, PCP Mail
		Methodist Hall	Banner
Island Community Action	Flyer, PCP email	South Portland WMC	Flyer
Portland Rotary Club	PCP email	C2000	Flyer
Weymouth Lions Club	General Notice	Drill Hall	Flyer
Portland Masonic Group	Flyer	Methodist Hall (Underhill)	Flyer
Court Leet	PCP Email,	Brackenbury Centre	Flyer, PCP email
Portland History Centre	Flyer, PCP Email	Masonic Lodge	Flyer
St Johns	Flyer, PCP email	Osprey Leisure	Poster, Banner
Red Cross	Notice	Chesil Beach Centre	Banner, Flyer
W&P Civic Society	Email on main list	Portland Social Club	Poster
Portland Centre	Flyer	Islanders Club	Flyer
<b>Churches/Faith</b>		St Johns Hall	Poster
		<b>Historic /Parks</b>	
Portland Parish (Cof E)	To Rector on Main List		
Methodist Church	Poster, Banner	Portland Bill Visitor Centre (Trinity House)	Flyer
Salvation Army	Flyer	Bird Observatory	Flyer
Jehovah's Witness	Flyer	NCI- Coastwatch	Flyer,
Our Lady Star of the Sea (RC)		APA (Culverwell)	PCP Email
Churches Together	On Main list	Friends of St Georges	Flyer
		Portland Museum	Flyer
<b>Halls and Community Venues</b>		Friends of Easton Gardens	Banner(Methodist Hall)
		Fancy's Farm	Flyer, PCP Email
St Andrews	PCP Mail, Flyer	Portland Prison Museum	Flyer, PCP Email
Weston Scout Hut	Flyer	D Day Centre	Flyer
Kimberlin Club	Flyer	Chiswell Walled Garden	Notice
		Diving Groups	
Friends of St Peters (Grove)	PCP email, Flyer	Sailing Charities	Banner( Sailing Academy)
Weston Telephone Box	Flyer	Portland Amateur Boxing Club	Flyer
Wakeham Telephone Box	PCP email	Tornadoes	Banner (Osprey leisure)
PSQT	Flyer	Open Arms	Flyer
<b>Area Groups</b>		<b>Pre School Groups</b>	
CRAB	PCP email	Haylands	Notice
Neighbourhood Watch (Grove)	PCP email	Little Dragons	Notice
<b>Youth/Support</b>		Smiley Faces	Flyer
		Sun Beams	Flyer
Portland Drop In	PCP Email	Brackenbury	Notice
Munstys/Opps for U	PCP Email		
Sea Cadets	Notice	<b>Activites</b>	
Army Cadets	Notice		

<b>Name or Title</b>	<b>Notification Method</b>	<b>Name or Title</b>	<b>Notification Method</b>
Majorettes	Notice	Man Shed	Flyer, PCP Email
	PCP Email, Flyer	Portland Connect	PCP Email
Portland United	Flyer	Island Voices	Notice
Portland United YFC	PCP Email	B Side	Banner, PCP Email
Weston St W	Notice	Portland Carers	PCP Email
Weston St E	Notice	Weymouth and Portland Access Group	Town Council Email
Red Triangle	Flyer	Royal Manor Theatre	Flyer
Portland Boat Club	Notice	Charity Shops	Flyers
Portland Gig Club	Notice	WI Southwell	Flyer
Osprey Clubs	Banner	Portland People	Notice
YMCA Clubs	Poster	Food Bank	Poster (St Johns)
RMPAC	Poster (YMCA)		
Borstal Bowling Club	Notice		
Victoria Gardens Bowling Club	PCP Email		

## **Neighbourhood Plan Regulation 14 Consultation 18<sup>th</sup> June 2018 to 30<sup>th</sup> July 2018 – Scope of Consultation and Outline of Response Levels.**

### **Introduction and Next Stages**

Thank you to those who responded to the Regulation 14 Consultation Phase. Comments were also received from the Local Planning Authority, the Minerals and Waste Planning Authority, DCC, Historic England, National Grid, Portland Port, the Department of Environment, Weymouth and Portland Access Group and several individuals representing approximately 80 separate comments.

A listing of comments and responses and actions once approved will be available on the Plan's website as well as a brief summary of the areas of proposed changes to the plan. Meanwhile work in progress information is shown on the Town Council's website.

Once a revised plan has been agreed this will inform any update to the Strategic Environmental Assessment currently the document has largely been accepted by the Local Planning Authority although they have asked that comments previously made by Natural England be considered in the revised draft.

Concurrently with this work the Revised National Planning Policy Framework has been issued and also the Local Plan Review process has instigated a consultation period commencing 13<sup>th</sup> August 2018 and which will run until 8th October 2018. Where appropriate the revised draft will take account of these developments.

### **Consultation Scope**

Notification of the Regulation 14 Notice was shown

- In the June and July Free Portland News
- An article in the Dorset Evening Echo and a subsequent reminder article
- Posters and pop up banners displayed at various locations around the Island and also at relevant locations off the Island (to be scheduled in consultation report)
- Resources and comments forms were available at Portland Town Council Offices, Tophill Library and Osprey Leisure Centre.
- Emailed to various statutory and official consultees (to be scheduled in consultation report)
- Emails to various voluntary and community organisations as well as flyer information also (to be scheduled in consultation report).
- Flyers to every accessible shops and business as well to community groups (where appropriate)
- Information on Social Media (Facebook) with just under 3,800 (hits)
- Website traffic levels – Unique Visits approx 2000 of which around 600 viewed the Consultation page with just over 100 then reading content in more detail and 175 downloads of main report. Other back ground information was also downloaded
- There were however only 3 written responses.

## Portland Regulation 14 Consultation Responses and Recommendations – in Plan and Policy Order

### From Community and Local Stakeholders

No.	Respondent	Section/Policy	Comment:	Recommended Actions
<b>General</b>				
1	N Titman Resident	General	<i>A perfect cure for insomnia. I pray you did not pay "Consultants" to state the obvious, just waste our monies on your staff! Portland is a big hill with one road connecting it with Weymouth. Fact. To develop sustainable SME business you need infrastructure, housing, and incentives. Tourism? See the Bill. Go home. Cruise ships? See Weymouth, and other coach tours inland. For Portland? Waste of space, and certainly no realistic benefits. Simply ask for all residents to have a say. I have been here over 18 months, and this is the first I have heard of the Plan, and that from FB only!! At the end of the day you will do what you want to do, or at the "request" of your commercial sponsors</i>	Comment noted, but no change proposed to the draft NP.
3	J Moreland Resident	General	<i>Thank you for a really thorough, thoughtful and valuable draft plan</i>	Comment appreciated - but no change proposed to the draft NP
4	D Woolford Resident	General	<i>I'm sure we had a Portland Plan in about 1980. What happened to that one? It put forward that all huts at Portland Bill be situated inland of the coastal path. As that has never happened I am already wondering if anything was this plan will come to fruition. Your response with comments would be appreciated.</i>	Matter to be referred to TC.
5	T Porter Resident	General	<i>We should have a balance of land uses, employment, housing, tourism with the infrastructure that accommodates these developments. The amount of illegal overnight camping, caravans, motor homes there should be facilities for them. Roads access and parking needs addressing. Communities should grow in proportion and not be out of balance. People need somewhere to sleep, eat, work, play, see a doctor etc. but it must be in balance and be part of the planning process. Local councillors on planning committees don't have the experience or the power to make these decisions. We should have professional planners based on policy not opinion.</i>	Comment noted, but no change proposed to the draft NP
6	H Barry Resident	General	<i>I found the plan well-written, intelligible and with important points particularly in relation to Community Housing Assets and Principal residency restrictions which are very important for the affordability and availability of property for Portland residents, particularly younger people which I have commented on separately. Portland residents should enthusiastically support the adoption of the Neighbourhood plan, particularly with the imminent move to Unitary authorities.</i>	Comment noted, but no change proposed to the draft NP

7	E Pieniazek Resident	General	<p><i>This is a very fine and comprehensive report and it has been illuminating to be able to read it. A credit to all involved, as it captures much of what is required.</i></p> <p><i>The Plan acknowledges what Portland has, but I feel it does not fully recognise what this could mean for the population. For example, there appears to be little enthusiasm for a tourist industry, the approach appears hesitant and careful. Having only lived here for a few years, perhaps I have a different perspective - tourism development can be dynamic and still careful. Ambition also seems restrained, perhaps there are good reasons, but it doesn't have to hurt to push boundaries.</i></p>	Comment noted, should be referred to TC
<b>Portland Now</b>				
11	P Klaentschi	Portland Now	<p><i>The core issue I would like the report to highlight is Education leading to Employment. If the local school were a power house of future young people ready to fly and achieve then key workers would be home grown and indeed key workers would flock to live and work on the Island.</i></p> <p><i>As it is the lack of dynamism and initiative is such that the future of the current children is tantamount to child abuse. Island children are currently being restrained to get them ready to be able to learn but are they being taught effectively? As yet the indication are that the children are not achieving anything like their full potential. The Schools are not being resourced with the best teachers as Portland does not attract the best and the children are simply not being challenged and facilitated effectively.</i></p> <p><i>The busing of children round the Island is indicative of how the Island works. Portlanders' may like to be Weird but mostly it is counterproductive.</i></p>	Comment noted and should be referred to Town Council. No change proposed to the draft NP.
12	E Pieniazek Resident	Section 2	<p><i>Para. 2.9 Regarding the comment that the areas LCA5 and LCA6 have "little potential for development" and "should remain as they are..." I fully agree with respect to LCA5.</i></p> <p><i>With respect to LCA6, it may certainly have little potential for significant development, but it should not remain as it is. The open spaces can appear derelict and unappealing to visitors. Landscaping and other aesthetic improvements can make wild and open spaces more appealing without removing their natural qualities. The economic benefits of tourism should not be underestimated.</i></p>	Comment noted, but no change proposed to the draft NP. Can be covered by reference to the new NPPF
13	Portland Port	Section 2	<p><i>I am still not clear whether our original comments on this have been adopted and would welcome a positive statement in the Neighbourhood Plan recognising our consultation response which was subsequently consulted upon alongside the 'Heritage and Character Assessment' to be valid.</i></p>	Comment noted, but no change proposed to the draft NP. Point has been already addressed in 2.9 and also 8.24.
<b>Aims &amp; Objectives</b>				
19	J Moreland Resident	Objectives	<p><i>Objective 5: Support Portland Quarry Nature Park plan where appropriate</i></p> <p><i>Only this Objective is qualified with 'where appropriate'. This is wide open to interpretation without specifying what would be appropriate or not. It seems to indicate a lack of commitment to the Portland Quarry Park concept. I think 'where appropriate' should be deleted.</i></p>	Comment noted, but no change proposed to the draft NP on the basis that the objectives have already been agreed by the community during a previous consultation.
<b>Environment Overview</b>				

21	Anon Weymouth Resident	Overview	<i>Item 7.11 Map 4 draws attention to the Special Areas of conservation by the brick red colour. This zoned area could extend right up through Fortuneswell and back down to Chiswell if the road heavy traffic was routed away via the east Northern Arc new connection solution. Then the beautiful natural setting that is there would be able to flourish and this intern would increase economic growth and wellbeing.</i>	Comment noted, but no change proposed to the draft NP
<b>Policy EN1</b>				
<b>Policy EN2</b>				
<b>Policy EN3</b>				
29	Portland Port	Port/EN3	<i>a. please include some words to protect employment b. I would also suggest inserting the first sentence of the policy starts – “Development proposals for energy generating and associated infrastructure .....</i>	Comment noted, no change proposed to the draft NP
<b>Policy EN4</b>				
<b>Policy EN5</b>				
32	J Moreland Resident	Port/EN5	<i>7.42, line 3: Correction: Heritage England should read Historic England</i>	Title of body should be corrected
36	Portland Port	Port/EN7	<i>we cannot support the removal of Defined Development Boundaries for the port and therefore request these are reinstated.</i>	Comment noted, consider whether any change to the boundary is justified and report to September meeting
<b>Policy EN8</b>				
37	J Moreland Resident	Port/EN8	<i>i. Complements and enhances where appropriate the prevailing.... The inclusion of ‘where appropriate’ weakens this policy point. We should expect well-designed development on Portland, and should expect that all developments complement and enhance the existing surrounding. ‘Where appropriate’ should be deleted.</i>	Delete “and enhances where appropriate”
<b>Policy EN9</b>				
<b>Policy EN10</b>				
40	E Pieniazek Resident	Port/EN10	<i>The Plan is right, Portland deserves better. And nowhere more so than at Victoria Square, which must be one of the least appealing ‘gateways’ to any location in the UK. Improving the attractiveness of this gateway to Portland should be made a priority. Portland will become increasingly reliant on tourism and first impressions mean a lot in the tourism industry</i>	Comment noted, but no change proposed to the draft NP
<b>Business &amp; Employment Overview</b>				
41	P Klaentschi	Overview	<i>Item 8.5 states that the poor road access is a significant barrier to growth. I would like this underlined and made much, much more visible in the report - it is so significant.</i>	Comment noted, but no change proposed to the draft NP
<b>Policy BE1</b>				
43	Portland Port	BE1	<i>Map 7 and 9 – a. following the successful approval of planning ref WP/14/01033/OUT could this please be added to Maps 7 and 9</i>	Make appropriate map changes

			<i>b. the boundary for Port 2 and 7 needs to be amended to reflect the actual permission, we can share with you the boundaries for these sites</i>	
<b>Policy BE2</b>				
<b>Policy BE3</b>				
<b>Policy BE4</b>				
<b>Policy BE5</b>				
<b>Policy BE6</b>				
48	J Moreland Resident	Port/BE6	<i>8.24 The proposed Northern Arc plan makes a great deal of sense. However, comparing Map 10 Portland The Northern Arc (page 39) with Map 4 Portland Statutory Designated Ecological and Geological Area (Page 18) shows that a significant part of the area defined as The Northern Arc has statutory protection as SSSI or SAC. Line 3 therefore should be more explicit and robust: For example, 'The area includes significant scheduled Ancient Monuments and statutory environmental protections which will need to be respected as part of the Masterplan process.'</i>	Add sentence to para. 8.2
<b>Housing Overview</b>				
<b>Policy HS1</b>				
51	Weymouth and Portland Access Group (WPAG)	Port/HS1	<i>Representation made by Weymouth and Portland Access Group. No mention appears to have been made to the aspirations in Local Plan Policy ENV12 for the provision of more adaptable and accessible housing. As a Local Plan policy, it is assumed that the Neighbourhood Plan does not need to refer to this also but the support / reinforcement of the Portland Neighbourhood Plan would be welcome. The Group has consistently backed the adoption of Lifetime Homes criteria. With an ageing population but an expectation that many older and many disabled wish to live independently housing design needs improvement. The provision of more accessible housing would also make visitability by disabled friends and family more feasible. Such housing would cost little more to build and would reduce the high costs associated with later adaption to meet changing needs.</i>	Include reference to homes suitable for the disabled
52	Anon A Resident	Port/HS1	<i>In general, I support the Portland Neighbourhood Plan as stated in the pre-submission version. Housing (Development) Para 9.8. To date the planning authorities, including planning inspectors, have not respected the needs and views of Portland residents in a number of planning applications and poor-quality decisions have been made. Will this plan be robust enough to hold the planning authorities to account?</i>	Comment noted, but no change proposed to the draft NP
<b>Policy HS2</b>				
53	H Barry Resident	Port/HS2	<i>Point g. is essential and should not be removed in any future versions. Terms should be defined more specifically e.g. 'local' &amp; 'residency' and another criteria might be 'non-property owners'.</i>	Comment noted, consider adding reference to LPA definitions
<b>Policy HS3</b>				
55	J Moreland Resident	Port/HS3	<i>(and also the Glossary)</i>	Consider whether to include holiday lets



			<i>Does the definition of Second Home include holiday let/self-catering accommodation as well as privately owned second homes which are used by family and friends for only a few weeks a year? Both are as damaging to community cohesion. The Glossary definition does seem to imply this, but explicit clarification would be welcome.</i>	
56	H Barry Resident	Port/HS3	<i>This is an essential provision, no part of it should be weakened or deleted. If anything, it should be made stronger</i>	Review policy wording
58	Anon A Resident	Port/HS3	<i>9.17 Second homes. Legislation is needed to ensure that new dwellings are used as primary residence. Is this possible?</i>	Comment noted, but no change proposed to the draft NP
<b>Policy HS4</b>				
<b>Transport Overview</b>				
60	P Clarke Visitor	Transport Overview	<i>Access – Please get the Western Relief Rd built as most aspects of the Plan will benefit</i>	Comment noted, but no change proposed to the draft NP
61	L Yates Resident	Transport Overview	<i>Consider introducing a chain link ferry from Portland Port to Condor Ferry terminal this could provide parking reduce quantity of vehicle movements improving air quality would bring employment and environmental benefits and would be a tourist thing the chains and ferry could be purchased from Sandbanks. It would reduce quantity of vehicles through Lanehouse and generally be beneficial and welcomed</i>	Comment noted, but no change proposed to the draft NP
62	P Klaentschi	Transport Overview	<i>What hope for Business growth and attracting new Business and new Employment if your efforts are consistently stuck in traffic. So often Portland is going and getting nowhere. Connections and vital and a regional issue. Train services from Weymouth are so slow and infrequent! The idea of the Dorchester rail link to Heathrow would be very very healthy for the whole area and Portlanders should back this Idea with maximum effectiveness! Business is about confidence – it is about approach entrance and arrival – what does Portland provide and hard journey in bad traffic and a risk of being stuck and then a road system bounded by blighted buildings and litter. It is a hopeless impression now but by relieving the road to the East Fortuneswell could have a new future. The development of the Northern Arc should be matched with the willingness to open the eastern road network to circulate behind castle Town and up to The Grove. Item 10.2 and 10.11 should be stated in flashing lights!</i>	Comment noted, but no change proposed to the draft NP
63	Portland Port	Port/EN3	<i>paragraph 2.1 and 10.3 recognise the significance of the port which is welcomed but unfortunately the aims, objectives, policies and text of the plan in the way the plan is currently worded specifically relating to transport does not in my opinion recognise the transport needs of the port. I believe (and would like to see) the Neighbourhood Plan can go much further to add weight to this vital Island need.</i>	Comment noted, no change proposed to the draft NP
<b>Policy TR1</b>				
64	Weymouth and Portland	Port/TR1	<i>The retention and improvement of public transport providing also providing access to settlements off the main spine bus route to Southwell would be of</i>	Make reference in the supporting text

	Access Group (WPAG)		<i>considerable benefit to many people with disabilities, people caring for young children, and people without use of their own transport. Good public transport encourages Independence whilst reducing Social Isolation. Buses should be accessible, adaptable with space for suitable mobility scooters and wheelchairs, push chairs and passengers' luggage and shopping and should be supported by high standard Real Time Information including on vehicle audio information of the next bus stop.</i>	
65	A Link Resident	Port/TR1	<i>It is essential that the existing bus service for Tophill has changes in its routes so that Wakeham and Weston Street are included in the loop. It would be so easy for every other bus to go down Wakeham along Weston Street and then join the route to Southwell. There are many new houses being built on this potential route with a long walk to Easton to catch a bus. The increasing housing on the Island makes the maintenance of essential services more important than ever. We need to protect our medical services at the Portland Hospital and the Surgeries.</i>	Comment noted, but no change proposed to the draft NP
<b>Policy TR2</b>				
<b>Policy TR3</b>				
<b>Policy TR4</b>				
66	J Moreland Resident	Port/TR4	<i>10.17 I agree that there is potential to increase bridleways and cyclepaths by using haul roads and cart tracks. However, it is crucially important that the current damage to limestone grassland and erosion to green paths from illegal use by mountain bikes and horseriders, including a riding school, must be protected by proper signage taking the bridleway along tracks which can withstand damage This is especially needed from Sandholes Crane onwards south to the Bill and then round up to Blacknor Point which is suffering erosion and damage to the turf and flora. The zigzag path down from the YOI road to the disused railway line is steep and narrow, and especially hazardous when one meets a mountain biker hurtling down the path.</i>	Make general reference in the supporting text to 'better management'
<b>Shopping &amp; Services</b>				
68	Weymouth and Portland Access Group (WPAG)	Port/SS1	<i>The retention and improvement of neighbourhood centres is of importance to safeguarding the special character of an area and is likely to be of particular value to older people, people caring for young children, people with disabilities or limiting illness or injury, and to people not having access to a car. A vibrant neighbourhood centre is likely to help offset the growing isolation suffered by many elderly people.</i>	Comment noted, but no change proposed to the draft NP
<b>Community Recreation Overview</b>				
69	Weymouth and Portland Access Group (WPAG)	Port/ CR1-CR6	<i>Good local community facilities are of value to the whole community and are likely to be of particular importance to many people with disabilities, to people caring for young children, and to the many people who do not have use of their own transport. Weymouth and Portland Access Group supports policies CR1 - CR6 inclusive but would have liked to see reference to the added importance of these</i>	Make reference in the supporting text

			<i>policies to people with disabilities and to others as mentioned above.</i>	
<b>Policy CR1</b>				
70	Portland Red Triangle CC	Port/CR1	<p><i>Firstly, are there any plans to provide financial support for local sports clubs on the island, such as ourselves, in the near future? We are a thriving cricket club (founded in 1922) which supports recreational sport in the area, alongside Portland FC, but as with many sports clubs, we do require funds to move forward.</i></p> <p><i>My second question: the YOI bowl, where cricket was played years ago (still has a derelict clubhouse)- who owns this, and is there potential here for development for use by sports clubs? It seems sad that it is left as it is, unused, at least the last time I checked.</i></p> <p><i>Furthermore, who owns the Grove cricket bowl? I was under the impression that it was Portland FC, but do they still use it? Could it be used for sport?</i></p>	Comment noted, refer questions to Town Council
<b>Policy CR2</b>				
71	J Moreland Resident	Port/CR2	<i>12.15: Correction: West Weares is a tranquil piece of elevated open space at the foot of West Cliff with views across Chesil Beach.</i>	Amend para. 12.15
<b>Policy CR3</b>				
<b>Policy CR4</b>				
<b>Policy CR5</b>				
<b>Policy CR6</b>				
72	E Pieniazek Resident	Port/CR6	<p><i>12.24 - "Portland welcomes tourists"...</i></p> <p><i>12.26 - "there could be economic value in taking advantage of the tourist season"...</i></p> <p><i>There is also another line in section 9.4 - concern that Portland would get "discovered" in the wake of growth of tourism.....</i></p> <p><i>The Plan's whole approach to the opportunity that tourism could provide to Portland, appears hesitant and defensive, and not progressive. It's imperative that Portland does get discovered, if there is to be any improvement in the lives of its residents.</i></p> <p><i>Portland could be providing 'whole day' attractions, which bring with them economic benefits. We should want to face the challenge of managing an economic boom for the benefit of everyone on the island, rather than trying to prevent it happening</i></p>	Comment noted, but no change proposed to the draft NP – refer comment to TC
<b>Sustainable Tourism Overview</b>				
73	J Moreland Resident	General	<i>Page 62: Please use another word instead of 'exploited' – para 1, line 4, and elsewhere in this section, which has extremely negative connotations over which would take priority - the environment or tourism. Eg 'promoted to visitors', 13.5 MEMO is now The Journey. It is really important that whatever means of transport brings visitors to The Journey, that they are enabled and encouraged to visit other parts of the Island, to use facilities and visit other places of interest. Maybe a round Island, hop on and hop off again bus, from Bowers Quarry.</i>	Change word in para.13.1 to "enjoyed"
<b>Policy ST1</b>				
75	J Moreland Resident	Port/ST1	<i>13.11 As previously noted under Policy No. Port/TR4, I am extremely concerned about the damage that the wide tyres of mountain bikes do to</i>	Make reference in the supporting text to policy TR4

			<i>our precious limestone grassland. Clear, well-designed signage saying which is a bike route and which remains only a foot path for walkers is absolutely crucial.</i>	
<b>Policy ST2</b>				
<b>Policy ST3</b>				
77	Weymouth and Portland Access Group (WPAG)	Port/ST3	<i>References to the development and further aspirations for the Portland Quarries Nature Park, and for the development of Tourist Trails are supported. The encouragement for Tourist Trails to be easily accessible, where possible, is supported. It would be excellent if the earlier project where off road wheelchairs could be hired might be hired to give people with mobility disabilities access to areas of rough terrain could be revisited.</i>	Comment noted, refer to Town Council
78	J Moreland Resident	Port/ST3	<i>I note that this Policy does not contain the welcome, very strong environmental protection qualification that is incorporated in almost all other policies. As well as avoiding sensitive ecological area and habitats, the wording should include: 'they will not lead to significant loss or damage to biodiversity or any of the Islands' natural assets including landscape character, historic environment, ecology and wildlife corridors, archaeology or geology'.</i>	Consider changing policy wording and adding additional criteria
<b>Policy ST4</b>				
79	Portland Port	Port/ST4	<i>this is covered elsewhere in the plan and should therefore be deleted</i>	Comment noted Covered by reference in 13.27 but could consider extra criteria in policy



## Consultation Statement - Portland Neighbourhood Plan

### Part 2: Consultation Statement – Statutory and Strategic Consultees

#### Contents:

This section covers the specific consultations directed at and responses received from organisations which have a statutory or who have a strategic influence over the Neighbourhood Plan area.

In the main the section is directed at the latter consultations occurring in 2017/18 however feedback from the initial contacts made in 2014 are also included as these did inform subsequent direction and work focus.

**Part 2 Appendix:** These are listed in date order

Ref	Title	Page
A	Letter to Statutory and Strategic Consultees Contacted in 2014	140
B	Letter to Major Landowners 2014	142
C	List of Statutory and Strategic Consultees and Major Landowners Contacted 2014	144
D	Schedule of Comments by Statutory and Strategic Consultees 2014	145
E	Supporting Letters to Comments 2014	150
F	Schedule of Comments by Statutory and Strategic Consultees in Response to Informal Consultation – Jan 2018	157
G	Local Planning Authority Final Review Comments on Draft of Pre-Submission Version of the Plan June 2018	182
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K	Natural England response to HRA – May 2019	212

## 1. Introduction

This Consultation Statement has been prepared by the Portland Neighbourhood Plan Working Group to conform to the legal obligations of the Neighbourhood Planning Regulations 2012.

Section 15(2) of Part 5 of the Regulations sets out what a Consultation Statement should:

- (a) Contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan,
- (b) Explain how they were consulted,
- (c) Summarise the main issues and concerns raised by the persons consulted,
- (d) Describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

This Consultation Statement provides an overview of each of the above stages of consultation in accordance with Section 15(2) of Part 5 of the Regulations.

Part 2 of this Consultation Statement summarises the statutory and non-statutory consultation undertaken with relevant statutory bodies and stakeholders, other than those that could be described as being a part of our community, in developing the Portland Neighbourhood Development Plan.

## 2. Summary of Consultation Approach to Statutory Consultees

It was decided to make the earliest contact those bodies and organisations that are defined as a consultation body under the terms of schedule 1 of the Neighbourhood Plan Regulations 2012. With the help of our consultants we prepared a contact list of all bodies and organisations that serve or provide services to the Island.

The aims of the Portland Neighbourhood Plan consultation process were to:

- 'front-load' the consultation, so that the Plan could be informed by the views of those with an interest in the neighbourhood area from the earliest stage,
- to ensure the neighbourhood planning process was informed by the views and intentions of statutory bodies and stakeholders,
- to take fully into account those views and intentions,
- meet the requirements of Regulation 14.

### **3. Launch and Initial Communication**

The intention to prepare a Portland Neighbourhood Plan was first publicised by the local planning authority, Weymouth and Portland Borough Council, following the Town Council's application to have the parish area designated as a Neighbourhood Area in 2013. The neighbourhood planning process was properly underway during 2014. In Autumn 2014, correspondence, largely by email, was sent to bodies and organisations that were thought likely to have an interest in our intentions and outcomes. Apart from informing them of our timetable and work to date we invited them whether they wished to contribute anything at this early stage in the process (see letters in Appendix A and B). This might include:

- informing us of key strategies, plans and programmes (or elements of them which are of relevance to our parish) of which they think we should be aware,
- telling us what they think the Neighbourhood Plan should focus on or help to achieve,
- any other comments they wish to make to inform the development of a neighbourhood plan for Portland.

A list of all the bodies we wrote to is included in Appendix C:

#### **3.1 Responses Received**

All responses received were tabulated and reported to the Working Group. A schedule of respondents and a summary of initial responses is set out in Appendix D.

#### **3.2 How were the issues and concerns responded to?**

Appendix D sets out responses to the various comments. In the main these were linked to work that was already commencing or were noted for future reference.

Natural England, The Local Planning Authority and the Marine Management Organisation all referred to the requirement for a Strategic Environment Assessment given the sensitive nature of Portland's Environment. It was felt that the Plan would need to allocate specific sites before this could be effectively progressed and given the sensitive nature of developing housing on the Island the priority of Economic Development as indicated in responses and the Dorset LEP was felt the more important to focus on.

As set out also in the Community Consultation (para 7.3 of this report) development work around an Economic Vision which involved several statutory stakeholders was progressed in 2015/16.



#### **4. Evidence Gathering**

During 2016 -late 2018 Statutory Bodies and Main Employers were kept updated of the Plan's progress. In particular:

- Dorset County Council
- Dorset LEP
- Dorset Wildlife Trust
- Historic England
- Homes and Communities Agency (Homes England)
- Portland Harbour Authority
- Weymouth and Portland Borough Council
- Weymouth and Portland Chamber of Commerce.
- Environment Agency

The local planning authority was also a significant consultee with regard to the specialist studies that were carried out as part of the Plan's development. Comments received on the draft reports received were passed to our consultants and influenced the contents of the final reports.

The information received was fully taken account of in analysing the evidence and preparing our draft aims and objectives and in drafting the policies of the Neighbourhood Plan.

#### **5. Vision Aims and Objectives**

The relationship between the Local Plan's Vision for Portland and this area of development within the Neighbourhood Plan was considered important. In Early 2017 the Local Planning Authority commenced a review of the Local Plan and this allowed further feedback into the Vision. At each stage we ensured that appropriate referencing to the Neighbourhood Plan development occurred.

#### **6. 1<sup>st</sup> Version of Neighbourhood Plan**

Statutory bodies and stakeholders that were thought to have a particular interest in aspects of the emerging Plan or whose informal opinion would be appreciated, were sent a copy of the Plan and access to supporting documents along with an invitation to comment on an informal basis.

##### **6.1 Response Received**

We were grateful to receive responses from several statutory bodies and stakeholders. The response was dominated by comments from the Dorset Council's Partnership, which was co-ordinated by the local planning authority.

##### **6.2 How were the issues and concerns responded to?**

All responses received were collated, tabulated and reported to the Working Group. The report was also made available on the Portland Neighbourhood Plan website. A schedule of comments and the response from the Working Group, that was agreed by the Management Group are set out in Appendices F and G.

## 7. Sustainability

Weymouth and Portland Borough Council was the prime consultee and also assisted consultation and liaison between the Working Group and statutory bodies including the Environment Agency and Natural England in respect of requirements for a Strategic Environmental Assessment (SEA) and an Appropriate Assessment in regard to EU Habitats Regulations. The Portland Neighbourhood Plan was screened by Weymouth and Portland Borough Council as requiring a Strategic Environmental Assessment.

### 7.1 Scoping Study

During 2016 regular correspondence was carried out with the Weymouth and Portland Borough Council regarding the need for a Strategic Environmental Assessment (SEA). Given the special status and environment of much of the Island there was never doubt that a SEA would be necessary in support of the Neighbourhood Plan.

Portland Town Council commissioned a SEA Scoping Study in 2016. The 'Scoping Report'<sup>12</sup> is concerned with addressing the above concerns. It presents a suggestion for the SEA to determine the scope and level of detail of the information which must be included in the Environmental Report and enable the nationally designated authorities (which, in England, are Historic England, Natural England and the Environment Agency) to provide timely comment.

### 7.2 Strategic Environmental Assessment and Habitats Regulation Assessment

On behalf of Portland Town Council, a first Environmental Report<sup>13</sup> was produced in 2018 to accompany the Regulation 14 consultation on the Pre-submission Version of the Neighbourhood Plan. Following this consultation and several amendments to the plan and its policy contents, the Environmental Report was updated in May 2019<sup>14</sup> to reflect the changes made to the plan as well as representations received. In preparing the SEA our consultants consulted with Natural England, the Environment Agency and Historic England.

A Habitat Regulations Assessment<sup>15</sup> was carried out in early 2019 on the proposed Submission Version of the Portland Neighbourhood Plan. The Habitat Regulations Assessment of the Portland Neighbourhood Plan carried out on behalf of Portland Town Council concluded that the Portland Neighbourhood Plan will not affect the integrity of European sites in relation to direct land take due to the overarching provisions in the West Dorset, Weymouth and Portland Adopted Local Plan (2015) and the Local Plan Review (Preferred Options Stage, 2018) with which all new housing in the Neighbourhood Plan will need to comply. However, it was recommended that minor changes and expansions to five policies to ensure that the development is carefully designed and planned to ensure that no direct or indirect adverse effects on the integrity of the following European sites:

- Isle of Portland to Studland Cliffs SAC
- Chesil and the Fleet SAC
- Chesil Beach and the Fleet Ramsar and Marine SPA
- Lyme Bay and Torbay Marine SAC

Natural England was consulted as part of the SEA and HRA process. Natural England confirmed its support for the recommendations in the HRA. Additional text was added to the Portland Neighbourhood Plan as a result of the recommendations by Natural England and the local planning authority, to fully address the potential impacts from direct land take of the European sites and ensure that Natural England is consulted on significant policy proposals, under policies Port/EN5 and Port/BE6 at the appropriate time. The response from Natural England to the HRA can be found at Appendix K.

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<sup>12</sup> [Scoping Report](#)

<sup>13</sup> [SEA to accompany Reg 14 Version](#)

<sup>14</sup> [SEA Submission Version](#)

<sup>15</sup> [HRA Submission Version](#)

## **8. Regulation 14 (Pre-submission stage) Consultation**

Neighbourhood Plan regulations require that a statutory consultation period of 6 weeks is undertaken by the responsible body on the final draft plan prior to its submission to the Local Authority in advance of their statutory Regulation 16 consultation.

### **8.1 Drafting the Neighbourhood Plan**

The Neighbourhood Plan policies were initially drafted in close collaboration with: Weymouth and Portland Borough Council to ensure that the emerging policies were not in conflict with the National Planning Policy Framework, were aligned to the Local Development Plan and that they were usable in a Development Management context.

The Borough Council requested a further scrutiny of the Plan following its informal consultation, to ensure that the Pre-submission version of the Plan being put forward for Regulation 14 consultation conformed to the basic conditions. Correspondence between the Working Group and the Borough Council took place during June 2018. A summary of the comments and the response from the Working Group, including changes made as a result of the comments can be found in Appendix E.

### **8.2 Who else was Consulted?**

The Regulation 14 consultation is specific about organisations and stakeholders that should be consulted. The legislation requires that prior to submitting the plan to the local planning authority the qualifying body must:

- publicise it in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area
- consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and
- send a copy of the proposals for a neighbourhood development plan to the local planning authority.

### **8.3 How were they Consulted?**

The Portland Neighbourhood Plan was sent by email to all bodies and organisations on our consultation list (See Appendix G) with explanation of what was required for the consultation and the date when responses were required by. All consultation responses which received an invalid response message via email were followed up and alternative respondents were obtained. During the course of the consultation the key consultation stakeholders were contacted to enquire whether a response would be made.

### **8.4 What did the Consultees say?**

A summary of the responses is set out at Appendix H.

## 9. Conclusions

In preparing the Portland Neighbourhood Plan we have made strenuous efforts to establish and maintain a dialogue with those bodies and organisations covered by Schedule 1 of the Regulations and those other bodies and organisations we have identified as having an interest in our parish.

The views, comments and suggestions received at each stage of the Neighbourhood Plan have been fully considered and have helped to guide and shape the form of the Plan so that it not only reflects what local people wish to see happen for their area but takes account of how we can share future planning and delivery with outside bodies and organisations so as to realise our aims and objectives.

This Consultation Statement and the supporting appendices are considered to comply with Section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulations.



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29<sup>th</sup> October 2014

Dear Sir/Madam

**NEIGHBOURHOOD PLAN**

I am writing to inform you that Portland Town Council has commenced the process of developing a neighbourhood plan for the Island. As you will be aware, neighbourhood plans were introduced by the Localism Act 2011 and provide the opportunity for the local community to set out its own statutory development plan and policies for its area. Weymouth and Portland Borough Council has formally designated the neighbourhood planning area as the administrative boundary of Portland Town Council.

We are following a timetable which we hope will see us having a draft plan ready for submission to Weymouth and Portland Borough Council by the summer of 2015. We are currently developing our evidence base and holding initial "discussions" with local people, organisations and other key stakeholders and consultees about their views. You can find out more about our neighbourhood plan and how far we have progressed at [www.portlandplan.org.uk](http://www.portlandplan.org.uk).

In order to help us ensure that we are aware of all issues relevant to the development of the neighbourhood plan, I should be grateful if you would contact us, preferably by email, should you wish to contribute anything at this early stage in the process. This might include key strategies, plans and programmes (or elements of them in relation to Portland) of which you think we should be aware, any views you have on what the Portland Neighbourhood Plan should focus on, or any other comments you wish to make to inform the neighbourhood planning process. Your views are welcomed.

If you wish to contribute anything at this stage, please could you do so no later than 30<sup>th</sup> November 2014 as we would like to finish compiling our initial scoping of the evidence base and key issues by the end of December 2014. If you do not wish to contribute at this stage, there will be other opportunities to raise issues with us during the development of the neighbourhood plan and the "door remains open" should you wish to contact us.

It would help us if you could confirm the name and contact details of a person within your organisation to whom we should correspond in future.

I look forward to hearing from you.

Yours faithfully

Ian Looker  
Town Clerk



## PORTLAND TOWN COUNCIL

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The Court Lect, Portland  
By email: [philip.a.george@gmail.com](mailto:philip.a.george@gmail.com)

22<sup>nd</sup> October 2014

Dear Sir

I am writing to inform you that Portland Town Council has commenced the process of developing a Neighbourhood Plan for the town. As you will be aware, Neighbourhood Plans were introduced by the Localism Act 2011 and provide the opportunity for the local community to set out its own statutory development plan and policies for its area. Weymouth and Portland Borough Council has formally designated the Neighbourhood Planning Area as the administrative boundary of Portland Town Council.

We are following a timetable which we hope will see us having a draft plan ready for submission to Weymouth and Portland Borough Council by the summer of 2015. We are currently developing our evidence base and have been holding initial "discussions" with local people, organisations and other key stakeholders and consultees about their views.

As landowners we are particularly interested in any plans that you may have for the development of your land. It may well be that your plans fit in closely with the views expressed through our consultation with the community and businesses on the Island. Having sampled the views of all Portland's stakeholders, and working within the context of the Weymouth and Portland Borough Council Local Plan, a Neighbourhood Plan for Portland will be drawn up. There will be an independent examination of the Neighbourhood Plan and if it passes the test it will be put to a vote of the Portland Community.

In order to assist you in understanding the Neighbourhood Plan as it relates to the development of land, I have attached some outline guidance on the process. You can find out more about our Plan and how far we have progressed at [www.portlandplan.org.uk](http://www.portlandplan.org.uk).

In order to help us ensure that we are aware of all issues relevant to the development of the Neighbourhood Plan, I would be grateful if you will contact us (preferably by email) should you wish to contribute anything at this stage in the process. This might

include: key strategies, plans and programmes (or elements of them in relation to Portland) of which you think we should be aware; any views you have on what the Portland Neighbourhood Plan should focus on; or any other comments you wish to make to inform the Neighbourhood Planning process. Your views are welcomed.

If you wish to contribute anything at this stage, please could you do so no later than 21<sup>st</sup> November 2014 as we would like to finish compiling our initial scoping of the evidence base and key issues by the end of December 2014. If you do not wish to contribute at this stage, there will be other opportunities to raise issues with us during the development of the Neighbourhood Plan and the "door remains open" should you wish to contact us.

It would help us if you could confirm the name and contact details of a person within your organisation with whom we should correspond in future.

I look forward to hearing from you.

Yours faithfully

Ian Looker  
Town Clerk



## Appendix C

### List of Statutory and Strategic Consultees and Major Landowners Contacted in 2014

Highways Agency, Network Strategy- South West  
 Historic Building and Monuments Commission for England  
 Homes and Community Agency  
 Jurassic Coast Team  
 Maritime Marine Organisation  
 Ministry of Defence  
 Mobile Operators Association  
 National Grid  
 National Trust  
 Natural England, Dorset and Somerset Team  
 Neos Network  
 Network Rail  
 NHS Dorset  
 Road Haulage Association  
 RSPB  
 Scottish and Southern Energy  
 South West Water  
 Team Leader – Spatial Planning DCC  
 Wessex Water  
 West Dorset General Hospitals NHS Trust  
 Western Area Crime and Disorder Reduction Partnership  
 Woodland Trust, Regional Policy Officer, (South West)  
 Dorset LEP  
 Sport England

<b>Landowner Review</b>	<b>Response</b>	<b>Action</b>
WPBC – Major Landowners Review	We have details of landowners who submitted sites for housing land availability assessment. The main landowners on the island are the Stone Firms and Betterment Properties. You are more than welcome to browse the files	Review conducted assessment not to proceed with site allocations at that time
Albion Stone		
Aldridge Academy		
Synergy Housing		
Homes and Community Agency		
Stone Firms		
Betterment Properties		
Court Leet		
The Land Trust		
Portland Port		

Name/Dept	Response	Outcome
<b>Statutory /Main Stakeholders</b>		
Crown Estate c/o Smith Gore	<p>Thank you for your letter of 22 October inviting us to identify emerging proposals for developments across the Crown Estate land holdings on Portland.</p> <p>I have reviewed the Portland Plan website, but have not completed a business survey questionnaire as the question set seems to be tailored to businesses based in the locality and selling goods locally and further afield. Whilst the Crown Estate is engaged in local matters, the majority of its activities take place elsewhere and not relevant to your neighbourhood plan.</p> <p><b>Context</b></p> <p>The closure of most of the military facilities on the island brought with it a reduction in employment opportunities and the loss of a key source of income to the island. Since that time more residents travel to the mainland to work and income from tourism and recreation has become more important to the financial health of the island community. The Crown Estate has sought to play a role in this respect by supporting local businesses and initiatives to service the tourist industry- this is particularly evident at Ferrybridge and Portland Bill. Unfortunately, many visitors to the area travel directly to Portland Bill, without spending time or money, on other parts of the Island.</p> <p>The landscape on the Island is , in many ways, unique being dominated by the aftermath of stone quarrying. As such it can feel quite industrial in nature and provides many opportunities for development which can be easily screened or concealed.</p> <p>In order to support the future well being of the island and its communities, it is important to attract investment to provide a draw to tourists, to provide local employment and accommodation for those who would like to base their families on the island.</p> <p><b>Opportunities for the Crown Estate</b></p> <p>There are a couple of sites on the island that are owned by the Crown Estate and which we consider could be redeveloped to support the future sustainability of the island economy:</p> <p><b>Land to the North of Verne Prison</b></p> <p>The Crown Estate owns a site to the north of the Verne Prison. It is dominated by some historic, disused staff accommodation blocks and four pairs of semi-detached cottages which date from the 1960s-70s. It is generally untidy and we consider it presents an opportunity for re-development to provide residential accommodation for visitors and/or the local community, which could be achieved without detriment to the landscape. Such a scheme could provide valued facilities and an economic use for the accommodation blocks to protect them for the future.</p> <p><b>Solar PV Development in Independent Quarry</b></p> <p>Independent Quarry has been an operational quarry until recent times, but is now exhausted. There are lots of abandoned quarry workings across the Island and we consider that the site could be better used to support a business use. The site is well screened and central to the island and has previously been viewed as suitable for building in relation to the island academy, however the economy has rendered any commercial development marginal. We consider the area is suitable for a solar renewable scheme which would help to support the adjacent stone cutting factory and the wider Albion stone business, which is a key local</p>	<p>Comments noted to inform Tourism development.</p> <p>Availability of Verne site noted</p>

	<p>employer and exporter to the mainland. Such a scheme would be low impact and an effective reuse of the site.</p> <p>We would be pleased to discuss these opportunities alongside any others that might be identified as part of the Neighbourhood Plan process.</p> <p>This response does not address the Crown Estate’s mineral and marine interests in the locality which are represented by differing agents and which I believe are not the focus of the neighbourhood plan.</p>	
DCC -Planning	<p>Thank you for consulting Dorset County Council at this stage in preparing your Neighbourhood Plan.</p> <p>I have consulted colleagues across the County Council and we would offer the following comments</p> <p>Economy/Transport</p> <p>The Dorset LEP Strategic Economic Plan highlights three major proposals within the scope of this Neighbourhood Plan:</p> <p>Jurassica</p> <p>Memo and</p> <p>Development of Portland Port</p> <p>There are also many economic needs issues to be addressed</p> <p>Whilst these schemes are at various stages of the planning process their individual and/or cumulative impact could be significant and will have transportation implications which reach beyond the Plan area. It would benefit both Portland and the wider community if these issues could be addressed through a cohesive strategy for economic growth, including the spatial implications.</p> <p>The public transport implications of any new major economic development will also need to be considered as part of the strategy.</p> <p>If you wish to discuss these matters in more detail – Economy and Passenger Transport contacts named.</p> <p>Minerals and Waste</p> <p>Dorset County Council as Mineral and Waste Planning Authority for Portland sets out relevant planning policy dealing with minerals and waste and determines planning applications for minerals and waste development.</p> <p>For waste, policy is set out in the 2006 Waste Plan and for minerals , primarily in the 2014 Minerals Strategy. The Minerals Planning Authority is currently updating the Waste Plan and preparing a Minerals Site Plan to assist in delivering the 2014 Minerals Strategy. The emerging Neighbourhood Plan should take these emerging plans into consideration</p> <p>For minerals, relevant issues are:</p> <p>The 2014 Minerals Strategy encourages mining as an alternative to quarrying and seeks improvements to the old planning permissions which cover the current surface quarrying. All sites that have planning permission for quarrying under these older consents are subject to the Review of Old Minerals Planning Permissions (ROMP). Process. The ROMP will play an important role in minimising the impacts of quarrying. Further advice/information can be provided as required.</p> <p>The 2014 Minerals Strategy safeguards areas of the Portland Stone resource from inappropriate development and the emerging Neighbourhood Plan will need to take these safeguarded areas into consideration. The Minerals Planning Authority can provide further advice and supply mapping if needed.</p> <p>Culture</p> <p>The following links and documents may be useful in addressing cultural matters in the NP</p> <p>Creativity in Community Led Planning Toolkit</p> <p>Dorset Cultural Strategy</p>	<p>Noted DCC’s views on Economic Development and Spatial strategy</p> <p>Impact of Minerals strategy on Plan area</p>

	Dorset Destination Management Plan and Culture and Tourism Network Jurassic Coast Public Art Code of Practice Creative Dorset	Leisure and Culture development through Public Space and land investment in Business Opportunities
Joint Asset Management Board	Thank you for forwarding the notice to us-I will assist you by uploading it onto our Joint Asset Management Dorset for you web pages. This allows our members to view documents that might be of interest to them	Lobbying to ensure public estate rationalisation process seen as part of wider planning aspects
SSE	Thank you for informing me that your council has started the process to develop a neighbourhood plan for the island at the present there is no issue for me to comment on at this stage	
Natural England (Consultations)	Standard Letter from NE -included as attachment 2014-1	
Weymouth and Portland Access Group	<p>Weymouth and Portland Access Group was formed in 1989. We campaign for better access to good and services and the environment generally, for disabled people, people caring for young children, and indeed for the public in general as improved accessibility is helpful to everyone.</p> <p>Currently we have about 30 active members but we seek to increase that involvement and to that end are aiming to increase our membership on the Isle of Portland and to further improve our networking with local organisations with similar objectives.</p> <p>The Access Group support your intention to add a Portland Neighbourhood Plan to the local planning policy base. Topics which we would recommend should be addressed in the Neighbourhood Plan are as follows;</p> <p>1 Concern about the condition of many sections of highway including the lack of sufficient dropped kerbs for wheelchair users, hazards for people with sight impairment, obstructions and problems with poor surfaces.</p> <p>2 Improved accessibility to housing (Lifetime Homes design criteria is commended for improving accessibility beyond the requirements of the Building Regulations and creating homes that are more readily and cheaply adaptable for the needs of wheelchair using resident)</p> <p>3 Improved accessibility to business premises especially where these provide key services. Examples of concern include limited availability of pharmacies on Portland, whilst only one of three Portland post offices has access without use of steps.</p> <p>4 Better bus service levels and route coverage. Many people face isolation because many areas of Portland are not adequately served by public transport.</p> <p>5 Support for retention of community facilities</p> <p>Weymouth and Portland Access Group find that its objectives are severely limited as result of public spending cuts but we see the Neighbourhood Plan as an opportunity to progress access improvements on Portland, in the community interest. We would be pleased to discuss any issues or to provide fuller input that would be of assistance.</p>	Aspects included in wider policy development issues
Marine Management Organisation	Written response set out in 2014-2	
SW Regen	Thank you for the attached letter. Regen SW is delighted Portland Town Council will be writing a neighbourhood plan and we hope you will find the information in our 2014 Renewable Energy Progress Report useful for your evidence base . As your area is	Sustainable Energy Theme opportunities picked up

	within the SW Marine Energy Park we hope to see renewables featured highly in the forthcoming neighbourhood plan for Portland	
Wessex Water	<p>Thank you for your update regarding the preparation of the Neighbourhood Plan.</p> <p>We would request that reference is made for water supply, foul and surface water drainage.</p> <p>Early discussion with Wessex Water is preferred where development sites are promoted. This will help plan points of connection and any capacity constraints that need to be considered.</p> <p>Planning layouts can also be affected by existing apparatus located within any development land.</p>	
Sport England	Detailed response at set out in 2014-3	
Dorset Fire	Nil return from DFRS at the moment but I think it would be useful if we were kept in the loop for the future.	
Dorset Police	<p>I have spoken with our SNT officers and the two main points that they have raised so far are:</p> <p>Tackling Off Road motorcycling in the quarries</p> <p>Rejuvenation of the Ghost Tunnels (high angle battery) which are often used for unlicensed gathering where crime and ASB have been reported</p>	
Highways Agency	Response as set out in 2014-4	
LPA (Strategic Planning)	<p>Can I draw your attention to a response we have had from Natural England on the latest modification of the local plan.</p> <p>'In relation of the revised housing figures, we advise that you must be able to demonstrate that you are satisfied that the increased housing would not require improvements in road infrastructure on Portland that would effect internationally designated sites.</p> <p>This is something you might want to bear in mind if you are proposing additional housing sites through the Neighbourhood plan and suggest you engage with Natural England as soon as you have some idea of the likely scale of development you are considering.</p> <p>You will need to screen the neighbourhood plan at the earliest opportunity to establish if a Strategic Environment Assessment (SEA) if required. If proposals are ambitious and complex and likely to have significant environmental effects one maybe needed. Habitat Regulations Assessment (HRA) may also be required if there are potential impacts upon European protected sites . Attached is a SEA screening report template put together for Cerne Valley that you might find useful to get an idea of the type of questions that you will need to answer for the screening.</p>	Noted. Production of SEA linked to determination of approach to development sites
<b>Others</b>		
Jackson Gallery - Business	<p>1) Portland is a great place to be - the community, the range of activities on offer, the arts, and best of all, the environment</p> <p>However: we are seemingly excluded from the Borough. Some of this is real and some perceived. We pay our council tax but do not appear to be treated equally with Weymouth.</p> <p>2) Not a lot to do to make it better, but when necessary. Things need to be seen to be done. Items raised at council magically disappear from the agenda.</p> <p>Prompt attention to items raised- long lead times could be helped by updates on progress.</p> <p>Better communication on public issues</p> <p>3) Moving forward has been slow because of the above</p> <p>The Weymouth-centric focus of the Borough left Portland in stasis for many years. Most of the current progress has been driven internally by the community, businesses and individuals.</p> <p>For example: the Olympics coming from Weymouth – active exclusive promotion</p>	

	<p>Beach centred promotion rather than a range of offerings from the Borough that would target a larger and wider audience</p> <p>4) Our most important needs are to do with the general improvement of access and provision for long and short term visitors</p> <p>One road on/off, including the commercial traffic past our door</p> <p>The pedestrian crossing that disappeared from the agenda</p> <p>The illegal turns in front of our business that should have been dealt with appropriately.</p> <p>PNP should tackle the above but most importantly work closely with planning to ensure sensible progress and development in conservation area. For the community. no progress is as destructive as bad development</p>	
<p>Mike Kelly (project support)</p>	<p>I understand that Portland Town Council has requested information on proposed projects</p> <p>I am assisting 4 projects on the Island.</p> <p>As you know the MEMO project has planning permission for its proposed site at Bowers Quarry, Wide St</p> <p>At pre -planning consultation stage and undergoing baseline studies is the Jurassica Project for the eastern part of Broadcroft Quarry (and for Yeoland’s Pit, in particular)</p> <p>Also, at the stage of undergoing baseline studies for pre-application consultation is a scheme for the redevelopment of Clifftops formerly Cove Chalet Park.</p> <p>Advising the new owner of St Peter’s Church, The Grove who has plans for community uses for the building after its use for storage under the previous ownership</p>	

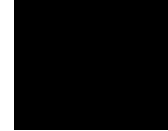
Date: 21 November 2014  
Our ref: 136087  
Your ref: Portland Neighbourhood Plan

Ian Looker  
Council Offices  
Fortuneswell  
Portland  
DT5 1LW

**BY EMAIL ONLY**



Sustainable Development



Dear Mr Looker

Portland Town Council's Neighbourhood Plan

Thank you for consultation dated 29/10/2014 requesting information in respect of your Neighbourhood Development Plan

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning. We must be consulted on draft Neighbourhood Development Plans where the Town/Parish Council or Neighbourhood Forum considers our interests would be affected by the proposals. We must be consulted on draft Neighbourhood Development Orders and Community Right to Build Orders where proposals are likely to affect a Site of Special Scientific Interest or 20 hectares or more of Best and Most Versatile agricultural land. We must also be consulted on Strategic Environmental Assessments, Habitats Regulations Assessment screening and Environmental Impact Assessments, where these are required. Your local planning authority will be able to advise you further on environmental requirements.

The following is offered as general advice which may be of use in the preparation of your plan/ order.

Natural England, together with the Environment Agency, English Heritage and Forestry Commission has published joint advice on neighbourhood planning which sets out sources of environmental information and ideas on incorporating the environment into plans and development proposals. This is available at: [http://webarchive.nationalarchives.gov.uk/20140328084648/http://cdn.environment-agency.gov.uk/it\\_6524\\_7de381.pdf](http://webarchive.nationalarchives.gov.uk/20140328084648/http://cdn.environment-agency.gov.uk/it_6524_7de381.pdf)

Local environmental record centres hold a range of information on the natural environment. A list of local records centre is available at: <http://www.nbn-nfbr.org.uk/nfbr.php>

Protected landscapes

If your neighbourhood planning area is within or adjacent to a National Park or Area of Outstanding Natural Beauty (AONB), we advise that you take account of the relevant National Park/AONB Management Plan for the area. For Areas of Outstanding Natural Beauty, you should seek the views of the AONB Partnership.

National Character Areas (NCAs) divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries, making them a good decision making framework for the natural environment.

<http://www.naturalengland.org.uk/publications/nca/default.aspx>

#### Protected species

You should consider whether your plan or proposal has any impacts on protected species. To help you do this, Natural England has produced standing advice to help understand the impact of particular developments on protected or Biodiversity Action Plan species should they be identified as an issue. The standing advice also sets out when, following receipt of survey information, you should undertake further consultation with Natural England.

[Natural England Standing Advice](#)

#### Local Wildlife Sites

You should consider whether your plan or proposal has any impacts on local wildlife sites, eg Site of Nature Conservation Importance (SNCI) or Local Nature Reserve (LNR) or whether opportunities exist for enhancing such sites. If it appears there could be negative impacts then you should ensure you have sufficient information to fully understand the nature of the impacts of the proposal on the local wildlife site.

#### Best Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably. Paragraph 112 of the National Planning Policy Framework states that:

*'Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.'*

General mapped information on soil types is available as 'Soilscapes' on the [www.magic.gov.uk](http://www.magic.gov.uk) and also from the LandIS website; <http://www.landis.org.uk/index.cfm> which contains more information about obtaining soil data.

#### Opportunities for enhancing the natural environment

Neighbourhood plans and proposals may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment, use natural resources more sustainably and bring benefits for the local community, for example through green space provision and access to and contact with nature.

Opportunities to incorporate features into new build or retro fitted buildings which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes should also be considered as part of any new development proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again at [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk)

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

Hannah Bottomley  
Sustainable Development Consultations Team





Marine  
Management  
Organisation

2014-2



By email:  
[portlandtowncnci@btconnect.com](mailto:portlandtowncnci@btconnect.com)

Our reference: 816

27 November 2014

Dear Sir/Madam,

**Re: Portland, Dorset Neighbourhood Plan consultation**

Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. The MMO has reviewed the document and whilst we have no specific comments to make we would like to draw your attention to the remit of our organisation as you may wish to be aware of this in relation to the consultation.

As the marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water springs mark, which includes the tidal extent of any rivers. As marine plan boundaries extend up to the level of the mean high water spring tides mark there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark. In our duty to take all reasonable steps to ensure compatibility with existing development plans, which apply down to the low water mark, we are seeking to identify the 'marine relevance' of applicable plan policies.

On 2 April 2014 the East Inshore and East Offshore marine plans were published, becoming a material consideration for the Marine Management Organisation (MMO) and other public authorities with decision making functions. The East Inshore and East Offshore Marine Plans provide guidance for sustainable development in English waters, and cover the coast and seas from Flamborough Head to Felixstowe. Marine plans will inform and guide decision makers on development in marine and coastal areas. More information including the East Inshore and East Offshore marine plans document can be found at <https://www.gov.uk/government/collections/marine-planning-in-england>

The next round of planning, in the South plan area, began in 2013. The South plan area runs from Folkestone to the River Dart and therefore includes Portland. The MMO will be working with all Local Authorities in the plan area and until such time as a marine plan is in place we advise all local councils to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river. All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act and the UK Marine Policy Statement unless relevant considerations indicate otherwise. The Marine



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Policy Statement will also guide the development of Marine Plans across the UK. More information can be found at <http://www.defra.gov.uk/news/2011/03/18/marine-policy-statement/>.

The MMO is also responsible for issuing marine licences under the Marine and Coastal Access Act 2009 in England. Amongst other things, a marine licence may be needed for activities involving the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence.

Alongside marine licences, we also issue consents under the Electricity Act 1989 (as amended) for offshore generating stations between 1 and 100 megawatts in England and parts of Wales. We are also the authority responsible for processing and determining harbour orders in England and for some ports in Wales and for granting consent under various local Acts and orders regarding harbours.

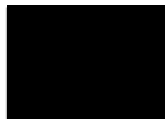
The applications we receive may be subject to various forms of assessment. This includes environmental impact assessment, Habitats Regulations assessment, marine conservation zone assessment and assessment for compliance with the Water Framework Directive. Early consultation with the MMO is always advised and we would encourage applicants to engage early with the MMO alongside any application for planning consent to ensure that the consenting process is as efficient as possible. We will look to follow the principles set out in the Coastal Concordat in considering any application which is linked to an application for planning consent.

We are also an advisor to the Planning Inspectorate, Secretary of State and other consenting bodies for various consents affecting the marine area. This includes Nationally Significant Infrastructure Projects under the Planning Act 2008.

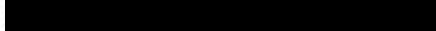
We would suggest that reference to the MMO's role in consenting projects be made within planning documents to ensure that necessary regulatory requirements are covered.

If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website [www.gov.uk/mmo](http://www.gov.uk/mmo)

Yours sincerely



Angela Gemmill  
Relationship Manager

E 

Portland TC

2014-3

From: Planning South [redacted]  
Sent: 30 October 2014 11:37  
To: 'Portland TC'  
Subject: RE: Neighbourhood Plan Consultation Phase - Portland, Dorset

Thank you for consulting Sport England on the above Neighbourhood Plan.

Planning Policy in the **National Planning Policy Framework** identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process and providing enough sports facilities of the right quality and type and in the right places is vital to achieving this aim. This means positive planning for sport, protection from unnecessary loss of sports facilities and an integrated approach to providing new housing and employment land and community facilities provision is important.

It is important therefore that the Neighbourhood Plan reflects national policy for sport as set out in the above document with particular reference to Parts 73 and 74 to ensure proposals comply with National Planning Policy. It is also important to be aware of Sport England's role in protecting playing fields and the presumption against the loss of playing fields (see link below), as set out in our national guide, '**A Sporting Future for the Playing Fields of England – Planning Policy Statement**'.

<http://www.sportengland.org/facilities-planning/planning-for-sport/development-management/planning-applications/playing-field-land/>

Sport England provides guidance on developing policy for sport and further information can be found following the link below:

<http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/>

Sport England works with Local Authorities to ensure Local Plan policy is underpinned by robust and up to date assessments and strategies for indoor and outdoor sports delivery. If local authorities have prepared a Playing Pitch Strategy or other indoor/outdoor sports strategy it will be important that the Neighbourhood Plan reflects the recommendations set out in that document and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support the delivery of those recommendations.

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/>

If new sports facilities are being proposed Sport England recommend you ensure such facilities are fit for purpose and designed in accordance with our design guidance notes.

<http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

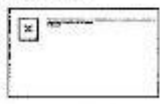
If you need any further advice please do not hesitate to contact Sport England using the contact details below.

**Tom Bowkett**

Planning Administrator



Creating a sporting habit for life



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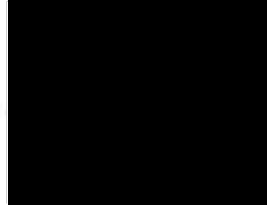
2014-4

Our ref: Weymouth & Portland LDF  
Your ref:

Ian Looker  
Town Clerk  
Portland Town Council

Via email

Steve Hellier



20 November 2014

Dear Mr Looker

**Portland Neighbourhood Plan**

Thank you for providing the Highways Agency with the opportunity to contribute to the development of your Neighbourhood Plan

The Agency is a statutory consultee prescribed by the Neighbourhood Planning (General) Regulations 2012, and we have responsibility for the operation, maintenance and improvement of the strategic road network (SRN), which in this case covers the M5 and junction 30 specifically.

The Agency is keen to support the development of neighbourhood plans and the delivery of local growth, and to this end we will welcome the opportunity to comment as your plan progresses to ensure that any proposals that may have the potential to impact on the SRN are supported by a satisfactory assessment of traffic impacts and mitigation requirements. In the case of Portland, this relates specifically to the A35 and its junction with the A354 at Stadium Roundabout, Dorchester.

Our responses to all local planning consultations are informed by policy contained within:

- DfT Circular 02/2013 entitled The Strategic Road Network and the Delivery of Sustainable Development;
- the National Planning Policy Framework (NPPF), published by DCLG in March 2012;
- the associated Transport Evidence Bases in Plan Making, updated in October 2014.

Page 1 of 2

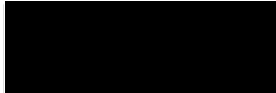


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An executive agency of the  
Department for Transport

If it would be helpful to discuss any of the above as your plan develops please don't hesitate to contact me. I will be your main contact point within the Agency, but it would be helpful if you could also copy all correspondence to our south west planning inbox address which is [planningsw@highways.gsi.gov.uk](mailto:planningsw@highways.gsi.gov.uk).

Yours sincerely



Steve Hellier  
NDD South West – Growth & Improvement  
Email: 



## Appendix F

### Schedule of Comments by Statutory and Strategic Consultees in Response to Informal Consultation Version of Plan January 2018

Consultee	Aspect	Comment	WG Response
DCP detailed	Foreword	It's not just about the neighbourhood plan adhering to national and local policy. The foreword should refer to the requirement to meet all the 'basic conditions' (i.e. also EU law, promoting sustainable development etc.).	unnecessary
DCP detailed	Section 2	2.6 'The landscape left from open cast quarrying is difficult to restore'. It should be recognised that national and local policies require the restoration of minerals sites.	unnecessary
DCP detailed	Section 2	2.7 This para should set out the full title of the Heritage & Character Study (or refer to it in a footnote) to make it clear what study is being referred to.	Include footnote
DCP detailed	Section 2	Page 6 4 <sup>th</sup> box Typo - 'ratio of house process prices to income'	Delete typo
DCP detailed	Section 2	2.9 This should refer to the principle of the two areas remaining open and undeveloped with little potential for development (reflecting the assessment of character) – rather than to the need to protect these areas from the negative effects of development (which is more a policy response to the evidence).	Amend
Minerals authority	Section 2	Page 5 It is stated that there are 324ha of quarries. This is doubtful - there may be 324ha of land with planning permission for quarrying, but a substantial area of this has not been developed or has been worked and restored.	Amend
DCP detailed	Section 3	3.1 Again list all basic condition requirements i.e.: <ul style="list-style-type: none"> <li>• Have regard to NPPF &amp; other national planning policy &amp; guidance;</li> <li>• Conform to strategic policies of WDWP Local Plan &amp; Dorset Minerals and Waste Plan;</li> <li>• Not breach or conflict &amp; be compatible with EU Obligations; and</li> <li>• Contribute to achievement of sustainable development</li> </ul>	The basic conditions are set out in 4.2 – don't need to keep repeating them (include cross-ref to 4.2)
DCP detailed	Section 3	3.8 Simply delete 'alongside its borough-wide policies also' or delete and replace with 'alongside its policies covering the plan area also'. This is because plan area-wide policies also apply to West Dorset, not just WPBC.	Replace similar to suggested
DCP detailed	Section 3	3.9 Delete: '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'. And replace with: 'In finding the new Local Plan 'sound' in 2015, the Inspector recommended that an early review should be undertaken primarily because the Local Plan did not make adequate provision for the whole of the plan period (2011 to 2031). The Inspector also noted that the councils' five-year supply of housing land was close to the minimum required to provide choice and competition'.	Amend
DCP detailed	Section 3	3.10 Delete 'These include a more logical assessment of green areas' and replace with 'These include the need to develop a more comprehensive and effective approach to managing green infrastructure'.	Amend
DCP detailed	Section 3	3.11 Typo – 'The first stage of the Review was and an Issues and Options...	Amend typo
DCP detailed	Section 3	3.12-3.15 The Infrastructure Delivery Plan (IDP) does not form part of the adopted local plan as so does not form part of the strategic policy context. These three paras could be deleted. If retained a typo need correcting: Para 3.12 '...of their Local Plan and to show how necessary infrastructure requirements...'.	Consider deleting

Consultee	Aspect	Comment	WG Response
DCP detailed	Section 3	3.28 The neighbourhood plan can only really reflect the land use and development aspects of the wider strategy for Portland. Para 3.28 lists all the 'desires', some of which are not land use related and beyond the remit of the neighbourhood plan. Some redrafting would be helpful to more clearly explain what aspects of the wider strategy the neighbourhood plan could address.	Re-word slightly
Minerals Authority	3.1 /4.2	<p>There appears to be no reference to the requirement for the Neighbourhood Plan to be in conformity with the strategic policies of the Minerals and Waste Plans which form part of the Development plan. The policies of the Neighbourhood Plan must be in general conformity with the Bournemouth, Dorset and Poole Minerals Strategy (2014) and should have regard to the emerging Minerals Sites Plan and Waste Plan.</p> <p>Currently the draft Neighbourhood Plan includes the following: Foreword: '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.'</p> <p>'3.1 In preparing our Neighbourhood Plan we are obliged, by law, to:</p> <ul style="list-style-type: none"> <li>• have regard to national policies and advice contained in guidance issued by the Secretary of State</li> <li>• ensure the Plan is in general conformity with the strategic policies contained in the Local Plan' <p>'4.2 ... We understood from the outset that it would have to meet the 'basic conditions':</p> <ul style="list-style-type: none"> <li>• have regard to national policies and advice contained in guidance issued by the Secretary of State</li> <li>• contributes to the achievement of sustainable development</li> <li>• is in general conformity with the strategic policies contained in the development plan for the area – the West Dorset, Weymouth and Portland Local Plan</li> <li>• does not breach, and is otherwise compatible with, EU obligations</li> </ul> <p>Each of these paragraphs should include reference to the need for the Neighbourhood Plan to be in general conformity with the Development Plan which includes the Bournemouth, Dorset and Poole Minerals Strategy 2014 and the need to have regard to the emerging Minerals Sites Plan and Waste Plan. As of 1<sup>st</sup> December 2017, these Plans will be published, and as such will carry some weight.</p> </li></ul>	Dealt with – change noted by MA
DCC	Section 3	<p>There is a legal requirement for the Neighbourhood Plan to exclude proposals for development on mineral sites which is not compatible with extant restoration or aftercare requirements (because this is 'excluded development').</p> <p>This supports our comments on Policies EN5 and ST1 if the proposals are deemed to be incompatible on further consideration. (attached)</p>	Add sentence to that effect
DCP detailed	Section 4	There seems to be some repetition of earlier sections, notably in relation to the basic conditions / working group / plan status etc. Some editing to avoid repetition would be helpful.	Minimise repetition
DCP detailed	Section 4	4.3 Is there any summary document of the consultation undertaken to date? There is a document produced in 2013, which is online - <a href="https://www.portlandplan.org.uk/wp-content/uploads/2016/06/Consultation-Summary-Ver3-2013.pdf">https://www.portlandplan.org.uk/wp-content/uploads/2016/06/Consultation-Summary-Ver3-2013.pdf</a> but there does not appear to be anything since. A Consultation Statement will be required when the neighbourhood plan is submitted, as recognised in para 5.6.	Noted Reference to Consultation Statement is in the Plan
DCP detailed	Section 4	4.9 '...the Plan will be deemed 'made' by the local planning authority, <del>West Dorset and</del> Weymouth and Portland Borough Council'.	Amend

Consultee	Aspect	Comment	WG Response
DCP detailed	Section 5	5.3 This para explains that after each policy, the neighbourhood plan sets out in brief the relevant national planning policy context and the relevant policies from the local plan. At submission, these matters will need to be covered in more detail in the Basic Conditions Statement. Consideration should be given to whether these brief summaries need to be included in future versions of the neighbourhood plan.	Correct. A Basic Condition Report will be produced to accompany submission document. The strategy references from the Submission Version
Historic England	Section 5	Thank you for your consultation on the draft Portland Neighbourhood Plan. This provides an impressively comprehensive schedule of policies and proposals which respond to issues identified as affecting or being relevant to the Plan area. We are especially pleased to note the extent to which the community values its historic environment and the specific policies for its protection and enhancement. There are no site allocation policies and so as a consequence little in the Plan which would present a need for on-going interest or attention for us. It only remains for us to congratulate your community on its work to date and wish it well in taking the Plan through to being made.	No objections from HE at this stage Support noted
DCP detailed	Section 6	Under 'Shopping and Services' it says 'Define and protect two shopping centres' however, four are identified in Policy Port/SS3. The policy and the table of objectives need to be consistent	The objectives are as agreed the policy has developed since
DCP detailed	Section 7 Overview	7.2 handed over to a land trust' – is this correct or are they simply managing agents?	Ensure the para. is correct
DCP detailed	Section 7 Overview	7.6 This para should recognise that the whole Island is identified as having 'archaeological potential' to which paragraph 2.3.8 of the local plan refers.	Add sentence
DCP detailed	Section 7 Overview	7.6 Typo - 'national schedule ancient monuments' should read 'national schedule of ancient monuments'.	Amend
DCP detailed	Section 7 Overview	7.7 This paragraph seems to suggest that there is a need to protect certain features, such as those in the sculpture park and those associated with the Olympic legacy, which would not generally be considered to be even non-designated heritage assets. If this is the intention, then a specific policy may be required, together with sufficient evidence to justify the protection of any specifically identified features	Note point- but this para is only an overview
DCP detailed	Section 7 Overview	7.8 'Character Assessment Report provides important up-to-date evidence'. This para should also refer to the recently updated (2017) Conservation Area Appraisals which include considerable detail and have been adopted by WPBC.	Add reference
DCP detailed	Section 7 Overview	7.8 Typo - '... evidence to support the planning policies that in the Neighbourhood Plan...	Amend sentence
DCP detailed	Section 7 Overview	7.10 Objectives It might be helpful to re-order the objectives to follow the order of the policies later in Chapter 7. There is some uncertainty about what is being sought in some of the objectives and how they will be taken forward, in particular: - What are the public realm improvements being sought for Sea Wall and West Weares? - What does 'Support re-use of redundant mines and quarries in benign and sustainable ways' mean? - How will opportunities for increased renewable and sustainable energy be identified?	Re-ordering might be helpful – but don't change them as they have been agreed
DCP detailed	Section 7 Overview	Map 3 This map of statutorily designated ecological and geological designations should show the Jurassic Coast World Heritage Site. The supporting text in para 7.3 refers to the extensive local wildlife designations on the Island, but these are not shown on the map. Perhaps they should be.	Consider including a new map



Consultee	Aspect	Comment	WG Response
Minerals Authority	Section 7 Overview	<p>Para 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></p> <p>Para 7.4 appears to assume that quarries are to be treated as 'brown-field land' appropriate for development. This is not, in our view, appropriate and the policy of the Mineral Planning Authority is that Portland Quarries should be restored in accordance with Policy PD5 of the Minerals Strategy.</p>	Dealt with – change noted by MA
DCP	EN01	<p>It is not appropriate for Policy Port/EN1: Prevention of Flooding and Erosion to 'usually support' proposals to prevent coastal erosion or flooding, especially since the vast majority of the coast of Portland is covered by nationally and internationally important nature conservation designations. This 'blanket' support also conflicts with:</p> <ul style="list-style-type: none"> <li>• the national policy approach of applying Integrated Coastal Zone Management; and</li> <li>• the strategic policies in the Shoreline Management Plan where, in places, the approach is one of 'no active intervention' as outlined in paragraph 7.16 of the neighbourhood plan.</li> </ul> <p>The wording of the first part of this policy needs to be amended to clarify that it would not apply to development (for example housing or employment), which is accompanied by flood alleviation and / or coastal protection measures. That would be contrary to national and local plan policies on flood risk (which apply the sequential and exception tests) and national and local plan policies on the coast, where Integrated Coastal Zone Management should be applied.</p> <p>The second part of this policy is too imprecise as it does not set out:</p> <ul style="list-style-type: none"> <li>• the circumstances whereby an area of land may be considered to be needed for flood defence works; or</li> <li>• what such land would be safeguarded against.</li> </ul> <p>These matters are more clearly addressed by local plan Policy ENV6: Local Flood Alleviation Schemes in the local plan, which:</p> <ul style="list-style-type: none"> <li>• seeks to protect land only after a local flood alleviation scheme has been drawn up; and</li> <li>• only seeks to safeguard land against development which would prejudice the implementation of a proposed flood alleviation scheme.</li> </ul> <p>There does not seem to be any need for the second part of Policy Port/EN1, given the existence of Policy ENV6 in the local plan and the greater clarity it provides. A possible way forward might be to delete this part of the policy and to cross refer to local plan Policy ENV6 in the supporting text.</p> <p>Footnote 15 on Page 22 sets out that Portland Town Council has requested that the approach of 'no active intervention' for the Hamm Roundabout to Fleet section of coast should be changed to 'hold the line' through the local plan review. Any such change would need to be considered through a future review of the Shoreline Management Plan, rather than through the local plan review.</p>	<p>Re-word policy</p> <p>Amend wording of the footnote</p>
Environment Agency	EN1	<p>We support the Neighbourhood Plan includes a section on Flood Risk, we note that the plan (Map.4) uses the all the different current published flood maps for identifying the sources of flooding. This is an approach we would support to ensure that development considers all sources of flood risk.</p> <p>We would also highlight that Weymouth Borough Council also have Strategic Flood Risk Management documents that supported their local plan that considered climate change impacts in this area that should be included as part of your plan (further comments on this below).</p> <p>We have the following additional comments on Policy Port/EN1</p>	Include additional text from EA in brief in the Plan

Consultee	Aspect	Comment	WG Response
		<p>“Development proposals which seek to prevent coastal erosion or flooding and protect local property and businesses will usually be supported.”</p> <p>If new development is proposed in a flood risk area then under National and Local Planning Policy Flood Risk the Sequential Test must be considered prior to supporting the development. It may be that if the development passes the Sequential Test then as part of the Exception Test (if required) that the delivery of flood defences to assist in the protection of the development and wider community can be supported.</p> <p>We feel that this should be made clear within the document otherwise it could be misinterpreted to be inconsistent with National and Local Policy.</p> <p>We support that the plan identifies that there is likely to be the requirement for improved flood and coastal risk management infrastructure and that your policy has appropriately identified the Chiswell and Osprey Quay area.</p> <p>We also support that the actions and position within the Shoreline Management Plans have been identified. We would support that these are the appropriate actions in regards to this location.</p> <p>Due to the mechanisms of flooding in this location from the open coast, from overtopping the beach, and high tidal levels from the Inner Harbour it may be useful identifying where current flood risk management infrastructure is within the plan. You could then ensure that land in proximity to it, around the inner harbour, and coast can be safeguarded to meet the aspirations of this policy.</p> <p>Within Section 7.18 we recommend that you amended the text in relation to Strategic Flood Risk Assessments (SFRA), as they are undertaken by the relevant Local Planning Authorities to support their local plans. Therefore, in this case we believe it would be Weymouth and Portland Council, as well as Dorset County Council. As Weymouth and Portland Council produced Level 1 and 2 SFRA for their local plan, and Dorset County produce a SFRA to support their Minerals and Waste Local Plan.</p> <p>Please note that these SFRA documents are separate to the Strategic Flood Risk Management Strategy document Dorset County Council has produced as a risk management authority. This strategy document considers the local sources of flood risk. Further information on this can be found at:  <a href="https://www.dorsetforyou.gov.uk/localfloodrisk">https://www.dorsetforyou.gov.uk/localfloodrisk</a>.</p> <p>Safe Access</p> <p>We would highlight that National Planning Policy Framework Planning Practice Guidance states that Access considerations should include the voluntary and free movement of people during a ‘design flood’, as well as the potential for evacuation before a more extreme flood. Access and egress must be designed to be operational for changing circumstances over the lifetime of the development. The Council’s Emergency Planners would be consulted in relation to flood emergency response and evacuation arrangements therefore you may wish to engage with them in regards to this matter.</p> <p>Environmental Permitting</p> <p>We would also highlight that works within proximity to Environment Agency maintained flood defences are likely to fall under our Environmental Permitting Regulations.</p>	
DCP	EN2	<p>It is not clear which ‘natural resources and assets’ Policy Port/EN2 is seeking to protect. It is not clear whether the main thrust of this policy is to encourage renewable energy developments and recycling (i.e. make better use of these ‘natural resources’) or to protect certain ‘natural resources’ (i.e. particular natural features) of the environment.</p>	<p>Clarify that policy is about ‘responsible use’ not ‘protection’</p> <p>Explain further what responsible use means</p>

Consultee	Aspect	Comment	WG Response
		<p>Much of the supporting text in paragraphs 7.20 to 7.22 discusses renewable energies and energy efficiency measures. However, the notes at the bottom of page 23 suggest that Policy Port/EN2 is aligned with national and local plan policies to protect the landscape, geological sites, seascape and soils. If these matters are to be dealt with in the neighbourhood plan, it would be better if they were the subject of two separate policies, which should use clearer terminology more consistent with the local plan.</p> <p>Features such as soils are typically considered to be 'natural resources' and are already protected by local plan Policy ENV 8. However, features such as the landscape, geological sites and seascape are not typically considered to be 'natural resources', but rather features of the natural environment. These features are already protected by Policies ENV 1 to 3 of the local plan. Given the policies in the local plan to protect the natural environment and natural resources, there may not be a need for a policy to deal with these issues in the neighbourhood plan. Also it is not clear what the 'responsible use of natural resources' means in criterion (i) of this policy.</p> <p>Criterion ii) of Policy Port/EN2 relates to the re-use and recycling of resources. This part of the policy should be deleted if 'resources' in this context means 'waste resources', as minerals and waste matters are dealt with by Dorset County Council.</p> <p>Criterion iii) of the policy refers to the production and consumption of renewable energy, which is also dealt with by the subsequent policy (Port/EN3). It would make more sense to rationalise these elements into a single policy dealing with renewable energy developments. Policy Port/EN2 is too permissive as it gives general support for the production and consumption of renewable energy. It (or Policy Port/EN3), should be more specific about where particular technologies would be permitted, but the suitability of any specific locations would need to be assessed and fully justified by evidence.</p>	
DCP detailed	EN2	7.22 This para should identify and reference the assessment that was carried out by Natural England in 2012.	Add reference in footnote
DCP	EN3	<p>Policy Port/EN3 includes a reference to tidal power. In general, local authority jurisdiction coincides with the authority's seaward administrative boundary, which is usually low water mark, although it may have jurisdiction over certain estuarine and harbour areas. It should be made clear in the supporting text that this policy would only apply to areas within the administrative jurisdiction of Portland Town Council and could not be used to determine proposals for tidal power below low water mark beyond its jurisdiction (for example off Portland Bill).</p> <p>Policy Port/EN3 sets out a number of criteria against which proposals for all forms of renewable energy, including wind and tidal power, will be judged. The policy then goes on to identify specific 'Wind Energy Search Areas' which would be the only areas where proposals for wind farms and wind turbines would be supported. Paragraph: 005 Reference ID: 5-005-20150618 of the PPG states that "in the case of wind turbines, a planning application should not be approved unless the proposed development site is an area identified as suitable for wind energy development in a Local or Neighbourhood Plan." If this policy is to identify areas suitable for wind energy development, then it should reflect the PPG and make it clear that such developments would not be permitted elsewhere within the neighbourhood plan area.</p> <p>Paragraph: 032 Reference ID: 5-032-150618 of the PPG states that "suitable areas for wind energy development will need to have been allocated clearly in a Local or Neighbourhood Plan. Maps showing the wind resource as favourable to wind turbines or similar will not be sufficient. The 'Wind Energy Search Areas' on Map 5 of</p>	Need to further consider and justify final policy area as defined on map

Consultee	Aspect	Comment	WG Response
		<p>the neighbourhood plan are not 'clear allocations' and are contrary to national guidance.</p> <p>The PPG sets out how suitable areas for renewable energy developments should be identified. Paragraph: 005 Reference ID: 5-005-20150618 states "there are no hard and fast rules about how suitable areas for renewable energy should be identified, but in considering locations, local planning authorities will need to ensure they take into account the requirements of the technology and, critically, the potential impacts on the local environment, including from cumulative impacts. The views of local communities likely to be affected should be listened to. It is not clear from the neighbourhood plan or the supporting documentation how the 'Wind Energy Search Areas' have been selected and whether the guidance in the PPG has been followed.</p> <p>There does not appear to be any evidence to show how the requirements of the technology have been taken into account in identifying the 'Wind Energy Search Areas'. There also does not appear to be any evidence, such as a landscape or heritage sensitivity study, to take account of the impacts (including cumulative impacts) on the local environment from developing wind energy in the identified search areas. If any such evidence has been produced, it should be made available, perhaps on the document library page for the neighbourhood plan - <a href="https://www.portlandplan.org.uk/document-library/">https://www.portlandplan.org.uk/document-library/</a>.</p> <p>All the 'Wind Energy Search Areas' are located in close proximity to areas which are protected by national and international designations, including the Jurassic Coast World Heritage Site, SSSIs and Conservation Areas. The search area at The Verne also adjoins a Scheduled Ancient Monument and the search area south of Tradecroft is located in close proximity to St Georges Church, a Grade I Listed Building. Having regard to the PPG, the proximity of the search areas to these designations suggests that they are unlikely to be 'suitable areas' for wind energy developments. Since no SEA has been produced to support the 1st draft of the neighbourhood plan, it is not clear how the search areas have been selected or how any other reasonable alternative locations have been assessed in terms of their environmental impacts.</p> <p>There is also potential conflict with other policies in the local plan. One of the search areas is located within a key employment site. Two of the areas lie within (or partly within) an area of archaeological importance and one of these is also partly within one of the aspirational areas for the expansion of Portland Quarries Nature Park. Another area lies wholly within an important local gap. The potential impacts of wind energy developments on these local plan designations do not appear to have been taken into consideration.</p> <p>The views of the local community on the suitability of these sites are being sought through consultation on the neighbourhood plan. The PPG makes it clear that "the views of local communities likely to be affected should be listened to." However, it should also be borne in mind that Written Ministerial Statement HCWS42 gives local people the final say on wind farm applications. It states that "when determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:</p> <ul style="list-style-type: none"> <li>• the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and</li> <li>• following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing."</li> </ul> <p>HCWS42 highlights the need to secure local community support for any specific wind energy proposal, if ultimately planning permission is to be granted.</p>	

Consultee	Aspect	Comment	WG Response
		<p>Policy Port/EN3 sets out a number of criteria against which proposals for renewable energy should be considered. Paragraph: 007 Reference ID: 5-007-20140306 of the PPG states that “policies based on clear criteria can be useful when they are expressed positively (i.e. that proposals will be accepted where the impact is or can be made acceptable).” Whilst the policy generally supports such proposals, the phrase ‘no unacceptable effects’ may need to be redrafted to reflect the guidance.</p> <p>Paragraph: 007 Reference ID: 5-007-20140306 of the PPG sets out how any such criteria should be shaped. The PPG also sets out in more detail the particular planning considerations that relate to specific renewable technologies – see here - <a href="https://www.gov.uk/guidance/renewable-and-low-carbon-energy#particular-planning-considerations-for-hydropower-active-solar-technology-solar-farms-and-wind-turbines">https://www.gov.uk/guidance/renewable-and-low-carbon-energy#particular-planning-considerations-for-hydropower-active-solar-technology-solar-farms-and-wind-turbines</a>.</p> <p>The criteria in Policy Port/EN3 do not appear to be consistent with the PPG. Some key issues are highlighted below. The policy requires the acceptability of proposals to be assessed against the impacts on ‘local landscape, countryside and shore’ and ‘sites of local nature conservation and archaeological importance’. This could be interpreted as meaning that it would not be necessary, under the neighbourhood plan, to assess the acceptability of proposals for renewable energy against the impacts on nationally and internationally important landscapes, wildlife sites and archaeological sites. It could also be interpreted as meaning that it would not be necessary to assess the acceptability of proposals against the possible impacts on heritage assets. These are all major concerns given the location of the areas identified on Map 5 as ‘Wind Energy Search Areas’.</p>	
Minerals Authority	EN3	<p>The ‘Wind Energy Search Areas’ identified on Map 5 include parts of two quarries (Independent and Coombefield) and Independent Masonry Works and the access to Admiralty Quarry. The development of Coombefield Quarry for wind energy may sterilise mineral resources and such development at Independent Quarry or Masonry Works should only be permitted where it would not prejudice the use the masonry works and/or the restoration of the quarry.</p> <p>Accordingly, Policy EN3 is not in conformity with policies SG1 and SG3 of the Minerals Strategy and would be likely to prejudice the achievement of the aims of Policy PD5 of the Minerals Strategy with respect to the restoration of mineral sites.</p> <p>The draft policy and the ‘Wind Energy Search Areas’ identified on Map 5 at Independent and Coombefield Quarries should therefore be amended in light of the above.</p> <p><b>Change Noted</b> – DCC would reserve the right to object to proposals which upon further consideration would prejudice the Minerals Strategy with respect to the restoration of mineral sites.</p>	Dealt with already – change noted by MA
Minerals Authority	EN3/EN4	<p>There would also appear to be conflict between policy EN3 and policy EN4 with respect their respective aims to both include Admiralty and Independent Quarries in the Portland Quarries Nature Park but also to development those sites for renewable energy production.</p>	Address any possible conflict
DCP	EN4	<p>Policy Port/EN4 does not seem to add much to the existing policy in the local plan and may not be needed, subject to clarification on the purpose of the policy. If retained, it should be clarified whether the policy applies just to the allocated nature park land or whether it also applies to the ‘aspirational areas’.</p> <p>It is not clear what “proposals that further the creation of a Quarries Nature Park” means. Local plan Policy PORT3 clearly sets out that its purpose is “to promote sustainable tourism, management of conservation and heritage interest, enhancement of public access and open spaces and opportunities for volunteer</p>	Review policy text

Consultee	Aspect	Comment	WG Response
		<p>and community involvement.” It would be helpful to clarify whether Policy Port/EN4 has the same or different aims, especially given the more permissive nature of Policy Port/EN5 which may also apply in parts of the nature park.</p> <p>There is a concern that criterion ii), which seeks “safe and convenient access for potential users” could potentially result in extensive areas of parking being proposed that would harm the intrinsic qualities of the nature park.</p> <p>Criterion v) of Policy Port/EN4 does not recognise the hierarchy of nature conservation sites in national and local policy. It does not give wildlife sites “protection commensurate with their status” as sought by paragraph 113 of the NPPF and is not consistent with local plan Policy ENV2, which recognises this hierarchy.</p> <p>Although the policy seeks to avoid damage to ecologically important sites within the nature park, where avoidance is not possible development may be permitted if “appropriate mitigation and compensation is put in place.” This ‘one-size fits all’ approach is not appropriate since parts of the allocated and aspirational areas of the nature park have different levels of wildlife interest and are subject to different designations and levels of protection. Some areas are of local interest, some are designated as SSSIs and some are also protected by internationally important wildlife designations. The ‘blanket approach’ of criterion v) does not recognise the national and local plan policy approach of giving wildlife sites protection commensurate with their status. The policy needs to be amended to make it consistent with national and local plan policy.</p>	
DCP detailed	EN4	<p>7.31 It is a concern the Heritage and Character study says ‘<i>Development in disused quarries should be encouraged to celebrate.....</i>’ since disused quarries are greenfield sites and should be treated as other areas within the countryside (i.e. subject to restraint policies). The emphasis should be on the nature conservation designations within the quarries and the need to restore them for wildlife / recreation etc., rather than on ‘<i>development</i>’.</p>	Does not necessitate a change
DCP detailed	EN4	<p>7.32 ‘<i>development necessary to realise the visitor potential of the park</i>’ - although the text says this includes small scale activity-related tourist development, it would be helpful to be more specific about the scale envisaged.</p>	Be more specific about scale
DCC Ecology	EN4	<p>DCC NET support the policy for the continuation of the Portland Quarry Nature Park, as a way of helping ensure the high-quality restoration and management of these areas for the unique wildlife of Portland.</p> <p>The profile of green infrastructure and natural capital could be raised. Portland has an abundance of these and recognition of their potential value to Portland in the plan would be in accordance with the aims of the Dorset Local Nature Partnership.</p> <p>Development which may affect protected species or habitats should be assessed through the Dorset Biodiversity Appraisal Protocol, administered by DCC NET. Reference to this in the Portland Neighbourhood Plan would assist potential developers.</p>	Add reference to Dorset Biodiversity Appraisal Protocol as suggested
DCP	EN5	<p>The re-use of redundant mines and quarries may, in certain cases, be a County matter, especially if such uses form an integral part of the restoration of sites following extraction. Dorset County Council’s advice should be sought on the scope and content of Policy Port/EN5 to ensure that it does not impinge upon their areas of responsibility.</p> <p>The emphasis of the policy should be on nature conservation and retaining the unique open character of the quarries. Any development should be ancillary and small scale. However, the policy as written gives blanket support for a wide range of uses, which conflicts with: national policy on minerals restoration; the</p>	Review purpose and impact of Policy EN5

Consultee	Aspect	Comment	WG Response
		<p>strategic environmental objectives of the local plan; local plan Policy SUS2 (which seeks to ‘strictly control’ development outside DDBs); and neighbourhood plan Policy Port/EN4 relating to Portland Quarries Nature Park.</p> <p>Paragraph 143 of the NPPF suggests a number of restoration uses for minerals sites that should be sought in local plans ‘including for agriculture (safeguarding the long-term potential of best and most versatile agricultural land and conserving soil resources), geodiversity, biodiversity, native woodland, the historic environment and recreation.’ Restoration for “schemes that would benefit the local economy” as proposed in Policy Port/EN5 or for “economic-related development” as proposed in paras 7.4 and 7.5, are not generally sought by national policy.</p> <p>Many sites in redundant quarries will be located outside DDBs, either as currently identified or as proposed in the neighbourhood plan. The policy approach outside DDBs is to ‘strictly control’ development in accordance with local plan Policy SUS2. Policy Port/EN5 is not consistent with this approach, especially in relation to “economic-related development.”</p> <p>As written, the wording of Policy Port/EN5 is likely to give rise to pressure for a wide range of uses that may be interpreted as “economic-related development” or “schemes which would benefit the local economy”, such as manufacturing, offices, warehousing, or even housing. The term “tourism-related development” could be interpreted as meaning tourist facilities and / or built tourist accommodation, including hotels. It appears that the policy only supports “active recreation opportunities for local people”, suggesting that active recreation opportunities for visitors / tourists would not be appropriate. It could also potentially allow inappropriate recreational developments such as trampoline parks, bowling alleys, gyms etc.</p> <p>If the intention is to use some of the redundant quarries on Portland (outside the nature park) to boost the local economy or for recreational use, then it would be better to: undertake a search for potential sites; assess their suitability; and specifically allocate the most suitable sites for specific uses, such as employment or recreational uses.</p> <p>It is not clear where Policy Port/EN5 would apply as the neighbourhood plan does not include a map to show the location of such quarries. Page 18, para 7.4 suggests that it would apply in any quarry on Portland that is no longer active and is not subject to restoration conditions. This could potentially include parts of the allocated / aspirational Portland Quarries Nature Park. The application of both Policies Port/EN4 and Port/EN5 to this area (or parts of it) would be problematic as the latter is more permissive than the former. This inconsistency would not provide a clear policy framework for the determination of planning applications in the nature park.</p>	
DCP detailed	EN5	It is a concern that the Heritage and Character study says the transformation of the quarries into ‘public attractions’ is acceptable without being more site-specific, particularly given the many nature conservation designations.	Note point
Minerals Authority	EN5	<p>Policy EN5 appears effectively to seek to treat mineral sites as ‘brown-field land’ for re-development. This is in conflict with the NPPF. Quarries and Mines should be restored in accordance with Policy PD5 of the Minerals Strategy and draft policy EN5 is not in conformity with the aims of policy PD5.</p> <p>In any event the term ‘redundant mines and quarries’ should be defined. Does it include quarries which are not active but still contain economic reserves of stone, or restored quarries used for e.g. nature conservation, or just exhausted quarries which do not have any beneficial after-use and are not subject to requirements</p>	Consider whether it would be better to delete rather than amend the policy. Is it really needed?

Consultee	Aspect	Comment	WG Response
		<p>(e.g. s106 agreements) for restoration to a state for beneficial after-use?</p> <p>One possible option would be for the policy to be amended to apply only to quarries for which there are no enforceable restoration requirements. In this case, the policy should also then be amended to clarify the extent, if any, to which 're-use' includes any built (or operational) development or may impact on important open gaps and the character and 'openness' of green space on Portland generally.</p>	
DCP	EN6	<p>It is not clear why Policy Port/EN6 is required in the neighbourhood plan since Policy ENV4 of the local plan sets out a framework for assessing the acceptability of proposals that may affect both designated and non-designated heritage assets, which is consistent with national planning policy in the NPPF.</p> <p>Policy Port/EN6 is entitled 'Local Heritage Assets', but it is not clear whether this applies: to all heritage assets (designated and non-designated), which are 'local' to Portland; or only to 'locally important' (i.e. non-designated) heritage assets on Portland. If, after review, the policy is still considered to be needed, it should be amended to reflect national policy and local plan policy relating to designated and non-designated heritage assets. It may also be helpful to use these terms in Policy Port/EN6 (rather than the term 'local heritage assets') to avoid any confusion.</p> <p>The policy refers to buildings or structures on the 'Local Heritage List' and the supporting text refers to a 'Local Register of Heritage Assets'. The Council is not establishing a Local Heritage List or a Local Register of Heritage Assets.</p> <p>It may be more helpful to refer to the 'Appraisal of the Conservation Areas of Portland as Amended 2017'. The policy could be revised to state that the amended appraisals, which include spatial and character analyses and identify important building groups, should be used to assess any impacts on the conservation areas (which are designated heritage assets). The policy could also be revised to state that the amended appraisals should be used to assess impacts on non-designated heritage assets on Portland, including the large number of 'important local buildings' identified in the amended Conservation Area Appraisals.</p>	<p>If Council is not establishing a Local Heritage List or a Local Register of Heritage Assets, then policy has little relevance as it is written.</p> <p>Consider whether different policy approach is possible, or whether to drop the policy</p> <p>Take advice from Historic England</p>
DCP	EN7	<p>The supporting text to Policy Port/EN7 discusses three historic jetties, namely Folly Pier, Durdle Pier and King's Pier, but these are not specifically named in the policy itself. Since all three structures are named as piers, it is not clear why the policy is entitled 'Historic Jetties'. If the intention is for the policy to relate to only these three jetties (and not others - including those in Portland Harbour); they should be specifically named in the policy itself.</p> <p>The policy itself does not convey what seems to be the primary aspiration (as set out in paragraphs 7.45 and 7.46), of bringing the jetties back into use for the economic and social benefit of the Island. If there is a realistic prospect of this aspiration being supported by Portland Port and of it being feasible and viable, then it should be more clearly expressed in the policy, if that is the intention. The policy should be deleted if this proposal does not have the support of the Port.</p> <p>Paragraph 7.41 refers to the possibility of using the jetties as access points for ferries from elsewhere in Dorset, but it is not clear whether this use, or any other use, would be viable. Feasibility and viability work should be undertaken before the neighbourhood plan is submitted. If this shows that the reuse of the jetties would not be feasible and / or viable, then the policy should be deleted.</p> <p>All three jetties appear to fall within nationally and internationally designated wildlife sites and two of the three (Durdle Pier and Folly Pier) appear to fall within the Jurassic Coast World Heritage Site.</p>	<p>Add extra clarification in the supporting text</p>



Consultee	Aspect	Comment	WG Response
		The potential environmental impacts of bringing these jetties back into use (and any associated works) needs to be investigated and should inform any assessment of feasibility or viability.	
DCP	EN8	<p>Defined Development Boundaries (DDBs) have been identified around the towns and larger villages in the local plan area. DDBs are a 'planning tool' to manage and deliver a sustainable pattern of development by applying different policy approaches either side of the DDB. Policy SUS2 states that within DDBs, "residential, employment and other development will normally be permitted". However, outside DDBs, "development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints".</p> <p>The existing DDBs are discussed in paragraphs 7.47 and 7.48 of the neighbourhood plan. However, paragraph 7.49 refers to the "new built-up area boundaries." It is not clear whether this is a new designation, or whether these are essentially revised DDBs. If the intention is for these to be revised DDBs, it would be clearer if the term 'Defined Development Boundary (DDB)' rather than the term 'Built-up Area', was used throughout Policy Port/EN8 and supporting text.</p> <p>Policy Port/EN8 largely re-states the approach of local plan Policy SUS2 in relation to development within DDBs. The policy itself makes no reference to how proposals for development outside DDBs should be assessed, but the supporting text (at paragraph 7.50) expresses an aspiration to "resist development proposals outside of the boundaries unless there are exceptional circumstances to justify it". This does not reflect the approach in Policy SUS2 of the local plan, which normally permits a range of 'countryside uses' without the need to demonstrate exceptional circumstances. The stated aspiration to resist development outside DDBs unless there are 'exceptional circumstances' also seems to be inconsistent with a number of the policies in the neighbourhood plan, which seem to be more permissive than Policy SUS2 in relation to development outside DDBs.</p> <p>Whilst it is entirely appropriate for a neighbourhood plan group to review the local plan's DDBs, it would not be appropriate to introduce a similar, but slightly different designation (i.e. built-up areas) with associated neighbourhood plan policy provisions that are inconsistent with local plan Policy SUS2. The best way forward would be to revise the current DDBs on Portland, perhaps with some commentary in the neighbourhood plan, but to delete Policy Port/EN8 and rely on Policy SUS2 to assess development proposals either side of the DDB.</p> <p>The approach to assessing the built-up area boundaries is set out in a background paper here - <a href="https://www.portlandplan.org.uk/wp-content/uploads/2017/11/PNP-BUAB-Assessment-V3-Web.pdf">https://www.portlandplan.org.uk/wp-content/uploads/2017/11/PNP-BUAB-Assessment-V3-Web.pdf</a>. It appears that the boundary in relation to land rear of Ventnor – 8 units, has been drawn on the basis of the current owner's intentions. This is inappropriate, not least because the ownership of the site may change in future. DDBs should be redrawn only on the basis of relevant planning considerations.</p> <p>The proposed amendments to the DDB at the top of Reforne are a matter of concern. It is proposed to include St Georges Church (a Grade I Listed Building) and recreational areas within the DDB. These areas are very open in character and provide the setting, not only for the church, but also for the approach to Easton along Reforne. These areas should not be included within the DDB, because it would not be appropriate to normally permit residential, employment and other development in this area. The approach of strictly controlling development in this location (i.e. outside DDBs) is considered much more appropriate.</p>	<p>There is no fundamental reason given for not revising the DDB. There are objections to some of the additions and omissions that need to be reviewed. Consider amending boundary in the light of comments</p> <p>No suggestion that ECON2 is to be removed. This will be made clear.</p>

Consultee	Aspect	Comment	WG Response
		<p>The proposed amendments to the DDBs within Portland Port are also a matter of concern. The background paper recommends the removal of all DDBs “within the area classified as LCA2 ahead of reviewing a Masterplan for the whole of the Northern Arc Area”. It is assumed that LCA2 in this context means Landscape Character Area 2: The Grove and The Verne from the recently completed Heritage and Character Assessment.</p> <p>Although the DDB is retained around the part of the port adjoining Portland Harbour, the neighbourhood plan proposes to remove the DDB from a further six areas further inland. All six areas not only have DDBs but are also identified in the local plan as ‘key employment sites’, which are protected from other forms of development by Policy ECON2. It is not clear from the neighbourhood plan whether the ECON2 designation would also be removed.</p> <p>The proposed removal of the DDBs from these areas (and the proposed removal of the ECON2 designation, if intended) is a strategic matter that should be considered as part of the local plan review, rather than through the neighbourhood plan. If it is proposed to remove the ECON2 designation, it would be necessary to allocate alternative employment land elsewhere as national policy (para 184 of the NPPF) requires that neighbourhood plans “should not promote less development than set out in the Local Plan or undermine its strategic policies.”</p> <p>It is a matter of concern that the removal of the DDBs would take place ahead of “reviewing a Masterplan for the whole of the Northern Arc Area”. This suggests that the proposed removal of the DDBs has not had regard to the economic implications (especially if it is also intended to remove the Policy ECON2 designation, which would effectively de-allocate these areas of land). This approach could potentially undermine any proposals to stimulate economic growth in this part of the Port in advance of the review. Whilst it may be appropriate to undertake such a review, the current DDBs should be retained until the review is completed and there is sufficient credible evidence in place (i.e. from the review) to justify the establishment of revised DDBs. It should also be noted that revised DDBs could not be established through a master plan, as this would not form part of the development plan. They therefore need to be reviewed either through the neighbourhood plan or the local plan.</p> <p>One of the six sites has been built out and is occupied by grain storage silos. There appears to be no sound justification for the removal of the DDB from this developed area on a key employment site, which forms an integral part of the Port’s current business.</p>	
DCP detailed	EN8	<p>Additional comments:</p> <p>Land south of Augusta Road – although this is an ‘exception site’, are there any physical / land use reasons why it should be drawn outside the DDB?</p> <p>Land to north of 54 New St – the presence of Japanese knotweed should not, in itself, be a factor in drawing a DDB.</p> <p>Portland Bill – it’s not clear what ‘specific planning approvals’ warrant removing the DDB.</p>	Consider as part of a review of the DDB
DCP	EN9	<p>Policy EN9 includes some elements of a number of design policies from Chapter 2 of the local plan but excludes others. Policy Port/EN9 deals with generic design issues, such as scale, materials etc. without adding any more detail or setting out any site- or location-specific design guidance. Consideration needs to be given to whether this policy is needed in the neighbourhood plan and to whether it could be amended to provide clearer local guidance on how design and character issues should be assessed when planning applications on Portland are determined.</p>	Review the criteria in the light of comments

Consultee	Aspect	Comment	WG Response
		<p>The existing local plan includes a suite of design policies, which cover many of the generic issues addressed by Policy Port/EN9. Criteria (i) and (ii) draw on elements of local plan Policy ENV12: The Design and Positioning of Buildings. Criteria (iii) and (v) draw on elements of local plan Policy ENV10: The Landscape and Townscape Setting and criterion (iv) draws on elements in local plan Policy ENV16: Amenity. However, some generic design issues addressed in the policies in the local plan do not appear to be addressed in Policy Port/EN9, most notably the retention of trees and other features that enhance local character (see local plan Policy ENV10 (ii) and (iv)) and layout and permeability issues (see local plan Policy ENV11).</p> <p>In addition to the Portland Heritage and Character Study produced to support the neighbourhood plan, the appraisals of all the conservation areas on Portland have been recently updated. These studies provide much detailed local information on the heritage and character of Portland, which can be used to apply the principles in policy to the local area. It is not clear why further area / settlement specific guidance on design and character matters is required, as sought in paragraph 7.53</p>	
DCP	EN10	<p>Although the local plan includes policies relating to the re-use of buildings outside DDBs (SUS3) and to residential development outside DDBs, a bespoke policy for the redundant buildings at The Verne could be helpful, given the specific (and very unusual) circumstances in this location.</p> <p>Such a policy should provide clear guidance on what would be acceptable, both in terms of uses and for any scheme for re-use and redevelopment. The supporting text (in paragraph 7.56) refers to a site assessment by AECOM, which perhaps could be used to inform the policy.</p> <p>The redundant buildings have been used for residential purposes in the past, as some of them are houses and others are former accommodation blocks. This past residential use may make it difficult to resist re-use for housing, especially if it is determined that no change of use is required for some of the buildings. This matter needs to be resolved and any policy should clearly set out whether or not residential re-use would be acceptable.</p> <p>Similarly, the policy does not give sufficiently clear guidance on whether demolition, extension and / or new build would be permitted, despite a site assessment having been undertaken.</p> <p>Further consideration needs to be given to whether all the buildings can be considered to be non-designated heritage assets. The accommodation blocks may have a heritage interest, as they clearly form part of The Verne complex of buildings. However, it is less clear whether the two pairs of semi-detached houses have a heritage value.</p> <p>A more detailed assessment of the planning history of the site, the planning status of the buildings and their heritage interest may help to inform the amendment of the policy so that it would provide clearer guidance on what would be acceptable in this location. If the intention is to allocate the site for housing or live / work units it would be the only housing allocation on Portland. The allocation of this particular site, in preference to any others, would need to be justified. The SEA would need to assess the reasonable alternatives and explain why these had been rejected.</p>	Review policy in the light of generally positive comments
DCP detailed	EN11	7.57 If the Heritage and Character Assessment has identified inadequacies in the quality of the public realm and there are many examples of run-down or neglected areas, would it not be possible to identify specific sites where public realm improvements should take place?	Mention possible areas in supporting text

Consultee	Aspect	Comment	WG Response
DCP detailed	EN11	7.58 It is not clear when guidelines on public realm improvements and a common palate of materials will be produced by the Town Council. It is also not clear what status such guidelines will have or how they will be used in the determination of planning applications.	Explore whether the TC or BC put something in place?
DCC Economy	BE section Intro	DCC are supportive of the overall tenet of the growth strategy (Ch 8) as this generally supports the Portland Economic Strategy and Western Growth Corridor Objectives.	Support from DCC
DCP	BE1	<p>The approach to the protection of existing employment sites in Policy Port/BE1 conflicts with the approach set out in local plan policies ECON2 and ECON3. The policies in the local plan draw the distinction between ‘key’ employment sites and other employment sites, affording key employment sites greater protection. No such distinction is made in Policy Port/BE1.</p> <p>Local plan policies ECON2 and ECON3 set out a range of different criteria that should be applied in determining whether the loss of employment land should be permitted. None of the criteria in either of these policies are reflected in Policy Port/BE1. Instead this policy only requires a site to have been marketed (unsuccessfully) for 18 months in order to allow its release. The supporting text highlights the need to safeguard employment sites, but it is highly unlikely that this policy will achieve that objective. For example, some sites at Osprey Quay have already been marketed for more than 18 months. On adoption, this policy would effectively permit their immediate release for other uses.</p> <p>This policy is likely to result in the significant loss of employment land to other uses and could have an adverse impact on the overall supply of employment land across the local plan area. This policy should be deleted and proposals for alternative uses on employment sites should continue to be assessed against Policies ECON2 and ECON3 of the local plan.</p>	Review policy impact not just in context of LP but also NPPF
DCP detailed	BE3	8.15 This indicates that new business premises should be responsive to the vernacular style and material of the area. Why just materials? What about form, scale & mass?	Add to supporting text
DCP	BE3	<p>Local plan Policy ECON1 supports employment development within or on the edge of a settlement. Policy Port/BE3 has the same approach to the location of development but is inconsistent in other ways. Policy Port/BE3 only permits “new business premises suitable for businesses operating in the area’s acknowledged growth industries”. It is not clear why new premises for other businesses would not be permitted, as there is no such restriction under local plan Policy ECON1. Employment development is defined in the local plan as meaning development within Use Classes B1, B2 and B8. However, it is not clear whether Policy Port/BE3 should be applied in the same way, or whether it would permit a wider range of uses. It’s also not clear what the ‘acknowledged growth industries’ in this area are. Paragraph 8.14 lists a number of ‘growth sectors’ relevant to Portland, which may or may not be acknowledged as local ‘growth industries’. In the event that a sound planning justification can be found for restricting the development of new business premises to ‘acknowledged growth industries’ in this area, those industries need to be clearly defined.</p> <p>Some of the ‘growth sectors’ defined, particularly tourism, leisure, hospitality, health and social care clearly fall outside Use Classes B1, B2 and B8. It would be problematic if these are the ‘acknowledged growth industries’ to which the policy refers, as it would in effect support the principle of the development of hotels, tourist attractions, care homes and any other non-B Class use associated with these industries on land outside, but adjacent to any DDB on Portland.</p>	<p>Policy does <u>not</u> “only permit” It is not seeking to restrict but encourage</p> <p>Review supporting text and criteria</p>

Consultee	Aspect	Comment	WG Response
		<p>Criterion ii) would not allow such development “where general access would be limited”. It is not clear what ‘general access’ means in this context. It is a major concern if this means vehicular access, as access to Portland Port may be considered to be limited and consequently the policy could have the effect of precluding ‘new business premises’ here.</p> <p>Criterion iv) would not allow such development where it would “result in the loss of dwelling-houses”. It is not clear from this whether a scheme that resulted in the loss of a single dwelling house would be permitted.</p>	
DCP	BE4	<p>Policy Port/BE4 gives support to new business centres. However, this policy does not appear to have any locational criteria (i.e. it’s not clear whether small business hubs / centres will only be permitted within or adjacent to the settlements on Portland, or whether they will be supported regardless of location.</p> <p>It is not clear why this policy is needed since a small business hub or centre is likely to fall within Use Classes B1, B2 or B8 as will many other ‘new business premises’ covered by Policy Port/BE3. Policy Port/BE4 should be deleted if, essentially, it duplicates Policy Port/BE3.</p>	<p>Consider whether the policy is needed – is it necessary to separately emphasise support for business centres?</p>
DCP	BE5	<p>Policy Port/BE5 is probably not needed since working from home (where it is ancillary to the use of the dwelling house) is permitted development, unless the operation starts to have an unacceptable impact on the amenity of neighbours.</p> <p>Paragraph 8.19 makes it clear that use of part of a dwelling for business purposes would only be permitted if it were to be used by the occupants of the dwelling. If this is the case, any use within an extension or a curtilage building would be ancillary to the main residential use (Use Class C3). It would not constitute a separate office or light industrial use.</p> <p>Not all ‘light industrial’ uses would be appropriate within a residential area as Use Class B1 is defined as offices (other than those that fall within A2), research and development of products and processes and light industry appropriate in a residential area. In the event that this policy is retained and there is a sound planning justification for permitting extensions or curtilage buildings that are not ancillary to the main residential use, the policy should refer to Use Class B1, rather than ‘light industrial’ uses.</p>	<p>Consider whether policy is needed</p>
DCP	BE6	<p>This policy offers support for something that is not currently happening and may not happen in the future (i.e. the preparation of a masterplan for the area identified on Map 9). It does not appear to be a firm proposal, but rather an aspiration.</p> <p>The purpose and implications of the policy are unclear, as evidenced by the last sentence of paragraph 8.20 which states “the consequences of this designation and the planning implications are still to be worked out.” Furthermore, it is not clear who would prepare the masterplan or undertake the “extensive and inclusive consultation process” outlined in paragraph 8.21.</p> <p>Even if a masterplan is produced, it is not clear what status this would have and how it would be used in the determination of planning applications. The Northern Arc area overlays sites covered by local plan Policies PORT1: Osprey Quay; PORT2: Former Hardy Complex; and ECON2: key employment sites within Portland Port. Policy Port/EN8 of the neighbourhood plan proposes the removal of the DDBs around six of the key employment areas within the Port (although it is not clear whether the ECON2 designation would also be removed). Also, Policy Port/HS4 puts forward proposals for the Hardy Block that do not reflect local plan policy or the extant planning permission. Not only are these neighbourhood plan policies in conflict with the strategic policies of the local plan, they</p>	<p>Ensure the policy is not in conflict with the strategic policies of the local plan</p>

Consultee	Aspect	Comment	WG Response
		<p>would also prejudge certain outcomes from the master planning exercise proposed by Policy Port/BE6.</p> <p>The policy seeks “to realise the economic and employment potential of the area designated on Map 9”. There is no mention in the policy of the need to protect the environment, despite parts of the site being located within the Jurassic Coast World Heritage Site and subject to internationally and nationally important wildlife designations. Some of the character and heritage issues are briefly discussed in the supporting text (paragraph 8.23), but if the policy is to be retained, then it needs to highlight that any development proposals will have to take account of any environmental impacts. The issues at Portland Port are already covered in Section 8.3 of the local plan. In his report the local plan Inspector considered whether a Port-related policy should be included in the local plan, but he was “not persuaded of the need to do so” – see paragraph 118 at this link - <a href="https://www.dorsetforyou.gov.uk/media/207336/WDWPRReport-FINAL/pdf/WDWPRReport_FINAL.pdf">https://www.dorsetforyou.gov.uk/media/207336/WDWPRReport-FINAL/pdf/WDWPRReport_FINAL.pdf</a>.</p> <p>Section 8.3 of the local plan discusses the issues and indicates that the Port is supportive of “developing proactive working arrangements” but does not prescribe any particular way forward. It is not clear whether the Port is supportive of the designation of the Northern Arc Area and the production of a masterplan as a way forward and it would be inappropriate to propose such an approach without their support</p>	
DCP detailed	BE7	<p>Unless a specific need for space and a specific site have been identified, there does not seem to be any purpose to this policy, as it is not a land-use planning matter.</p> <p>Have any specific needs been identified by a further education establishment? If so, maybe those specifically identified needs could be used to inform the policy.</p> <p>It is not clear what ‘relevant’ training and further education opportunities are and how that would be judged in the determination of a planning application for a training or further education development.</p>	Consider whether the policy is necessary
DCP detailed	Housing Intro	9.3 It seems unlikely that the lack of suitable housing sites has influenced the projected 2.7% increase in population on Portland to 2031. Typically, these forecasts are based on past population trends and household formation rates, rather than the availability of land locally	Re-word para. slightly
DCP	HS1	<p>Policy Port/HS1 seeks to apply a threshold of five dwellings above which certain criteria would apply. There does not appear to be any justification for this threshold. The Councils apply a threshold of five dwellings in those parts of the local plan area which are ‘designated rural areas’ above which affordable housing contributions are sought. However, Portland is not a ‘designated rural areas’ and in any event, Policy Port/HS1 seeks housing of a certain mix and type (by bedroom size), rather than affordable housing. It is not clear why a threshold of five has been chosen, or what evidence has been used to establish it.</p> <p>Criterion i) requires all proposals above the threshold to “help meet local housing need”. However, this ‘local housing need’ has not been defined. Paragraph 9.7 refers to a study which looks at the availability of sites to meet local needs and states that these needs can be met from a variety of sources. However, there is no summary of the findings of this study in the neighbourhood plan and it is not referenced in a footnote.</p> <p>Paragraph 9.3 indicates a forecast growth in population of 2.7% by 2031. Is this the ‘local housing need’ referred to in the policy? Alternatively, is it the 380 people on the housing waiting list with a</p>	Strengthen the threshold requirement in the Plan and reference to local need

Consultee	Aspect	Comment	WG Response
		<p>Portland connection? The figure for 'local need' that this policy relates to needs to be clearly set out in the policy itself (or the supporting text) with an explanation of how it has been derived set out in the supporting text.</p> <p>Criterion ii) requires that schemes of five or more dwellings "include a majority of small dwellings (1 or 2 bedroom dwellings)." There does not appear to be any justification either for the proportion of small dwellings sought or for the definition of small dwellings. The use of the term "a majority of" may be problematic when applied to schemes. On a scheme of 5 dwellings, 3 would need to be 1 or 2 bedroom units. On a scheme of 6 dwellings, 4 would need to be 1 or 2 bedroom units as 3 would only constitute 50%, which would not be a 'majority'. Consideration needs to be given to whether a numerical percentage figure would be more appropriate.</p> <p>Criteria iii), iv) and v) deal with design matters that are already addressed by policies in the local plan and may not be needed. It is not clear why these design-related criteria should only apply to schemes of five or more dwellings. Shouldn't schemes for 1 to 4 dwellings also have 'sufficient' off-road parking, bin storage and private amenity space?</p> <p>Criterion iii) seeks the provision of sustainable drainage systems, where practicable. Such systems are already sought by paragraph 2.4.7 of the local plan.</p> <p>Criterion iv) requires 'sufficient' off-road parking for housing. Local plan Policy COM9 already requires provision to be made in accordance with the methodology in the Bournemouth, Poole &amp; Dorset Residential Car Parking Study. It is not clear if 'sufficient' in this context means provision in accordance with the study or whether it has some other meaning. Local plan Policy ENV11 already seeks the provision of adequate bin storage and private amenity / garden space.</p>	<p>Re-word policy to ensure design criteria applies to all housing developments</p>
DCP	HS2	<p>Policy Port/HS2 indicates that self-build or community housing schemes would be permitted on 'exception sites'. The supporting text refers to the Issues and Options consultation for the local plan review and discusses one of the options being considered which is to permit self-build on 'exception sites'. However, Policy Port/HS2 does not reflect what is being suggested through the local plan review. Essentially this is seeking to allow a proportion of self-build on an exception site to support the provision of affordable housing to meet local needs. However, Policy Port/HS2 is seeking sites for 100% self-build or community housing schemes with no 'conventional' local needs affordable housing. The non-market homes suggested in the policy would allow such dwellings to be sold on the open market after 5 years. This arrangement may not fall within the definition of affordable housing set out in the glossary in the current NPPF (unless the resale is restricted), although it is recognised that this definition may change as a result of the review of the NPPF. In particular it is not clear what is meant by 'community housing schemes' in the policy. Does this mean 'community-led housing schemes' as referred to in paragraph 9.14? This seems to include a wide range of projects, some of which would fall within the national definition of affordable housing and some which may not.</p> <p>There are perhaps two options for seeking to take this policy forward. The first would be to adapt the policy to fit in with local plan Policy HOU2: Affordable Housing Exception Sites. If the policy were to be taken forward in this way, it would have to be amended to permit only a limited proportion of self build / community housing alongside local needs affordable exception housing. Policy SUS2: Distribution of Development seeks to 'strictly control' development outside DDBs, but does allow a range developments, as set out in Criterion iii) including 'affordable housing'. The</p>	<p>Review content and impact of self-build aspect of the policy in light of comments May be better to focus only on community-based schemes</p>

Consultee	Aspect	Comment	WG Response
		<p>supporting text to Policy HOUS2 also indicates that market housing cross-subsidy may be acceptable on such sites, if promoted through a neighbourhood plan. A policy of this nature could, subject to the views of an examiner, be considered to be aligned with the strategic policies of the local plan.</p> <p>The second approach might be to develop a stand-alone policy promoting self-build and community housing as exceptions outside DDBs. This may be more problematic in terms of demonstrating compliance with the strategic policies of the local plan because self build is not listed in criterion iii) of Policy SUS2 as an appropriate use outside DDBs.</p> <p>The policy indicates that non-open market plots should be transferred to Weymouth &amp; Portland Borough Council or a Registered Social Landlord at no cost. The Council no longer has any stock of council houses, so it would be unlikely that it would take on such plots.</p> <p>Would open market housing only be permitted on self build or community housing exception sites on Portland, or would it also be permitted on conventional affordable housing exception sites? This needs to be tackled in any amended policy, or policies.</p> <p>There does not appear to be any justification for allowing 50% of homes on self-build exception sites to be open market dwellings. How has this figure been derived: is it from an assessment of viability? It may be that some exception sites may not require 50% market homes to make them viable, especially if a scheme was able to attract some form of grant funding. If the policy was amended to say that the minimum amount of market homes to make the scheme viable would be permitted up to a maximum of 50%, it would maximise the amount of affordable housing delivered, more closely reflecting the aims of local plan Policy HOUS2</p>	
DCP Detailed	HS2	<p>The term 'small site' in criterion i) needs to be defined in the supporting text.</p> <p>Criteria ii) and iii) largely omit landscape considerations other than openness.</p> <p>Criterion iv) requires compliance with Policy Port/EN10, which relates to The Verne. Should this not require compliance with Port/EN9, which relates to design and character?</p> <p>In relation to the issue of design, do you want to include some requirement for a Design Framework for self-build sites?</p> <p>In criterion v) what is a sustainable 'operational element'?</p>	Review criteria in light of revised policy
DCP	HS3	<p>DCC area profiles show the following levels of second home ownership based on 2016/17 Council Tax Records:</p> <ul style="list-style-type: none"> <li>• West Dorset – 5%: <a href="https://apps.geowessex.com/stats/AreaProfiles/District/west-dorset">https://apps.geowessex.com/stats/AreaProfiles/District/west-dorset</a></li> <li>• Weymouth &amp; Portland – 3%: <a href="https://apps.geowessex.com/stats/AreaProfiles/District/weymouth-and-portland">https://apps.geowessex.com/stats/AreaProfiles/District/weymouth-and-portland</a></li> <li>• Portland – 3.4%: <a href="https://apps.geowessex.com/stats/AreaProfiles/Parish/portland">https://apps.geowessex.com/stats/AreaProfiles/Parish/portland</a></li> </ul> <p>The supporting text to Policy Port/HS3 refers to a similar policy being introduced in St Ives, Cornwall. However, the evidence behind that policy shows that second homes are much more of an issue in St Ives. That neighbourhood plan states:</p> <p>“St Ives and Carbis Bay are in the top five settlements in Cornwall with the highest proportions of second homes and holiday lets. In 2011, 25% dwellings in the NDP area were not occupied by a resident household - a 67% increase from 2001. Over this same period, housing stock in the NDP grew by 684 or 16%, but the resident population grew by only 270 or 2.4% and the number of resident households grew by less than 6%. The growth in housing</p>	Consider whether there is sufficient evidence to justify proceeding with the policy in light of the problems highlighted



Consultee	Aspect	Comment	WG Response
		<p>stock in the NDP area between 2001 and 2011 was double the average across England.”</p> <p>This raises the question of whether a second homes policy for Portland is needed or could be justified. There does not appear to be a significant impact currently and there is no assessment of how many additional second homes could be accommodated on Portland before adverse impacts started to be felt. In the event that there is insufficient evidence to justify a second homes policy for Portland as a whole, consideration could be given to whether such a policy could be justified more locally, but that would also need to be supported by evidence.</p> <p>Paragraph 9.16 refers to the appeal of Dorset “to the second home and holiday let market”, as being part of the problem. Is it therefore intended to prevent any new market housing being let as holiday accommodation? New holiday cottages, which may be owned as a second property, would provide accommodation for tourists and would contribute to the local economy. Clarification on this point is required.</p> <p>Policy Port/HS3 seeks to prevent “new open market housing, including replacement dwellings”, from becoming second homes. This raises the question of whether existing buildings could be adapted and re-used as second homes and/or tourist accommodation under this policy. These uses would be allowed, subject to certain criteria, under Policy SUS3 of the local plan. The final sentence of the policy states that “new unrestricted second homes will not be supported.” A home which is used as a second home would fall within the same use class (Class C3) as a home that was used as a primary residence. There is, therefore, no such thing as an ‘unrestricted second home’ in planning terms. This sentence should be amended or deleted.</p> <p>In the event that a second homes policy is taken forward, it would be important for the neighbourhood plan to set out how the restriction of occupancy to ‘principal residences’ would be controlled. The supporting text should set out that this would be controlled by planning agreement or condition. In St Ives, the following condition is used:</p> <p><i>“Condition:</i></p> <p><i>The dwellings hereby permitted shall not be occupied otherwise than by a person as his or her only or Principal Home. For the avoidance of doubt the dwellings shall not be occupied as a second home or holiday letting accommodation. The Occupant will supply to the Local Planning Authority (within 14 days of the Local Planning Authority's written request to do so) such information as the Authority may reasonably require in order to determine whether this condition is being complied with.</i></p> <p><i>Reason: To safeguard the sustainability of the settlements in the St Ives NDP area, whose communities are being eroded through the amount of properties which are not occupied on a permanent basis and to ensure that the resulting accommodation is occupied by persons in compliance with policy H2 of the St Ives Neighbourhood Plan 2015 - 2030.</i></p> <p><i>Informative: This condition shall not preclude periods of occupation by visiting guests but those visiting guests will not individually or cumulatively contribute towards the occupation of the property as a Principal Home. The condition will require that the dwelling is occupied only as the primary (principal) residence of those persons entitled to occupy them. Occupiers of homes with a Principal Residence condition will be required to keep proof that they are meeting the condition, and be obliged to provide this proof if/when the Local Planning Authority requests this information. Proof of Principal Residence is via verifiable evidence which could include, for example (but not limited to) residents being registered on the local</i></p>	

Consultee	Aspect	Comment	WG Response
		<p><i>electoral register and being registered for and attending local services (such as healthcare, schools etc.).”</i></p> <p>In the event that a second homes policy is taken forward, it would be helpful if the supporting text defined what is meant by the term ‘Principal Home’ and clarified the position in relation to use as holiday letting accommodation. It would also be useful to set out how proof of ‘Principal Residence’ would be verified by the Local Planning Authority, in order to ensure that such a restriction would be enforceable. Some of these legal issues are discussed in more detail here - <a href="https://www.lawgazette.co.uk/practice-points/planning-blocking-second-homes-in-st-ives/5055252.article">https://www.lawgazette.co.uk/practice-points/planning-blocking-second-homes-in-st-ives/5055252.article</a>.</p>	
DCP	HS4	<p>The Hardy Complex has an extant planning permission and as the scheme has been partly implemented it will not lapse. Local plan Policy PORT2 reflects this position and recognises that, if fully implemented, the site would provide 384 additional dwellings. This number of units is also mentioned in Table 3.7 of the local plan as forming part of the supply of housing for the local plan area. Policy Port/HS4 supports proposals that would reduce the height and visual impact of the Hardy Block. However, any such proposals would be likely to reduce the amount of housing delivered on the site. Without additional housing provision being made elsewhere on Portland, this would undermine the strategic policies of the local plan and result in the neighbourhood plan promoting less development than set out in the local plan, which would be contrary to paragraph 184 of the NPPF</p>	Ensure the Plan is not promoting less development than set out in the Local Plan
DCP Detailed	Transport Intro	10.4 Is there any realistic prospect of a new rail link being provided to the Island?	Consider re-wording
DCP Detailed	TR1	This policy supports the development and maintenance of public transport links. Should it not also support improvements?	Revise policy to include improvements
DCP Detailed	TR1	10.8 Is there any realistic prospect of a rapid transport link from the island to the mainland?	Rhetorical comment
DCP Detailed	TR2	The policy is generally supportive of improvements to the transport network and paragraph 10.9 sets out a number of locations where improvements are required. Have schemes been designed for the improvements in any of these locations, and if so, are any of these schemes included in a programme for implementation before 2031?	Establish whether there are any schemes to refer to
DCP Detailed	TR2	10.10 The Incline Road is within a secure area of Portland Port and so is highly unlikely to be deliverable. Has a scheme been designed for this proposal and if so, is it included in a programme for implementation before 2031?	Consider whether detail of scheme should be mentioned
DCP Detailed	TR3	<p>Local plan Policy COM9 seeks parking provision in accordance with the methodology set out in the Bournemouth, Poole and Dorset Residential Car Parking Study. The first part of Policy Port/TR3 may not be needed, or if retained, should refer to local plan Policy COM9.</p> <p>The second part of the policy seems to offer blanket support for the provision of additional public car parking areas. This approach may not be appropriate in all circumstances, especially if it is likely to encourage greater levels of car usage.</p> <p>The detailed criteria (i to v) do not take into account impacts on the landscape</p>	Amend reference in first part Consider criteria revisions
DCP	SS1	Policy Port/SS1 appears to be applicable to all shops, whether or not they are in a local or district centre. It may be more appropriate to develop different policy approaches to shops in local or district centres and to individual shop units outside such centres.	Revise criteria and coverage of policy – to apply to retail units outside the local centres

Consultee	Aspect	Comment	WG Response
		<p>Local plan Policy ECON4 relates to retailing and town (district and local) centres and seeks to retain a high proportion of shops in such centres. Policy Port/SS1 is more restrictive as it seeks to retain all shops, subject to certain criteria. In the context of a centre, it may not be appropriate to allow the loss of a shop, subject to the provision of alternative shopping provision 'nearby', as allowed under criterion i). Potentially this could result in a key shop unit in a defined centre being lost and replaced with a larger retail unit outside the centre, which could adversely affect the vitality and viability of that centre.</p> <p>Criterion ii) may permit the loss of a shop if it is replaced by a community service. However, it would not allow the shop to be replaced by other town centre uses, such as banks, offices, pubs, cafes or take-aways. This approach seems unlikely to support the vitality and viability of local or district centres.</p> <p>It appears that the loss of a shop would be permitted under criterion iii) if it had been empty and marketed (unsuccessfully) at the current market rate for 18 months. There may be circumstances where this approach would not help to secure the retention of shops, for example: in a period of severe recession; where a new shop unit has been provided as part of a new housing development which has yet to be built; or where the shop is a key unit or site in a local centre. Rather than having to refer back to Policy Port/BE1 to understand the marketing requirements, it would be more helpful to set them out in full under criterion iii), if this criterion is retained.</p>	
DCP	SS2	<p>Policy Port/SS2 defines Easton as a local centre. However, the supporting text (paragraph 11.8) suggests that Easton should be regarded as a district centre. The neighbourhood plan needs to be clear about how Easton should be categorised. Policy Port/SS3 defines four local centres. Easton and Fortuneswell are also identified as local centres in the Issues and Options Consultation Document for the local plan review. However, Castletown and Chiswell are not. A retail study is currently being prepared and this will examine these areas with a view to categorising them within the hierarchy. The results of this study should be used to inform any revisions to Policy Port/SS3.</p>	<p>Review text to ensure it presents what the community feels and wants (as reflected in comments below)</p>
DCP	CR1	<p>Policy Port/CR1 lists a number of sports and recreational buildings and land, which should be afforded protection in accordance with Local Plan Policy COM5. Some of these sites are owned / managed by Weymouth &amp; Portland Borough Council. Portland Town Council has written separately to the Borough Council to seek views on this policy and the sites it relates to. There is no objection to this policy being applied to any of the sites owned / managed by the Borough Council.</p>	<p>Note support</p>
DCC Children's Services	CR1	<p>Policy No Port/CR1 Protecting Recreation Spaces (page 59)</p> <p>Whilst we appreciate the Plan, and the Town Council's wish to protect these assets our views are as follows.</p> <p>St George's School Playing Fields.</p> <p>It is our view that they do not need to be included as they are already protected under Section 77 of the School Standards and Framework Act.</p> <p>This means that in order to dispose of these playing fields we would need Secretary of State approval.</p> <p>We would be concerned if as identified the playing fields were afforded additional protection under CR1 if this compromised any future needs of the school or education needs albeit it appears that Com 1 recognises this eventuality.</p> <p>Western Road Recreation Ground. – As you will be aware we are in the process of entering a long-term lease with the Town Council. In this respect this site is afforded protection and identification under CR1 appears unnecessary.</p>	<p>Take the views of DCC into account</p>

Consultee	Aspect	Comment	WG Response
		<p>Royal Manor Playing Field / Tennis Court</p> <p>The part of the site under which minerals are currently being extracted (the tennis courts and sports field) is under offer to the Homes and Communities Agency with the expectation that the land will be developable in 2019/20 when Albion Stone have completed their backfilling of the mine.</p> <p>We are in the process of agreeing a deferred payment arrangement and are looking to conclude the sale soon. At present it should not be promoted as having continued use by the Town Council. – the HCA will obviously be looking to develop the site with a mixture of housing as is their remit. I'm sure there will be green space within any development but it must be acknowledged that it is unlikely to remain as it is now and should not be included under the policy.</p>	
DCP	CR2	<p>Policy Port/CR2 proposes a number of sites for designation as Local Green Spaces. Portland Town Council has written separately to the Borough Council to seek views on the proposed Local Green Space designation being applied to a number of sites owned / managed by the Borough Council. There is no objection to this policy being applied to any of the sites owned / managed by the Borough Council. However, it should be noted that Easton and Victoria Gardens are leased from the Court Leet and Weston Green / Gooseberry Green are not the Borough Council's responsibility. Paragraph 37-019-20140306 of national guidance on Local Green Spaces – online here - <a href="https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#Local-Green-Space-designation">https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#Local-Green-Space-designation</a> states “a Local Green Space does not need to be in public ownership. However, the local planning authority (in the case of local plan making) or the qualifying body (in the case of neighbourhood plan making) should contact landowners at an early stage about proposals to designate any part of their land as Local Green Space. Landowners will have opportunities to make representations in respect of proposals in a draft plan.” In the light of this guidance, the landowners of all the sites proposed for Local Green Space designation should be contacted before the neighbourhood plan is submitted for examination.</p> <p>Southwell Green seems to be the only area that is protected by both Policy Port/CR1 (as a recreational space) and Policy Port/CR2 (as a Local Green Space). Further consideration should be given to which is the most appropriate policy to protect this area.</p>	<p>Ensure all landowners are aware</p> <p>Resolve Southwell Green duplication</p>
DCP Detailed	CR3	<p>Allotments are listed in the definition of 'Open Space, Sport and Recreation Facilities' in the box before paragraph 6.3.9 of the local plan. Consequently, this means that local plan Policies COM4 and COM5, dealing with the retention and improvement of existing facilities and the provision of new facilities, apply to allotments.</p>	<p>Consider whether policy is necessary</p>
DCP Detailed	CR3	<p>In the fourth line 'manged' should read 'managed'.</p>	<p>Amend typo</p>
DCP Detailed	CR4	<p>Does this policy apply to all areas of incidental open space within residential areas on Portland, or just to areas of incidental open space within the residential areas listed in paragraph 12.20?</p> <p>The policy seems to set two 'tests' that would need to be applied to any proposals for the loss of an area of incidental open space which are: (a) that there are 'special circumstances' and: (b) that the proposal had the support of the community. It is not clear what 'special circumstances' would justify the loss of such spaces or how community support should be assessed.</p>	<p>Ensure it is clear which areas the policy applies to</p>
DCP Detailed	CR6	<p>The General Permitted Development Order (GPDO) allows land to be used for certain events for up to 28 days per year without the need for planning permission. Since criterion iv) would generally</p>	<p>Re-word of criteria iv)</p>

Consultee	Aspect	Comment	WG Response
		<p>only permits such uses for up to one month, the policy may not be needed.</p> <p>In criterion iv) it is not clear how it would be established that a proposed event of more than one-month duration would have 'clear community and neighbour support'</p>	
DCP	ST1	<p>There does not appear to have been any proper assessment of the suitability of the sites identified on Map 13 for sustainable tourism uses, as there are a number of conflicts, or potential conflicts, with policies to protect and enhance the environment and other uses proposed in the neighbourhood plan.</p> <p>Many of the sites identified on Map 13 on the northern part of Portland are subject to nationally or internationally important nature conservation designations. Many of these areas also form part of, or are proposed as additions to, the Portland Quarries Nature Park. Some of these areas will also be subject to conditions attached to minerals permissions requiring the restoration of sites for nature conservation. Many of the sites lie immediately adjacent to the Jurassic Coast World Heritage Site and the sites south of Southwell adjoin a series of Scheduled Ancient Monuments. The sites south of Southwell are also all located within the Portland Bill and The Jurassic Coast Landscape Character Area (LCA5) identified in the recent Heritage and Character Study, which recognises the importance of the open and undeveloped character of this part of Portland.</p> <p>Policy Port/ST1 conflicts with numerous policies in the local plan and with national policies to protect nature conservation, heritage and the landscape. It also contradicts the more restrictive Policy/EN4, which supports the Portland Quarries Nature Park.</p> <p>Sustainable tourism uses may also be incompatible with other uses which may be permitted by the neighbourhood plan. For example, land at Combeheld Quarries, east of Southwell, is identified both as an area for tourism development and as a search area for wind energy (i.e. a possible location for wind turbines).</p> <p>This policy provides too much of a 'blanket approach' to promoting tourism developments in a wide range of locations on Portland. A more detailed analysis of potentially suitable locations is required, which takes account of the environmental constraints on the Island. Such an approach could potentially result in the allocation of discrete sites for specific tourism uses, which could be taken forward without harm to the environment.</p>	<p>Consider impact of policy and difficulty in gaining agreement for locations.</p> <p>Consider whether it is better to be more strategic and include an 'in principle' policy with no locations specified</p>
Minerals Authority	ST1	<p>Policy ST1 allocates land within several operational minerals sites (Admiralty, Bowers Mine, Broadcroft and Coombeheld) for potential tourism development.</p> <p>Under Policy SG1 of the Minerals Strategy, Mineral reserves at Admiralty, Coombeheld, Broadcroft and Bowers are safeguarded and therefore these quarries should be excluded from the areas to which this policy would apply so as to avoid potential adverse impact on ongoing quarry and mine development.</p> <p>To the extent that an amended Policy ST1 relates to minerals sites on Portland it should be amended to avoid conflict with the aims of Policy PD5 of the Minerals Strategy, which deals with the Restoration of Sites on Portland</p>	<p>Consider areas covered by or excluded from policy</p>
DCP	ST2	<p>There is a Supplementary Planning Guidance (SPG) relating to beach huts on Portland (online here - <a href="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</a>), which may be a material consideration when planning applications are determined. However, the SPG does not form part of the development plan. Rather than seeking to echo or mirror certain aspects of the SPG, a better approach might be to effectively transpose the provisions of the SPG (subject to a review of their</p>	<p>Extend criteria in policy</p>

Consultee	Aspect	Comment	WG Response
		appropriateness and effectiveness) into the neighbourhood plan to enhance their status in decision-making. Issues in the SPG not covered in Policy Port/ST2 include loft space, patio areas, the creation of curtilages etc. Consideration should be given to whether these issues, or any other issues of local concern, should also be addressed by Policy Port/ST2.	
DCP Detailed	ST2	What is 'the appropriate colour' in criterion iii)? This implies that only one colour would be appropriate. If that is the case, then it would be helpful to say what it is in the policy.	Address matter in supporting text
DCP Detailed	ST2	13.16 The final sentence does not permit further extensions to previously extended beach huts. It may be appropriate for this 'test' of the acceptability of a proposal to form part of the policy, rather than to be outlined in the supporting text.	Add criteria to policy
DCP Detailed	ST3	Part of the potential Cemetery Road and East Weares Heritage Trail is located within Portland Port. Whilst it is recognised that this is an aspiration, rather than a firm proposal, it should only be listed as a potential scheme if there is a realistic chance of it being implemented by 2031.	Consider whether it should be included
DCP Detailed	ST4	The creation of marine berths for tourists should not be given 'blanket support' in a policy in the neighbourhood plan. There are numerous environmental designations in the vicinity of Osprey Quay, Castletown and Portland Port which may be affected by such proposals. Also, such proposals may have landscape / seascape implications and / or an effect on current patterns of coastal erosion. This policy needs to reflect these issues. Paragraph 8.3.2 of the local plan indicates that 17 hectares of seabed at Portland Port has consent for marine works including reclamation to create dockside operational land. Could additional or improved marine berths be created as part of, or in association with this consent? It would be helpful if the policy gave some indication of the size and scale of the 'new and additional marine berths' that would be acceptable under the policy.	Consider implication of policy and potential changes after discussion with Port

## Appendix G

Local Planning Authority Final Review Comments on Draft of Pre-Submission Version of Plan June 2018

Policy No and title	DCP <sup>16</sup> Comments (Summary)	Actions
Intro/SEA	Whitefield references	Note LPA VIEW ON 'White Land' designation
EN1 Prevention of Flooding and Erosion	Conflict in 'No active intervention areas'	Include reference to 'hold the line areas and also text in regard to assets in currently defined 'No active intervention areas'
EN2 Protecting Natural Resources and Assets	Unpicking of policy intentions	Encapsulate Policies EN2 and EN3 as differing aspects of 'creating sustainable communities'.
EN3 – Renewable Energy Development	Concern on criteria-based policy in absence of site allocations	Included some additional reference criteria. Review success of other criteria-based policies
EN4 – The Portland Quarries Nature Park	Policy does not reflect hierarchy of sites and aspirational areas	Included additional wording in line with LPA suggestions
EN5 – Local Heritage Assets	Referencing to Policy ENV4. Is policy needed?	Include wording to clarify policy refers to Local Listing and listing requirements
EN6 – Historic Piers	Aspirational	Maintain as developing situation
EN7 – Defined Development Boundaries	Policy at odds with SUS2 which allows permitted development outside DDB	Re-word to avoid potential SUS2 conflict
EN8 – Design and Character	Some design issues not included. Better referencing to Heritage and Character Study	Highlight why these issues have been encapsulated in this policy
EN9 – The Verne	Policy may not reflect previous use	Clarify distinction between older buildings and those of newer construction
EN10 – Public Realms Improvements	No comment	
BE1 – Protecting Existing Business Sites and Premises	Review wording against LP policies Econ 3 and Com3. Assess removal of DDB as whether this supports Port. More work on Albion Stone site	Positive reaction from LPA concerning isolated areas treatment. Discuss with Port and Albion Stone as part of consultation
BE2 – Upgrading of Existing Employment Sites and Premises	No comment	
BE3 – New Business Premises	Change reference to new employment premises and clarification on some of the criteria	Amend to show employment rather than business
BE4 – New Business Centres	Policy clash with LP Policy SUS3	Re-wording to accommodate SUS3
BE5 – Working from Home	Policy not required as use would be ancillary	Review
BE6 – The Northern Arc	Seen as an aspiration although recognised supported by landowners	Include wording which cross refers to approach indicated in LP Review

<sup>16</sup> DCP = Dorset Council's Partnership

HS1- Housing Mix and Amenity	Technical issues around threshold numbers	Better left to after Reg 14 response
HS2 – Community Housing Assets	Proposed new policy wording in accordance with LP Review exception sites affordable homes elements	Include referencing to LP Review proposed policy
HS3 – Second Homes	Policy is not needed or justified	Include content proposed by LPA to clarify Principal residency and implementation. Portland Policy does not restrict 'buy to let' arrangements currently
HS4 – Hardy Block	Policy not needed now development is progressing	Change 'Height' to 'Mass' to make policy more flexible against an evolving situation
TR1 – Improving Public Transport Links	No comment	
TR2 – Improving Public Transport Infrastructure	No comment	
TR3- Reducing Parking Problems	No comment	
TR4- Increasing Travel Links	No comment	
SS1- Reinforcing Neighbourhood Centres	Re-designate Easton and Fortuneswell as 'local centres' in accordance with LP Policy Econ 4. Leave Chiswell and Castletown as subject to SS1	Assess LP Review policy and maps to ensure no unforeseen issues with LPA proposals
CR1 – Protecting Recreation Spaces	No Comment	
CR2 – Local Green Space	No Comment	
CR3 - Allotments	No comment	
CR4 – Sites of Open Space Value	No comment	
CR5 – New Community Facilities	No comment	
ST1 – Sustainable Tourism Development	Criteria based policy supported	
ST2 – Beach Huts	Accepted	



## Appendix H

### Regulation 14 Statutory and Strategic Consultees - Consultation List

Aster Group	Wales and West Gas
BT Openreach	Wessex Water
Chickerell Town Council	Dorset Council's Partnership
Churches Together in Dorset	DCP Neighbourhood Plan Link Officer
Civil Aviation Authority	Woodland Trust
Crown Estate Commissioners	The Land Trust
Defence Infrastructure Organisation	Dorset Waste Partnership
Dorset and Wiltshire Fire and Rescue	Dorset Nature Partnership
Dorset AONB Partnership	Weymouth College
Dorset Association of Parish and Town Councils	Kingston Maurward
Dorset Clinical Commissioning Group	Atlantic Academy
Dorset County Council	Weymouth and Portland Civic Society
Dorset CPRE	St Georges School
Dorset Coast Forum	All Saints School
Dorset Learning Disability Partnership Board	Budmouth School
Dorset Local Enterprise Partnership	Royal Manor Healthcare (GP)
Dorset Police	Albion Stone
Dorset Racial Equality Council	The Stone Firms
Dorset Wildlife Trust	Weymouth and Portland Chamber of Commerce
EE	Portland Stone
Environment Agency	G Crooks and Sons
Fleet Parish Council	D J Property
Gypsy and Traveller Liaison	Portland Parish
Highways England	Methodist Church
Historic England	Economic Vision Group
HMP Portland	Weymouth and Portland Access Group
Police and Crime Commissioner	Jurassic Coast Trust
Homes & Communities Agency	
Housing and Care 21	
Langton Herring Parish Council	
Magna Housing Association Limited	
Marine Management Organisation	
National Grid	
National Trust	
Natural England	
Network Rail	
NFU	
O2 and Vodafone	
Planning Inspectorate	
Portland Port	
Royal Mail	
Scottish & Southern Energy	
Southern Gas Network	
Spectrum Housing Association	
Sport England	
Stonewater Housing Association	
Sustrans	
Synergy Group Housing Association	
The Coal Authority	
The Dorset Chamber of Commerce and Industry	
The Gypsy Council	

No.	Respondent	Section/Policy	Comment:	Recommended Actions
<b>General</b>				
2	Wood E&I Solutions UK Ltd National Grid	General	<p><i>National Grid has appointed Wood to review and respond to development plan consultations on its behalf. We are instructed by our client to submit the following representation with regards to the above Neighbourhood Plan consultation.</i></p> <p><i>About National Grid</i></p> <p><i>National Grid owns and operates the high voltage electricity transmission system in England and Wales and operate the Scottish high voltage transmission system. National Grid also owns and operates the gas transmission system. In the UK, gas leaves the transmission system and enters the distribution networks at high pressure. It is then transported through a number of reducing pressure tiers until it is finally delivered to our customers. National Grid own four of the UK's gas distribution networks and transport gas to 11 million homes, schools and businesses through 81,000 miles of gas pipelines within North West, East of England, West Midlands and North London.</i></p> <p><i>To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect our assets.</i></p> <p><i>Specific Comments</i></p> <p><i>An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high-pressure gas pipelines, and also National Grid Gas Distribution's Intermediate and High-Pressure apparatus.</i></p> <p><i>National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area.</i></p> <p><i>Key resources / contacts</i></p> <p><i>National Grid has provided information in relation to electricity and transmission assets via the following internet link:</i></p> <p><i><a href="http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/">http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/</a></i></p> <p><i>The electricity distribution operator in Weymouth and Portland Council is SSE Power Distribution.</i></p> <p><i>Information regarding the transmission and distribution network can be found at:</i></p> <p><i><a href="http://www.energynetworks.org.uk">www.energynetworks.org.uk</a></i></p> <p><i>Please remember to consult National Grid on any Neighbourhood Plan Documents or site-specific proposals that could affect our infrastructure. We would be grateful if you could add our details shown below to your consultation database:</i></p>	Comment noted, but no change proposed to the draft NP
8	Historic England	General	<p><i>Thank you for your Regulation 14 consultation on the Pre-Submission version of the Portland Neighbourhood Plan.</i></p> <p><i>We provided comments on a preliminary version of the Plan earlier in the year which I have attached for information.</i></p>	Comments already addressed, no further changes proposed to the draft NP

			<i>I can confirm that there are no additional comments we would wish to make and so we would want only to reiterate those previously made and wish your community well in the making of its Plan.</i>	
8A	Highways England	General	<p><i>Thank you for providing Highways England with the opportunity to comment on the pre-submission draft of the Portland Neighbourhood Plan. Highways England is responsible for operating, maintaining and improving the strategic road network (SRN) which in this instance consists of the A35, with which the A354 (forming the principle route into Portland) connects at the Stadium Roundabout, Dorchester.</i></p> <p><i>We are satisfied that the proposed plan policies are unlikely to result in development which will impact on the SRN and we therefore have no specific comments to make. In general terms we welcome those policies which seek to improve the provision of local employment opportunities and services and the vitality of local centres on the island, as well as supporting improvements to public transport, footpaths and cycleways. These policies should help to improve the long-term sustainability of the island and reduce the need for out-commuting and car-borne trips</i></p>	Comments noted, no change proposed to the draft NP
9	Weymouth & Portland BC	Maps	<p><i>Suggestion: Several of the maps in the plan are difficult to interpret due to their size and/or quality. For example, Map 3: Portland Mineral Consultation Area on Page 9 is too small for the extent of the consultation area to be determined. The council would be happy to work with the Neighbourhood Plan Management Committee to produce higher quality maps, ensuring that the detail on each can be clearly understood.</i></p> <p><i>Suggestion: Some of the maps (e.g. the map below paragraph 2.8 on Page 6 showing the character areas on Portland) do not give a source or copyright information. These should be checked before the plan is submitted to the Council.</i></p> <p><i>Suggestion: It would be helpful if the map below paragraph 2.8 on Page 6 had a title (e.g. Map 2 Character Areas on Portland). This map comes between Maps 1 and 3, so it seems that the title has been omitted in error.</i></p>	Minor changes to maps should be made as suggested. The offer of help to produce higher quality maps should be taken up.
<b>Foreword</b>				
10	Weymouth & Portland BC	Foreword	<i>Suggestion: The third paragraph of the Foreword (Page 3) says “We must adhere to national planning policy...”, however, the requirement in the ‘basic conditions’ is to have regard to national policies and advice contained in guidance issued by the Secretary of State. You may wish to amend the wording to say “we must have regard to national planning policy and advice...”</i>	Amend wording to Foreword as suggested
<b>Strategic Context</b>				
14	Weymouth & Portland BC	Section 3	<i>Commentary: Paragraph 3.2 on Page 7 refers to the National Planning Policy Framework (NPPF) produced in 2012. The NPPF has been reviewed and a final revised version has been published in July 2018. The submitted version of your plan will need to ‘have regard’ to (and should reference) the revised (2018) NPPF.</i>	Plan must be amended to up-date references to NPPF 2018
15	Weymouth & Portland BC	Section 3	<i>Suggestion: Paragraphs 3.9 to 3.11 on Page 8 discuss the Local Plan Review and paragraph 3.11 refers to the ‘Issues and Options’ consultation in February / March 2017. Please be aware that it is intended to</i>	Up-date references to Local Plan Review situation as appropriate

			<p><i>undertake consultation on ‘Preferred Options’ between August and October 2018, once the content of the document has been agreed (for the purposes of public consultation) by Full Council at the end of July. Assuming that this consultation goes ahead as planned, you may wish to refer to the Preferred Options in the submission version of your plan. Chapter 8 of the draft Preferred Options document relates to Portland and the strategy is to meet the needs of the Island through the redevelopment of brownfield sites and existing allocations (i.e. sites already allocated in the current Local Plan). This approach is consistent with the approach taken in the Neighbourhood Plan.</i></p>	<p>Comment regarding brownfield sites and existing allocations is noted and should be referred to in the NP</p>
16	Mineral & Waste Planning Authority	Section 3	<p><i>Thank you for consulting the Mineral &amp; Waste Planning Authority. It is noted that our comments of January 2018 have generally been taken into account in the pre-submission version of the Portland Plan. Our comments on specific sections/policies of the pre-submission version are set out below:</i></p> <p><i>Chapter 3</i></p> <p><i>The MPA welcomes reference to the minerals and waste plans and specifically to minerals safeguarding in Chapter 3. It should be noted that both the Mineral Sites Plan and the Waste Plan were submitted to the Secretary of State in March 2018. The Waste Plan public hearings took place in June and the Mineral Sites Plan public hearings are due to take place in September 2018. The Plans are due to be adopted at the end of the year, subject to receipt of the inspector’s reports.</i></p> <p><i>It is recommended that additional text is added into paragraph 3.19 to highlight the local policy context for minerals safeguarding. For example, the following text could be included:</i></p> <p><i>‘Policy SG1 of the Bournemouth, Dorset &amp; Poole Minerals Strategy (2014) defines the Mineral Safeguarding Area, which is also defined as a Mineral Consultation Area through Policy SG2. Policy SG3 safeguards operational and permitted mineral sites. The policies seek to protect important mineral resources from unnecessary sterilisation.’</i></p>	<p>Accept suggested amendment to para. 3.19 of the NP but also include but referencing to the New NPPF requirement concerning emphasis on worked land being reclaimed at the earliest opportunity (para. 204)</p>
<b>Purpose Of The Plan</b>				
17	Weymouth & Portland BC	Section 4	<p><i>Suggestion: Paragraph 4.10 discusses the Neighbourhood Plan’s status and refers to it (and the current Local Plan) as separate statutory development plans. There is only one ‘development plan’ for an area, as defined in section 38 of the Planning and Compulsory Purchase Act 2004 and this is made up of adopted local plans, neighbourhood plans that have been made etc. It is suggested that the wording in the first line of the paragraph should be amended to read: “The Neighbourhood Plan, once ‘made’ (i.e. adopted), will form part of the statutory development plan for the area.” It is also suggested that the wording in the fifth line of the paragraph should be amended to read: “... (also part of the statutory development plan)...”</i></p>	<p>Accept amendments to para. 4.10 of the NP</p>
<b>Structure Of Plan</b>				
18	Weymouth & Portland BC	Section 5	<p><i>Commentary: Paragraphs 5.7 to 5.9 on Page 13 discuss Strategic Environmental Assessment (SEA) and confirm that an Environmental Report has been prepared. Oliver Rendle, the Council’s Environmental Assessment Officer, has looked through on the</i></p>	<p>Refer comments to AECOM (SEA consultant) when requesting an up-dated</p>

			<p><i>Environmental Report. He has not identified any concerns and considered that it complies with the SEA legislation.</i></p> <p><i>Table 3.1 of the report titled “Strategic Environmental Assessment for the Portland Neighbourhood Plan – Environmental Report to Accompany Regulation 14 Consultation on the Neighbourhood Plan” (published April 2018) incorrectly states that Natural England didn’t comment on the SEA scoping report when in fact they responded to the consultation on 15th December 2017 (see attached). The SEA Scoping Report does not appear to have considered the points made in the consultation response or addressed the issues raised. The final SEA report, which would accompany the submitted neighbourhood plan, should be amended to recognise Natural England’s response and amended, as necessary to address the issues raised.</i></p>	SEA after changes made to NP
<b>Aims &amp; Objectives</b>				
20	Weymouth & Portland BC	Section 6	<p><i>The third objective for shopping and services in the Table of Objectives on Page 15 is to ‘define and protects two shopping centres’ Policy Port SS1 relates to ‘neighbourhood centres’ and defines and protects four of them. On the basis of the recently produces retail study is suggested that two of these (Easton and Fortuneswell) should be defined as ‘local centres’ with the other two areas defined as ‘neighbourhood centres’. On the basis of that suggestion, it is suggested that the third objective should be revised to read “define and protect two local centres and two neighbourhood centres.”</i></p>	Note comment on shopping centres, suggest delete the word “two” in objective, so as not to conflict with what the community has previously agreed
<b>Environment Overview</b>				
22	Weymouth & Portland BC	Overview	<p><i>Suggestion: ‘White-field land’ (used in Paragraph 7.3 and explained in footnote 16) is not a recognised planning term and could cause confusion. The footnote indicates that it is the “white scars from quarries, gravel pits and other mineral workings, contrasting with the surrounding green landscape”. There is a danger that this could be interpreted as being the Portland equivalent of ‘brownfield land’ (i.e. ‘previously-developed land’), the use of which is promoted in the NPPF. In practice it is likely that some ‘white-field land’ will fall within the NPPF definition of previously-developed land and some will not. There is also potential confusion with the planning term ‘white land’, which the Planning Portal defines as “a general expression used to mean land (and buildings) without any specific proposal for allocation in a development plan, where it is intended that for the most part, existing uses shall remain undisturbed and unaltered.” The term ‘white-field land’ has not been used in previous versions of the Plan. Its introduction seems to serve no clear planning purpose and could cause confusion resulting in development being promoted in inappropriate locations. On that basis, it is suggested that the term should be deleted from Paragraph 7.3. It is also suggested that Footnote 16 and the definition of the term in the glossary are deleted. Suggestion: The title to Map 4 indicates that it shows statutorily designated ecological and geological areas, including areas of Heritage Coast and Sites of Nature Conservation Interest (SNClS). There is no statutory process for designating Heritage Coasts, which are ‘defined’ rather than designated. SNClS are</i></p>	<p>Delete the term ‘white field land’</p> <p>Acknowledge NPPF Para 2.04 and refer to sensitivity of development in LCA areas 5 and 6 in Para 2.9</p> <p>Map 4 title could be changed to “Ecological and Geological Areas on Portland”.</p>

			<i>locally, rather than statutorily, designated sites. It is suggested that Map 4 could be re-titled as “Ecological and Geological Areas on Portland”.</i>	
<b>Policy EN1</b>				
23	Dorset Highways	Port/EN1	<i>We have been consulted internally with respect to Portland’s Neighbourhood Plan (NP). As statutory consultee for Surface Water management (drainage) and relevant risk management authority from Ground, Surface Water and fluvial flooding from minor watercourses, I can confirm that we have an interest in Neighbourhood Planning from a SuDS and flood risk perspective. Unfortunately, we are unable to respond to each NP, given the number currently in progress. As result, we have compiled the attached standing advice, which we recommend you consider as your NP progresses. We will still endeavour to respond to specific community or site-specific queries, however, we can only do so on a discretionary and best endeavours basis. I trust the attached will be useful.</i>	Comment noted, but no change proposed to the draft NP.
24	Environment Agency (EA)	Port/EN1	<i>We support that the plan identifies that there is likely to be the requirement for improved flood and coastal risk management infrastructure and that your policy has appropriately identified the Chiswell and Osprey Quay area. We also support that the actions and position within the Shoreline Management Plans have been identified. We would support that these are the appropriate actions in regards to this location. We acknowledge that this policy will support development of flood risk management infrastructure. We maintain our comments from our previous consultation, in January 2018, that the policy could be clearer in its wording. We previously suggested that it should state “Development proposals which seek to prevent coastal erosion or flooding and protect local property and businesses will usually be supported.” Within Section 7.20 we recommend that you amended the text in relation to Strategic Flood Risk Assessments (SFRA), as they are undertaken by the relevant Local Planning Authorities to support their local plans. Therefore, in this case we believe it would be Weymouth and Portland Council, as well as Dorset County Council. As Weymouth and Portland Council produced Level 1 and 2 SFRA for their local plan, and Dorset County produce a SFRA to support their Minerals and Waste Local Plan. Please note that these SFRA documents are separate to the Strategic Flood Risk Management Strategy document Dorset County Council has produced as a risk management authority. This strategy document considers the local sources of flood risk. Further information on this can be found at: <a href="https://www.dorsetforyou.gov.uk/localfloodrisk">https://www.dorsetforyou.gov.uk/localfloodrisk</a>. Para 7.22 We support that our comments regarding the Sequential Test and Exception Test have been included. We would recommend that you remove reference to the Environment Agency and refer readers of the document to the gov.uk guidance on the Sequential test at <a href="https://www.gov.uk/guidance/flood-risk-and-coastal-change#Sequential-Test-to-individual-planning-applications/">https://www.gov.uk/guidance/flood-risk-and-coastal-change#Sequential-Test-to-individual-planning-applications/</a>. This is because the Local Planning</i>	Suggested policy revisions conflict with those of the LPA, give preference to advice of the LPA  Amend para. 7.20

			<i>Authority are the relevant body for consideration of the Sequential Test.</i>	
25	Weymouth & Portland BC	Port/EN1	<p><i>Commentary: Policy Port/EN1 in the 1st Consultation Version of the Plan effectively gave ‘blanket’ support for measures to prevent coastal erosion or flooding. There were concerns that this approach conflicted with: the national policy approach of applying Integrated Coastal Zone Management; and the strategic policies in the Shoreline Management Plan, where in places the approach is one of ‘no active intervention’ as outlined in Paragraph 7.17. The wording of the policy has now been changed to support proposals specifically to prevent coastal erosion or flooding in areas where the approach in the Shoreline Management Plan is to ‘hold the line’. This change has gone a long way to addressing our previous concerns but see the recommendation below.</i></p> <p><i>Recommendation: A new sentence has been added to Policy Port/EN1 stating “in other areas where economically significant features or infrastructure are at risk, appropriate protection measures, if possible and viable, would also be supported”. It is assumed that the ‘other areas’ in this context means areas where the approach in the Shoreline Management Plan is one of ‘no active intervention’. The introduction of this new text would appear to conflict with: the national policy approach of applying Integrated Coastal Zone Management; and the strategic policies in the Shoreline Management Plan. Any proposals in such locations would need to be assessed against Policy ENV5 of the current Local Plan, which reflects national policy on flood risk, including the sequential and exception tests. There is a concern that this additional text conflicts with Local Plan Policy ENV5 and (since it is not aligned with the sequential and exception tests) does not have sufficient regard to national policy. It is recommended that this additional text is deleted.</i></p> <p><i>Recommendation: The second part of Policy Port/EN1 seeks to safeguard any area of land that “may be required for flood defence works”. This is much less focused than Policy ENV6: Local Flood Alleviation Schemes in the Local Plan, which only seeks to protect land which would be required to implement a local flood alleviation scheme that had been drawn up. It is also not clear what Policy Port/EN1 seeks to safeguard such land against. This is more clearly addressed in Policy ENV6, which only seeks to safeguard land against development which would prejudice the implementation of a proposed (drawn up) flood alleviation scheme. There does not seem to be any need for the second part of Policy Port/EN1, given the existence of Policy ENV6 in the local plan. There is also a concern that the imprecise wording of the second part of Policy Port/EN1 could result in land being unnecessarily blighted, for example if development is refused because it ‘may be required for flood defence works’ and subsequently it is determined that the land is not required for this purpose. It is recommended that this part of the policy is deleted and that a reference to Local Plan Policy ENV5 is included in the supporting text. Alternatively,</i></p>	<p>Amend policy to address concerns of LPA</p> <p>Delete final part of EN1</p> <p>Revise supporting text with a new para. 7.22 to justify support for protection of significant structures, features and infrastructure</p>

			<i>this part of the policy could be reworded to be more consistent with Local Plan Policy ENV5.</i>	
<b>Policy EN2</b>				
26	Weymouth & Portland BC	Port/EN2	<p><i>Recommendation: The purpose of Policy Port/EN2 is unclear. It either needs to be extensively re-written, or if this is not possible, it should be deleted. The policy seeks to protect “the Island’s natural assets” from “loss or significant harm” as a result of proposals for “the responsible use of natural resources”. It is unclear from the supporting text what would constitute a proposal for “the responsible use of natural resources”. The supporting text makes reference to:</i></p> <ul style="list-style-type: none"> <li><i>☐ the production and consumption of renewable energy;</i></li> <li><i>☐ energy efficiency measures, including efficiency improvements to existing buildings;</i></li> <li><i>☐ measures intended to move to a low carbon future;</i></li> <li><i>☐ development which helps to reduce greenhouse gas emissions; and</i></li> <li><i>☐ the re-use and recycling of resources.</i></li> </ul> <p><i>However, these references do not provide sufficient clarity for a development management officer to know when to apply the policy. It is reasonably clear that the policy would apply to a wind farm or solar farm, but it is less clear whether the proposal would apply to other developments, for example a single dwelling with a ground source heat pump (which would both produce and consume renewable energy). It is also unclear whether the re-use and recycling of resources means ‘waste resources’. A neighbourhood plan should not deal with waste issues, which are a County matter. No guidance is provided in the supporting text to judge whether a proposal for the use of natural resources would be ‘responsible’ (or irresponsible). Indeed, it is hard to see how a proposal that resulted in the loss of, or caused significant harm to, the Island’s natural assets could be considered to be ‘responsible’. The policy includes a list of the “natural assets” for which protection is sought. However, this includes the “historic environment” and “archaeological ... values of the coast,” which would normally be considered to be man-made assets. Given the many concerns outlined above, the policy either needs to be extensively re-written so that it can be effectively used in development management decisions, or if this is not possible, it should be deleted.</i></p>	Delete policy and include high level statement in Section 3
27	Mineral & Waste Planning Authority	Port/EN2	<p><i>It is unclear whether this policy applies to mineral resources in addition to other natural resources. The MPA suggests that the policy/supporting text is amended to clarify that Policy EN2 does not apply to minerals resources in order to avoid duplication/confusion when read alongside the Bournemouth, Dorset &amp; Poole Minerals Strategy (2014).</i></p>	Unnecessary if policy is deleted as suggested
<b>Policy EN3</b>				
28	Weymouth & Portland BC	Port/EN3	<p><i>Commentary: The 1st draft of the neighbourhood plan identified a number of “areas of search” for wind farms and wind turbines. These did not appear to be clear allocations, which would have been contrary to national guidance. The deletion of the map showing the “areas of search” is welcomed. The additional text in paragraph 7.31 of the pre-submission draft</i></p>	Amend policy to address concerns of LPA and to link with draft Local Plan Review policy COM 11 Also change para 7.25 as a result of above



			<p>supporting tidal installations in areas within the administrative jurisdiction of Portland Town Council (such as Ferrybridge and the Harbour Breakwater) is welcomed. This helps to clarify that the neighbourhood plan would not be used to determine proposals for tidal power below low water mark and beyond the Town Council's jurisdiction (for example off Portland Bill).</p> <p>Recommendation: Policy Port/EN3 indicates that "proposals for wind farms and wind turbines will be supported within areas identified as suitable in the Local Plan or Neighbourhood Plan". As a matter of fact, no suitable areas are identified in either the currently adopted Local Plan or the Neighbourhood Plan. Written Ministerial Statement HCWS42 states that "when determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if: the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; ..." In the absence of any such areas in either the Local Plan or the Neighbourhood Plan it would appear that any such applications should not be permitted, even if they met the criteria in Policy Port/EN3. This section of the policy may need to be deleted.</p> <p>Recommendation: Policy Port/EN3 sets out a number of criteria against which proposals for renewable energy should be considered. Paragraph: 007 Reference ID: 5-007-20140306 of the PPG sets out how any such criteria should be shaped. The PPG also sets out in more detail the particular planning considerations that relate to specific renewable technologies – see here - <a href="https://www.gov.uk/guidance/renewable-and-low-carbon-energy#particular-planning-considerations-for-hydropower-active-solar-technology-solar-farms-and-wind-turbines">https://www.gov.uk/guidance/renewable-and-low-carbon-energy#particular-planning-considerations-for-hydropower-active-solar-technology-solar-farms-and-wind-turbines</a>. The criteria in Policy Port/EN3 do not appear to be consistent with the PPG and some key issues are highlighted below. The policy requires the acceptability of proposals to be assessed against the impacts on "local landscape, countryside and shore" and "sites of local nature conservation and archaeological importance". This could be interpreted as meaning that it would not be necessary, under the neighbourhood plan, to assess the acceptability of proposals for renewable energy against the impacts on nationally and internationally important landscapes, wildlife sites and archaeological sites. It could also be interpreted as meaning that it would not be necessary to assess the acceptability of proposals against the possible impacts on heritage assets. Consideration needs to be given to whether these criteria should be re-drafted to more clearly reflect national guidance.</p>	
<b>Policy EN4</b>				
30	Weymouth & Portland BC	Port/EN4	<p>Commentary: The change from 'convenient' to 'appropriate' access in criterion (ii) is welcomed, as this would guard against proposals for extensive areas of car parking, which has previously been a concern. The additional text in paragraph 7.34, indicating that mitigation and compensation should be commensurate with the status of relevant nature</p>	<p>Make slight amendment to policy to clarify coverage of policy and add confirmation to para. 7.38 Amend para 7.39</p>

			<p>conservation designations, is welcomed as this reflects the approach in national policy.</p> <p><i>Suggestion: It would be helpful if the policy itself established whether the criteria listed would apply just to the allocated nature park land or also to the 'aspirational areas' shown on Map 6.</i></p> <p><i>Suggestion: Paragraph 2.2.19 of the Local Plan refers to DCC's Biodiversity Appraisal process and states that it is the council's 'preferred scheme' for dealing with this issue. However, the Local Plan also recognises that there may be other ways in which a developer can demonstrate compliance with statutory and policy requirements. You may wish to consider changing the wording of the last sentence of paragraph 7.39 to say "The preferred approach is for development which may affect protected species or habitats to be assessed ..."</i></p>	
31	Mineral & Waste Planning Authority	Port/EN4	<p><i>The MPA is supportive of the long-term aims of the nature park which would see restoration for nature conservation purposes. However, the MPA would resist sterilisation of safeguarded mineral resources in accordance with the Bournemouth, Dorset &amp; Poole Minerals Strategy (2014).</i></p> <p><i>The area to which this policy relates (as shown on Map 6) includes Broadcroft Quarry which is an operational site. It also includes 'areas of opportunity for mining', as identified in Figure 20 of the Minerals Strategy, and 'areas sensitive to surface quarrying', as identified in Figure 22 of the Minerals Strategy, within Broadcroft.</i></p> <p><i>Policy PD1 of the Minerals Strategy supports mining, including the mining of existing permitted reserves in areas sensitive to quarrying. The mineral reserves at Broadcroft are also safeguarded under Policy SG1 and Policy SG3. Accordingly, as drafted Policy Port/EN4 conflicts with the above Minerals Strategy policies in promoting the use of parts of Broadcroft as part of the nature park. This is currently likely to conflict with existing permitted mineral extraction operations and the potential for mining in accordance with the Minerals Strategy. This is in conflict with Policies SG1 and SG3 of the Bournemouth, Dorset &amp; Poole Minerals Strategy (2014).</i></p> <p><i>It is recommended that Policy Port/EN4 includes an additional criterion, stating:</i></p> <p><i>'vi. they do not compromise safeguarded Portland Stone reserves.'</i></p> <p><i>Specific reference within the supporting text to Policy Port/EN4 referring to this matter is also recommended. The following has been drafted, which we would be happy to discuss further.</i></p> <p><i>'The areas identified in Map 6 include stone reserves and existing operational quarries and mines which are safeguarded by Policies SG1 and SG3 of the Bournemouth, Dorset &amp; Poole Minerals Strategy (2014). It should be noted that Broadcroft Quarry is an operational quarry and it is important that remaining stone reserves are not unnecessarily sterilised. The aspiration for the area to form part of the nature park is long-term and proposals here should not compromise the extraction of safeguarded stone.'</i></p>	<p><a href="#">Add to policy criteria</a>  <a href="#">Amend para 7.36 to refer to current workings</a></p>
Policy EN5				

33	Weymouth & Portland BC	Port/EN5	<p><i>Commentary: The change to the wording of the policy to make it clear that the policy applies to all heritage assets (designated and non-designated) on Portland (rather than just to 'locally important' (i.e. non-designated) heritage assets on Portland) is welcomed.</i></p> <p><i>Commentary: The additional text in paragraph 7.43, which explains that any heritage assets identified in the Town Council's Schedule of Assets of Local Heritage Value (and / or as 'important local buildings' in the various Conservation Area Appraisals on the Island), should be treated as non-designated heritage assets, for the purposes of applying Local Plan Policy ENV4 and Neighbourhood Plan Policy Port/EN5 is welcomed.</i></p>	Comment noted, no change proposed to the draft NP
<b>Policy EN6</b>				
34	Weymouth & Portland BC	Port/EN6	<p><i>Commentary: The changes to the policy and supporting text have helped to address previous concerns. In particular, it is now recognised that in order to bring the piers back into use, the security concerns of Portland Port would need to be overcome. It is also now recognised that any works would need to be undertaken without harm to wildlife interests, which is helpful given the location of the piers within national / internationally designated wildlife sites and the Jurassic Coast World Heritage Site.</i></p> <p><i>Suggestion: The policy remains highly aspirational and does not appear to be supported by any evidence to show that the re-use of any of the piers would be feasible or viable. It would be helpful if, before the submission of the Neighbourhood Plan, further evidence on feasibility and viability could be gathered. It would also be helpful to have gathered evidence to show how any scheme could be implemented: without harming national / internationally designated wildlife sites and the Jurassic Coast World Heritage Site; and ensuring that any security concerns of Portland Port could be addressed.</i></p>	Comment noted, no change proposed to the draft NP unless additional evidence can be found
<b>Policy EN7</b>				
35	Weymouth & Portland BC	Port/EN7	<p><i>Commentary: The change of wording to refer to 'defined development boundaries' (DDBs) rather than to 'built-up areas' is welcomed. This makes it clear that these are areas to which Policy SUS2 of the Local Plan would be applied. Previous versions of the Neighbourhood Plan outlined an approach of resisting development proposals outside DDBs unless they could be justified by 'exceptional circumstances', which was considered to be inconsistent with Policy SUS2, which normally permits a range of countryside uses outside DDBs, without the need to demonstrate exceptional circumstances. The change of wording in paragraph 7.53 to indicate that Local Plan Policy SUS2 would apply outside DDBs, is welcomed.</i></p> <p><i>Commentary: In the 1st Consultation Draft it was proposed to include St. George's Church (a Grade I Listed Building) and some recreational areas at the top of Reforne, Easton within an extended DDB. The removal of the proposed extension of the DDB in this area is welcomed, as it is not a location where it would be appropriate to normally permit residential, employment and other development.</i></p> <p><i>Commentary: In response to the 1st Consultation Draft we raised concerns about the proposed removal of the DDBs from six areas within Portland Port, which are also identified as 'key employment sites' and are</i></p>	Comment noted, no change proposed to the draft NP unless further representations are received

			<p>protected by Local Plan Policy ECON2. We welcome the clarification in paragraph 7.52 that these sites would remain subject to Policy ECON2 even though it is proposed to remove the DDBs.</p> <p><i>Suggestion: The Local Plan does have a number of other isolated key employment sites which are subject to Policy ECON2, but are outside any DDB. Examples include the sites at Pymore Mills, Bridport and Lane End Farm, Beaminster. It is considered that, in principle, applying this approach to sites on Portland could be in general conformity with the strategic policies of the Local Plan. However, further consideration should be given to the economic implications of this change for each of the sites concerned to ensure that the approach would contribute to the achievement of sustainable development. Policy ECON2 allows a range of employment uses on key employment sites and Policy ECON1 would allow the intensification / extension of existing employment premises, including outside DDBs. Consideration needs to be given to whether the proposed removal of the DDBs and the application of the existing policy framework in the Local Plan would allow the Port (and any other existing employment uses affected by the change) to contribute to economic growth.</i></p>	
<b>Policy EN8</b>				
38	Weymouth & Portland BC	Port/EN8	<p><i>Suggestion: Policy Port/EN9 includes some elements of a number of design policies from Chapter 2 of the local plan, but excludes others. Policy Port/EN9 deals with generic design issues, such as scale, materials etc. without adding any more detail or setting out any site- or location-specific design guidance. Consideration needs to be given to whether this policy is needed in the neighbourhood plan and to whether it could be amended to provide clearer local guidance on how design and character issues should be assessed when planning applications on Portland are determined.</i></p> <p><i>Suggestion: The existing local plan includes a suite of design policies, which cover many of the generic issues addressed by Policy Port/EN9. Consideration should therefore be given to whether this policy is needed in the Neighbourhood Plan. Criteria (i) and (ii) draw on elements of local plan Policy ENV12: The Design and Positioning of Buildings. Criteria (iii) and (v) draw on elements of local plan Policy ENV10: The Landscape and Townscape Setting and criterion (iv) draws on elements in local plan Policy ENV16: Amenity. However, some generic design issues addressed in the policies in the local plan do not appear to be addressed in Policy Port/EN9, most notably the retention of trees and other features that enhance local character (see Local Plan Policy ENV10 (ii) and (iv)) and layout and permeability issues (see Local Plan Policy ENV11). Rather than seeking to replicate the Local Plan's design policies in the Neighbourhood Plan, it might be more appropriate to provide guidance on how design issues on Portland should be addressed. With this in mind, you may want to consider a policy that focusses solely on the matters covered by criterion (iii) (i.e. using the Portland Heritage and Character Assessment and</i></p>	Revise criteria in policy to avoid duplications

			Conservation Area Appraisals to guide decision-making on the Island).	
<b>Policy EN9</b>				
39	Weymouth & Portland BC	Port/EN9	<p><i>Suggestion: The supporting text to the policy indicates that this site “is not regarded as a sustainable residential location” (paragraph 7.58). The AECOM assessment also concludes that “it is not a site that is particularly suitable for housing”. However, as the buildings have been used for residential purposes in the past, it may be difficult to resist residential re-use despite the location of the site, especially if it is determined that no change of use is required for some of the buildings. The supporting text promotes live / work units, enterprise or tourism uses (paragraph 7.60), but not residential. The issue of the current / last use needs to be resolved to determine whether the policy could realistically seek to resist residential re-use.</i></p> <p><i>Commentary: We have previously expressed concern that not all the buildings at The Verne should be considered to be non-designated heritage assets. The accommodation blocks may have a heritage interest, as they clearly form part of The Verne original complex of buildings. However, the two pairs of semi-detached houses do not seem to have a heritage value, as they are later additions of no particular architectural merit. We welcome the additional wording in the policy and in paragraph 7.59, clarifying that it is the buildings on site, which date from the original period of construction, which have a local heritage value</i></p>	Minor changes should be made to supporting text
<b>Policy EN10</b>				
<b>Business &amp; Employment</b>				
<b>Policy BE1</b>				
42	Weymouth & Portland BC	Port/BE1	<p><i>Commentary: We expressed concern with this policy as drafted in the 1st Consultation Draft as it would allow the release of any employment site (including key employment sites) for other uses largely on the basis that the site had been empty for over 18 months. We felt that this approach would be likely to result in the significant loss of employment land on Portland, which would not help to achieve the economic objectives of the Neighbourhood Plan. The redrafted policy makes it clear that this approach would not apply to ‘key employment sites’ or ‘neighbourhood centres’ but only to business and retail premises outside these areas. Although this is a step in the right direction, we remain concerned with the approach – see the recommendation and suggestions below.</i></p> <p><i>Recommendation: Policy Port/BE1 is considered to be in conflict with Local Plan Policies ECON3 and COM3. The policy would allow the release of non-key employment sites and retail premises outside town; district or local centres for other uses on the basis that the site had been empty (and marketed) for over 18 months. In relation to non-key employment sites, Policy ECON3 includes a number of criteria which would be applied to proposals for non-employment uses, which are not reflected in Policy Port/BE1. Similarly, Policy COM3 includes criteria which would be applied to proposals for the loss of local</i></p>	Policy amendments should be considered along with minor change to text after consideration of core issues

			<p>community buildings and structures (including 'local neighbourhood shops' as stated in the box following the heading to Section 6.3 of the Local Plan), which are not reflected in Policy Port/BE1. It is considered that Policy ECON3 provides a more robust framework for considering proposals for non-employment uses on non-key employment sites and Policy COM3 provides a more robust framework for considering proposals for the loss of community facilities, such as neighbourhood shops. A potential remedy might be to re-word Policy Port/BE1 to more closely reflect the criteria in Local Plan Policies ECON3 and COM3.</p> <p>Suggestion: Policy Port/BE1 as drafted applies outside the 'key employment areas' shown on Map 9 and outside the 'neighbourhood centres' as defined by Neighbourhood Plan Policy SS2. Map 9, which is headed 'Key Employment Areas, Portland', shows the land at Osprey Quay, which is allocated under Local Plan Policy PORT1. Reference is also made to Local Plan Policy PORT1 in paragraph 8.10 of the Neighbourhood Plan, but this refers to it as a 'strategic employment area', rather than a 'key employment area'. It would help with consistency if the Osprey Quay site was referred to as 'key employment area' in paragraph 8.10.</p> <p>Suggestion: We have recommended a change to Neighbourhood Plan Policy Port/SS1 to define Easton and Fortuneswell as 'local centres' rather than as 'neighbourhood centres'. If Policy Port/SS1 is changed in this way, then it should be made clear that Policy Port/BE1 applies outside 'local centres' as well as outside 'key employment areas' and 'neighbourhood centres'.</p> <p>Suggestion: The 'key employment sites' shown on Map 9 appear to be consistent with the 'key employment sites' shown on the Local Plan's policies map with the exception of the addition of the Albion Stone Works area. This is currently shown on the policies map as an area within a DDB but without the 'key employment site' notation. There is no objection to the principle of identifying this area as a 'key employment site' (and the proposed removal of the DDB). However, this policy change would need to be justified. The main occupier is the Albion Stone Factory, together with a few other workshop buildings. It appears that the role of the factory in processing, sawing and finishing Portland Stone could potentially support the proposed policy change, but this (and the other uses in the area) may need to be looked at more closely.</p>	
<b>Policy BE2</b>				
<b>Policy BE3</b>				
44	Weymouth & Portland BC	Port/BE3	<p>Suggestion: We were concerned that the policy as drafted in the 1st Consultation Draft would only permit new premises for businesses operating in the area's acknowledged growth sectors, but would not permit other business uses. We welcome the change in wording that would now permit new business premises that would 'benefit the local economy'. We have previously expressed concern about the lack of clarity about what is meant by 'business premises' in this policy especially since some of the identified 'growth sectors' include tourism, leisure, hospitality,</p>	Slight amendment to policy and additional explanation in text

			<p>health and social care. These uses all fall outside Use Classes B1, B2 and B8 (which are the main uses on 'key employment sites') and some of them also fall outside the wider definition of 'employment' in the box following paragraph 4.1.7 of the Local Plan. The revised wording of the policy makes it more difficult to imply that the wide range of uses listed above would be acceptable. However, if the intention is to allow uses within the definition of 'employment' in the box following paragraph 4.1.7 of the Local Plan, it might be useful to refer to 'new employment premises', rather than 'new business premises'.</p> <p>Recommendation: Criterion iii) of Policy Port/BE3 would not allow 'new business premises' ... "where general access would be limited". It is not clear what 'general access' means in this context. It would be a major concern if this means vehicular access, as access to Portland Port may be considered to be limited. This point needs to be clarified and the policy re-drafted to ensure that it would not have the effect of precluding 'new business premises' at Portland Port.</p> <p>Suggestion: Criterion iv) of Policy Port/BE3 would not allow 'new business premises' where it would "result in the loss of dwelling-houses". The policy should be clarified to make it clear whether a scheme that resulted in the loss of a single dwelling house would be permitted.</p>	
<b>Policy BE4</b>				
45	Weymouth & Portland BC	Port/BE4	<p>Commentary: We welcome the proposed change of wording to Policy Port/BE4 as it now makes it clear that the purpose of the policy is to support the re-use of vacant buildings for start-up businesses, rather than new build.</p> <p>Commentary: Policy SUS3 of the Local Plan relates to the re-use of buildings outside DDBs and does not require a building to be vacant (or redundant) in order to be acceptable for re-use. Since Policy Port/BE4 only relates to vacant buildings, you should be aware that the Borough Council would still determine proposals for the re-use of occupied buildings outside DDBs on Portland under Policy SUS3 (i.e. Policy Port/BE4 would not be used to determine proposals for the re-use of occupied buildings outside DDBs on Portland). Policy SUS3 also allows a much wider range of uses. You should be aware that the Borough Council would still determine proposals for re-use for non-employment uses outside DDBs on Portland under Policy SUS3 (i.e. Policy Port/BE4, as currently written, would not enable us to resist re-use for non-employment or residential uses).</p>	Slight amendment should be made to policy
<b>Policy BE5</b>				
46	Weymouth & Portland BC	Port/BE5	<p>Recommendation: In many cases, working from home does not require planning permission. This is confirmed on the Planning Portal – see - <a href="https://www.planningportal.co.uk/info/200130/common_projects/56/working_from_home">https://www.planningportal.co.uk/info/200130/common_projects/56/working_from_home</a>. Paragraph 8.20 states that the policy "is supportive of the use of part of a dwelling or curtilage for appropriate business purposes by the dwelling's occupants" and criterion i) supports schemes provided that "all work activities are carried out only by the occupants of the dwelling". This seems to suggest that in order to comply with the policy, the home would need to</p>	Add additional supporting text

			<p>remain as a private residence. Criterion ii) of the policy also guards against nuisance. In many cases, proposals of this nature would not require planning permission, as indicated on the Planning Portal. The policy also refers to the “use of part of a dwelling for B1 purposes”. However, if any home-working activity within a dwelling (or extension or curtilage building) must be carried out only by the occupants of the dwelling, then in most cases, this use would be ancillary to the main residential use (Use Class C3) and would not constitute a separate B1 office or light industrial use. The policy needs to be reviewed with the aim of clarifying its primary purpose. If the purpose is only to encourage home-working activity ancillary to the main residential use, then consideration needs to be given to whether the policy is needed at all. If the intention is to support the change of the (primary) use of all or part of a dwelling from residential to B1, then you should give consideration to the potential impacts (including matters not covered in the policy, such as increases in traffic or people calling) and how such impacts could be controlled. In such cases, you also need to consider whether this goes beyond ‘home-working’ as a proposed change of use of all or part of a dwelling from residential to B1 would mean that effectively the dwelling (or part of it) was no longer a home.</p>	
<b>Policy BE6</b>				
47	Weymouth & Portland BC	Port/BE6	<p><i>Commentary: This policy offers support for something that is not currently happening and may not happen in the future (i.e. the preparation of a masterplan for the area identified on Map 10). It does not appear to be a firm proposal, but rather an aspiration. The purpose and implications of the policy are unclear, as evidenced by paragraph 8.21 which states “the consequences of this designation and the planning implications are still to be worked out.” Furthermore, it is not clear who would prepare the masterplan or undertake the “extensive and inclusive consultation process” outlined in paragraph 8.22. We have previously asked whether the Port is supportive of the designation of the Northern Arc Area and the production of a masterplan as a way forward and we indicated it would be inappropriate to propose such an approach without their support. Paragraph 8.21 indicates that the approach has “the support of key land owners.” It would be helpful to confirm that this includes Portland Port.</i></p> <p><i>Recommendation: The Northern Arc area overlays sites covered by Local Plan Policies PORT1: Osprey Quay; PORT2: Former Hardy Complex; and ECON2: key employment sites within Portland Port. Local Plan Policy PORT1 allocates the Osprey Quay site for a mixed-use scheme including employment, leisure and ancillary retail and residential. Local Plan Policy PORT2 Allocates the Former Hardy Complex for housing development. However, Policy Port/BE6 in the Neighbourhood Plan seems to be in conflict with these policies, as its focus is only on realising the economic and employment potential of the area (i.e. it makes no reference to residential, leisure and ancillary retail uses). Policy Port/BE6, which focuses on realising the economic and employment potential of the Northern Arc area, also appears to be inconsistent with another</i></p>	<p>Small amendment to policy and changes to supporting text particularly to remove the term ‘masterplan’ and replace with ‘strategic planning approach’</p>



			<p>policy in the Neighbourhood Plan (Policy Port/HS4) which recognises that the Hardy Block site “would deliver a significant number of new dwellings.” The conflicts with the Local Plan and inconsistencies within the Neighbourhood Plan need to be resolved. One possible solution might be for Policy Port/BE6 to refer to a wider range of uses within the Northern Arc area and for the supporting text to state that any masterplan should reflect the relevant policies in the Local Plan.</p>	
<b>Housing Overview</b>				
<b>Policy HS1</b>				
50	Weymouth & Portland BC	Port/HS1	<p><i>Recommendation: Policy Port/HS1 seeks to apply a threshold of five dwellings above which certain criteria would apply. There does not appear to be any justification for this threshold. The Councils apply a threshold of five dwellings in those parts of the Local Plan area which are ‘designated rural areas’ above which affordable housing contributions are sought. However, Portland is not a ‘designated rural areas’ and in any event, Policy Port/HS1 seeks housing of a certain mix and type (by bedroom size), rather than affordable housing. It is not clear why a threshold of five has been chosen, or what evidence has been used to establish it. One possible solution might be for the policy to be revised to seek a suitable housing mix on ‘major’ housing development sites, which are defined in the NPPF as sites of 10 or more homes.</i></p> <p><i>Suggestion: Criterion i) requires all proposals above the 5-unit threshold to “demonstrate how they will help meet a local housing need”. However, this ‘local housing need’ has not been defined. Paragraph 9.7 refers to a study which looks at the availability of sites to meet local needs and states that these needs can be met from a variety of sources. However, there is no summary of the findings of this study in the neighbourhood plan and it is not referenced in a footnote. Paragraph 9.3 indicates a forecast growth in population of 2.7% by 2031. Is this the ‘local housing need’ referred to in the policy? Alternatively, is it the 380 people on the housing waiting list with a Portland connection, as mentioned in paragraph 9.6? The figure for ‘local need’ that this policy relates to needs to be clearly set out in the policy itself (or the supporting text) with an explanation of how it has been derived set out in the supporting text.</i></p> <p><i>Recommendation: Criterion ii) requires that schemes of five or more dwellings “include an appropriate proportion of small dwellings (1 or 2 bedroom dwellings).” Although there is some commentary on the need for small dwellings in paragraph 9.9, there is a lack of clarity about what would constitute “an appropriate proportion of small dwellings”. This lack of clarity would make it very difficult to apply the policy in decision-making. One solution may be to include a numerical percentage figure for the proportion of small dwellings to be provided in the policy. However, it should be noted that any such figure would need to be justified.</i></p> <p><i>Recommendation: Criterion iii) seeks the incorporation of sustainable drainage systems into developments of five or more dwellings. However, there is a Written Ministerial statement, which is</i></p>	<p>Suggest major changes to policy and supporting text should be made to address LPA concerns. Sticking point could be threshold of 5. This will need further consideration and discussion.</p>

			<p>online here:  <a href="https://www.parliament.uk/documents/commons-office/December%202014/18%20December/6.%20DC LG-sustainable-drainage-systems.pdf">https://www.parliament.uk/documents/commons-office/December%202014/18%20December/6.%20DC LG-sustainable-drainage-systems.pdf</a>. that effectively establishes in national policy that SUDS can only be sought on sites of 10 dwellings or more. The 2018 NPPF reflects this by only seeking SUDs provision on 'major developments' (i.e. sites of 10 dwellings or more). The threshold of 5 units in Policy Port/HS1 does not reflect national policy for the provision of SUDS. Either the policy should be amended to only seek SUDS on sites of 10 or more units (in line with national policy) or evidence would need to be provided to justify the application of a lower threshold on Portland.</p> <p>Recommendation: Criterion iv) of Policy Port/HS1 deals with design matters that are already addressed by policies in the Local Plan and may not be needed. Local Plan Policy COM9 requires parking provision to be made in accordance with the methodology in the Bournemouth, Poole &amp; Dorset Residential Car Parking Study. It is not clear if 'sufficient' off-road parking in this context means provision in accordance with the study or whether it has some other meaning. Local Plan Policy ENV11 seeks the provision of adequate bin storage and private amenity / garden space. These Local Plan policies seek parking provision and external storage space on all schemes (i.e. including schemes for 1 to 4 dwellings). However, as written, criterion iv) would only seek such provision on schemes of five or more dwellings, which is a conflict with the Local Plan that needs to be resolved. One possible solution could be to restructure the policy so that adequate parking provision and external storage space are sought on all residential developments, not just those of 5 or more dwellings. Were you to adopt this approach you may want to consider having criterion (iv) as a separate sentence (i.e. not subject to any threshold), which could begin "Any scheme for residential development should provide ..."</p>	
<b>Policy HS2</b>				
54	Weymouth & Portland BC	Port/HS2	<p>Commentary: This policy has undergone a number of changes and the approach now seems to be of allowing proposals for community housing schemes on affordable housing exception sites, provided that the community housing proposed falls within the definition of affordable housing and will remain affordable in perpetuity (as required by criterion iiig). It is useful to draw this distinction because not all forms of community housing fall within that definition. As drafted, the approach in Policy Port/HS2 is considered to be consistent with the approach in Policy HOUS2 in the Local Plan.</p> <p>Suggestion: It might be helpful to refer to "affordable housing exception sites" in Policy Port/HS2, rather than to "exception sites" to be consistent with Local Plan Policy HOUS2. It may also be helpful to be more explicit about the approach in the Neighbourhood Plan in the supporting text. A possible form of additional wording could be: "Any community housing proposed on an affordable housing exception site, must fall within the definition of affordable housing set out in the glossary".</p>	Accept suggest changes with additional reference to small proportion of market housing if required for viability reasons

Policy HS3				
57	Weymouth & Portland BC	Port/HS3	<p><i>Recommendation: Census data – see Table 1 at this link - <a href="https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/2011censussecondaddressedestimatesforlocalauthoritiesinenglandandwales">https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/2011censussecondaddressedestimatesforlocalauthoritiesinenglandandwales</a> - indicates that in 2011 3.9% of properties in Weymouth &amp; Portland and 6.7% of properties in West Dorset were second homes. The neighbourhood plan indicates that only 3.4% of properties on Portland are second homes. This raises the question of whether a second homes policy for Portland is needed or justified. Paragraph 9.17 refers to the legal challenge in relation to the St Ives Neighbourhood Plan and whilst it is accepted that, in principle, a second home policy can be included in a Neighbourhood Plan, the circumstances in St Ives are very different. In 2011 25% of dwellings in the St Ives Neighbourhood Plan Area were second homes, compared to just 3.4% on Portland. It was also shown that despite a 16% growth in housing stock between 2001 and 2011, the number of resident households in St Ives grew by less than 6%. The supporting text to Policy Port/HS3 includes some anecdotal evidence about pressures for second homes more recently, but this does not seem to be sufficient to justify the policy. There does not seem to be any evidence on the impact the ‘principal residence’ restriction could have on the local housing market (for example impacts on demand, house prices and viability), which may be a concern given the lower house prices and the reduced proportion of affordable housing sought on Portland (i.e. 25% as opposed to 35% in Weymouth and West Dorset). There also does not seem to be any evidence of the impact the restriction may have on tourism, as in some cases second homes may also be used as tourist accommodation. Further evidence is required to demonstrate that this policy would contribute to sustainable development. In the absence of such evidence, the policy should be deleted.</i></p> <p><i>Suggestion: Policy Port/HS3 seeks to prevent “new open market housing, including replacement dwellings”, from becoming second homes. This raises the question of whether existing buildings could be adapted and re-used as second homes under this policy. The conversion of an existing building to a second home would be allowed, subject to certain criteria, under Policy SUS3 of the Local Plan. If retained, it needs to be clarified whether the ‘principal residence’ occupancy restriction in Policy Port/HS3 would apply to schemes for residential re-use.</i></p> <p><i>Recommendation: The final sentence of the policy states that “new unrestricted second homes will not be supported.” A home which is used as a second home would fall within the same use class (Class C3) as a home that was used as a primary residence: a second home does not constitute a separate use class. There is, therefore, no such thing as an ‘unrestricted second home’ in planning terms. This sentence should be amended or deleted.</i></p>	Revise policy and amend text to justify policy approach
Policy HS4				
59	Weymouth & Portland BC	Port/HS4	<p><i>Recommendation: The Hardy Complex has an extant planning permission and as the scheme has been partly implemented it will not lapse. Local Plan Policy</i></p>	Add text to allay fear about numbers and

			<p><i>PORT2 reflects this position and recognises that, if fully implemented, the site would provide 384 additional dwellings. This number of units is also mentioned in Table 3.7 of the local plan as forming part of the supply of housing for the Local Plan area. Policy Port/HS4 supports proposals that would reduce the mass and visual impact of the Hardy Block. However, any such proposals could potentially reduce the amount of housing delivered on the site, undermining the strategic policies of the Local Plan. If the effect would be that the Neighbourhood Plan promoted less development than set out in the Local Plan, this would be contrary to paragraph 29 of the 2018 NPPF. It needs to be clarified whether the intention is to reduce to number of units on site, or simply to seek a more sympathetic design (of reduced mass and visual impact). If the intention is to reduce the number of units on site, the policy may need to be deleted unless additional housing provision was made on other sites within the Neighbourhood Plan area to offset any reduction in delivery from the Hardy Complex.</i></p>	refer to NPPF estate regeneration
<b>Transport Overview</b>				
<b>Policy TR1</b>				
<b>Policy TR2</b>				
<b>Policy TR3</b>				
<b>Policy TR4</b>				
<b>Shopping &amp; Services</b>				
67	Weymouth & Portland BC	Port/SS1	<p><i>Commentary: It appears that Policies Port/SS1 and Port/SS3 from the 1st Consultation Draft have been merged and amended to form new Policy Port/SS1. Our main concern with old Policy Port/SS1 was that it seemed to be applicable to all shops regardless of their location. It now seems that the focus on new Policy Port/SS1 is on protecting certain defined 'neighbourhood centres'. Although not now covered by the Neighbourhood Plan, Policy COM3 of the Local Plan would protect local community buildings, including individual local shops and this policy would be applied to any application for the proposed loss of a local shop (outside any centre) on Portland. Recommendation: The councils have recently completed a new Retail and Commercial Leisure Study for Weymouth &amp; Portland, West Dorset and North Dorset. This sought to identify 'centres' within a hierarchy and identified Easton and Fortuneswell as 'local centres'. These two areas are also identified as 'local centres' in paragraph 4.4.4 of the Local Plan, to which Policy ECON4 (and the sequential test) applies. Castletown and Chiswell were not identified as local centres and so Policy ECON4 does not apply to these areas. Defining Easton and Fortuneswell in the Neighbourhood Plan as 'neighbourhood centres' is a conflict with the Local Plan. One way forward would be for Policy Port/SS1 to draw a distinction between the two 'local centres' to which Policy ECON4 of the Local Plan would apply (i.e. Easton and Fortuneswell) and the two 'neighbourhood centres' to which Policy Port/SS2 would apply (i.e. Castletown and Chiswell).</i></p>	Policy and text changes to align terminology with the Local Plan and review maps to ensure boundaries are the most appropriate for the policy

<b>Community Recreation Overview</b>				
<b>Policy CR1</b>				
<b>Policy CR2</b>				
<b>Policy CR3</b>				
<b>Policy CR4</b>				
<b>Policy CR5</b>				
<b>Policy CR6</b>				
<b>Sustainable Tourism Overview</b>				
<b>Policy ST1</b>				
75	Weymouth & Portland BC	Port/ST1	<i>Commentary: We previously expressed concern about this policy in the 1st Consultation Draft because it provided too much of a blanket approach promoting tourism in a wide range of locations on Portland (as shown on Map 13 in that document). We welcome the deletion of that map and the introduction of a criteria-based approach, which aims to balance tourism against the environmental and other interests on the Island.</i>	Comment noted, no change proposed to the draft NP
<b>Policy ST2</b>				
76	Weymouth & Portland BC	Port/ST2	<i>Commentary: We welcome the changes to this policy to cover issues such as loft space, patio areas and the creation of curtilages, which more closely reflects the criteria in the Supplementary Planning Guidance (SPG) relating to beach huts on Portland (online here - <a href="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</a>).</i>	Comment noted, no change proposed to the draft NP
<b>Policy ST3</b>				
<b>Policy ST4</b>				
<b>Glossary</b>				
80	Weymouth & Portland BC	Glossary of Terms	<i>Suggestion: Affordable Housing has been re-defined in the glossary in the new (2018) NPPF. It may be helpful to use the same definition in the glossary in the Neighbourhood Plan. It may also be useful to more generally update the glossary in the Neighbourhood Plan with any re-defined terms in the glossary in the new (2018) NPPF.</i>	Consider changing definition in Glossary

LPA Comments Sep 2018 on Proposed Revisions to NP	Proposed Actions:
<p><b>Map 3: Portland Mineral Consultation Area</b>  <b>Previous Suggestion:</b> Some maps in the plan, such as Map 3: Portland Mineral Consultation Area, are too small to be easily read. It is recognised that this matter (i.e. producing higher quality maps) may already be in hand.</p>	Request help with maps and provide brief for each map
<p><b>Map 2 - Character Areas on Portland and Other Maps</b>  <b>Previous Suggestions:</b> It would be helpful if the map below paragraph 2.8 on Page 6 had a title (e.g. Map 2 - Character Areas on Portland). This map and others do not give a source or copyright information. These should be checked and added before the plan is submitted to the Council. It is recognised that these matters may already be in hand.</p>	Matter of detail to be part of brief for each map
<p><b>Port/EN2 – Renewable Energy Development</b>  <b>Amended recommendation:</b> It still remains a matter of fact that no areas have been identified as being suitable for wind farms or wind turbines in the Local Plan or the Neighbourhood Plan. On that basis, the proposed revised wording <i>“Proposals for wind farms and wind turbines of an appropriate scale will be supported within areas identified as suitable in the Development Plan”</i> does not seem to be a satisfactory amendment. However, the council is intending to include a new policy in the Local Plan Review that deals specifically with wind energy development (Policy COM11). The draft policy in the Preferred Options does not identify any suitable sites, but does promote small scale schemes, where the hub of any turbine is a maximum of 15 metres. The precise wording of this policy may change as the Review is taken forward towards adoption, but it may be appropriate to include some wording in the Neighbourhood Plan in anticipation of a new Local Plan policy of this nature being adopted. In order to give a degree of ‘future-proofing’, perhaps the wording could say <i>“Proposals for wind farms and wind turbines of an appropriate scale and in accordance with the policies of the Development Plan will be supported”</i>.  <b>Amended recommendation:</b> Concerns remain that the criteria set out in Policy Port/EN2 (formerly Port/EN3) are not consistent with the planning considerations relating to specific renewable technologies set out in the PPG. The previous recommendation (that these criteria should be re-drafted to more clearly reflect national guidance) still stands. Whilst that is still considered to be the best approach to amending the policy, perhaps there is another way forward. It may be that you consider the issues set out in criteria i) to vi) to be the issues of particular importance on Portland that you wish to emphasise. If that is the case, then it may be appropriate to retain those criteria, but to modify the next section of the policy to make it clear that the other planning considerations in the PPG are not excluded. With that in mind, perhaps the next section of the policy could be amended to read <i>“Proposals for installations will need to include specific assessments related to these criteria and assessments of the planning considerations relating to specific renewable technologies set out in national guidance”</i>. Some minor rewording of the supporting text may also be necessary to explain the approach.</p>	<p>Accept useful recommendation regarding revised policy wording i.e.  <i>“Proposals for wind farms and wind turbines of an appropriate scale and in accordance with the policies of the Development Plan will be supported”</i>.</p> <p>And;  <i>“Proposals for installations will need to include specific assessments related to these criteria and assessments of the planning considerations relating to specific renewable technologies set out in national guidance”</i>.</p> <p>Also:  Make some minor re-wording of supporting text to explain the approach</p>
<p><b>Port/EN3 – Portland Quarries Nature Park</b>  <b>Commentary:</b> The changes to this policy seem to reflect both the comments made by WPBC and other respondents (perhaps the stone industry and/or DCC Minerals). The changes made have overcome our concerns and now make it clear that the policy refers to the ‘aspirational areas’, as well as the allocated areas. It is also helpful to make reference to the safeguarded reserves of stone and to the long term nature of the aspirations in these areas.</p>	No further change required
<p><b>Port/EN5 – Historic Piers</b>  <b>Previous suggestion:</b> This aspirational policy does not appear to be supported by evidence to show that the re-use of the piers would be feasible or viable. As previously stated it would be helpful if, before submission, further evidence on feasibility and viability could be gathered to demonstrate that the Neighbourhood Plan aspirations could be delivered. At present it is not clear whether a scheme could be implemented without harming national /</p>	<p>Consider if there is any further evidence of feasibility and viability. Include reference to Local Transport Plan 3 citing marine based solutions as one area for expansion from 2016. Consider if there needs to be additional safeguards in the policy</p>

<p>internationally designated wildlife sites and the Jurassic Coast World Heritage Site; and which would address the security concerns of Portland Port.</p>	<p>with reference in the supporting text.  Policy could be changed as follows:  <i>“Development proposals to protect, conserve and/or enhance the historic piers of Portland will be supported.  The renovation or alteration of structures should be designed sensitively, with careful regard to the pier’s historical interest and setting as well as the need to avoid any significant harmful impact on designated wildlife sites and the Jurassic Coast World Heritage.”</i></p>
<p><b>Port/EN6 – Defined Development Boundaries</b>  <b>Previous suggestion:</b> Consideration needs to be given to whether the proposed removal of DDBs around areas of land within Portland Port and the application of the existing policy framework in the Local Plan would allow the Port (and any other existing employment uses affected by the change) to contribute to economic growth. Any Neighbourhood Plan examiner is likely to want to know whether this approach would contribute to the achievement of sustainable development, so some evidence that this approach would work on Portland may be required.</p>	<p>Add reference to impact of sustainable development on excluded employment areas but in the context of policy Port/BE1</p>
<p><b>Port/EN7 – Design and Character</b>  <b>New suggestion:</b> Concern that Policy Port/EN7 does not deal with design issues as comprehensively as the suite of policies in the Local Plan remains. This suite of policies is being updated as part of the Local Plan Review to reflect the greater emphasis placed on design in the 2018 NPPF. As previously stated, it might be more appropriate to provide guidance on how design issues on Portland could be addressed by focussing on the matters covered by criterion (iii) (i.e. using the Portland Heritage and Character Assessment and Conservation Area Appraisals to guide decision-making on the Island). In particular you may want to draw on paragraph 130 of the 2018 NPPF, which indicates that developments of poor design should be refused and on paragraph 125, which highlights the important role neighbourhood plans can play in identifying the special qualities of different areas and explaining how these should be reflected in new development.</p>	<p>Include more emphasis on use of Portland Heritage and Character Assessment and Conservation Area Appraisals and emphasise paragraphs 125 and 130 of the 2018 NPPF  Refer to the ‘Managing Change’ and ‘Areas for Improvement’ recommendations?</p>
<p><b>Port/EN8 – The Verne</b>  <b>New commentary:</b> Our previous concern was that the supporting text sought to resist residential development, even though the buildings at The Verne have previously been in residential use. The amended wording goes a long way to overcoming those concerns as it recognises that residential re-use may be appropriate, but also that the type of residential re-use that may be permitted needs to have regard to the very unusual and isolated location of the site.</p>	<p>No further change required</p>
<p><b>Port/BE1 – Protecting Existing Business Sites and Premises</b>  <b>New suggestion:</b> The wording of this policy in the Regulation 14 version of the Neighbourhood Plan refers to retail. This term has been dropped from the revised policy, but reference is still made to ‘retail units’ in paragraph 8.11. On the assumption that it is no longer intended to apply this policy to retail, this wording should be deleted. As previously stated, Policy COM3 in the Local Plan is considered to provide a more robust framework for considering proposals for the loss of community facilities, such as neighbourhood shops and if your intention is to rely on that, then retail does not need to be mentioned in Policy Port/BE1.  <b>New recommendation:</b> The main concern with Policy Port/BE1 in the Regulation 14 version of the Neighbourhood Plan was that it appeared that the only criterion used to assess whether a site should be released for other uses was that it had been empty and marketed for over 18 months. One of the criteria of Local Plan Policy ECON3 is that it has to be demonstrated that ‘no other appropriate viable alternative employment use could be attracted to the site’. It appears that the intention of the proposed revision of Policy Port/BE1 is to provide further guidance on how the ‘test’ in Local Plan Policy ECON3 should be applied on Portland (i.e. site / premises empty and marketed for 18 months, not</p>	<p>Delete “retail units” in paragraph 8.11   Accept recommended re-wording of policy i.e.  <i>“Outside the ‘key employment areas’ defined on map 9, development proposals that result in the loss of existing employment</i></p>

<p>only for employment, but also for community use). It also seems from the proposed additional wording at the end of paragraph 8.11 that after that time, any proposals would need to be assessed against Local Plan Policy ECON3. If this is the intention, then you may want to consider re-wording the policy, to emphasise that the 18 month test is only one consideration within the overall context of Local Plan Policy ECON3. The suggested revised wording could read: <i>Outside the ‘key employment areas’ defined on map 9, development proposals that result in the loss of existing employment sites and premises will be supported, but only if:</i></p> <ul style="list-style-type: none"> <li>• any redevelopment or change of use proposals comply with Policy ECON3 of the Local Plan; and</li> <li>• in order to demonstrate that there is no viable alternative employment or community use, the site / premises has been empty for over 18 months, during which time it has been actively marketed at the current market rate.</li> </ul>	<p><i>sites and premises will be supported, but only if:</i></p> <ul style="list-style-type: none"> <li>• any redevelopment or change of use proposals comply with Policy ECON3 of the Local Plan; and</li> <li>• in order to demonstrate that there is no viable alternative employment or community use, the site/premises has been empty for over 18 months, during which time it has been actively marketed at the current market rate.”</li> </ul>
<p><b>Port/BE5 – Working from Home</b>  <b>Previous / amended recommendation:</b> The main concerns in relation to this policy do not appear to have been addressed in the proposed revision. The policy needs to be reviewed with the aim of clarifying its primary purpose. If the purpose is only to encourage home-working activity ancillary to the main residential use, then consideration needs to be given (a) to whether the policy is needed at all, or (b) whether the policy should be redrafted to focus on those aspects of home working that are likely to require planning permission. If the intention is to support the change of the (primary) use of all or part of a dwelling from residential to B1, then you should give consideration to the potential impacts (including matters not covered in the policy, such as increases in traffic or people calling) and how such impacts could be controlled. In such cases, you also need to consider whether this goes beyond ‘home-working’ as a proposed change of use of all or part of a dwelling from residential to B1 would mean that effectively the dwelling (or part of it) was no longer a home. A policy to facilitate home working is included in the Fontmell Magna Neighbourhood Plan, which has passed examination – see Policy FM14 on Page 43 of this link to the submission plan –  Many proposals for home working do not require planning permission, but those that involve an extension and / or new outbuildings would. The policy focuses on developments of that nature. You may want to consider whether this (or a similar) approach would be suitable for Portland.</p>	<p>Adopt version of Fontwell Magna policy alternative:  Policy FM 14. Facilitating Home Working  <i>“The extension of existing homes and provision of outbuildings to support expanded home working may be acceptable, provided:</i></p> <ul style="list-style-type: none"> <li>• the scale and design of the development is sympathetic to the character of the existing buildings and surrounding area;</li> <li>• the outbuilding or extension will remain available for business use <b>ancillary</b> to the primary use as a dwelling;</li> <li>• the <b>development</b> would not result in a significant adverse impact on the environment, residential amenity or cause harm by increased traffic movements.”</li> </ul>
<p><b>Port/BE6 – The Northern Arc</b>  <b>New commentary:</b> The proposed changes to Policy Port/BE6 have addressed some of the concerns previously expressed. The change from ‘master planning’ to ‘strategic planning’ is welcomed as this is less prescriptive and provides more flexibility with regard to possible approaches to future development in this area. Explicit confirmation that this approach has the support of Portland Port and additional text highlighting the need to protect the environment is also welcomed.  <b>Amended recommendation:</b> As previously stated, our concerns about the narrow focus of Policy Port/BE5 remain. The policy in the Neighbourhood Plan focuses on realising the economic and employment potential of the Northern Arc area. However, a much broader range of uses are envisaged in Local Plan policies that cover different parts of this area, notably PORT1: Osprey Quay (mixed use) and PORT2: Former Hardy Complex (housing). As a slight variation on what was previously stated, you might want to highlight the Neighbourhood Plan aspiration to realise the economic and employment potential of the site, but for Policy Port/BE6 and the supporting text to recognise the wider range of uses that may be permitted within the Northern Arc area under the relevant policies in the Local Plan.</p>	<p>Consider way to ensure that Policy Port/BE6 and the supporting text recognises the wider range of uses that may be permitted within the Northern Arc area under the relevant policies in the Local Plan. Include a sentence in the supporting text and a simple policy rewording such as:  <i>“A <b>comprehensive strategic planning approach, based on a private, public and community sector partnership, that will realise the economic and employment potential of the area designated on Map 10 is supported.</b>”</i></p>
<p><b>Port/HS1 – Housing Mix and Amenity</b>  <b>New suggestion:</b> The proposed revised approach of seeking an appropriate mix of housing on ‘major’ development sites (i.e. 10 or more) is welcomed. The supporting text recognises that although smaller dwellings are favoured on all housing sites, there may be viability or other considerations that would justify a different mix on such sites. It might be helpful for the supporting text to recognise that on smaller sites (less than 10), the appropriateness of any mix is</p>	<p>Supporting text should recognise that on smaller sites (less than 10), the appropriateness of any mix is likely to be heavily influenced by the character of the surrounding development</p>



<p>also likely to be heavily influenced by the character of the surrounding development.</p> <p><b>Previous / amended recommendation:</b> Concerns have previously been expressed about how 'local housing need' is defined. Concerns remain about how a judgement should be made about whether a mix proposed by a developer on a specific site would meet the 'current local housing needs of the neighbourhood area'. The proposed revision to policy indicates that this should be done by referring to 'an up-to-date assessment of local housing need'. Whilst the Borough Council periodically undertakes assessments of housing need, they tend to be Borough or Local Plan area-wide. In order to enable this policy to be applied effectively, it may be necessary for the Town Council to periodically undertake an assessment of local housing need, specifically looking at housing needs on Portland. A Strategic Housing Market Assessment was undertaken to inform the currently adopted Local Plan in 2014. Section 4 looks at the future housing requirement for West Dorset District and Weymouth &amp; Portland Borough. Tables 4.7 and 4.8 indicate the type of mix required across the Borough for owner-occupied and private rented accommodation - see <a href="https://www.dorsetforyou.gov.uk/planning-buildings-land/planning-policy/west-dorset-and-weymouth-portland/evidence-base/pdfs/sustainability/west-dorset-weymouth-and-portland-2014-strategic-housing-market-report-part-2.pdf">https://www.dorsetforyou.gov.uk/planning-buildings-land/planning-policy/west-dorset-and-weymouth-portland/evidence-base/pdfs/sustainability/west-dorset-weymouth-and-portland-2014-strategic-housing-market-report-part-2.pdf</a>. This report does not give a breakdown of the mix required specifically for Portland and is now 4 years old, highlighting the need for an up-to-date, Portland-specific assessment if the policy is to be applied effectively.</p> <p><b>Previous recommendation:</b> Concern has previously been expressed about what would constitute 'an appropriate proportion of small dwellings (1 or 2 bedroom dwellings)' on a site. It was suggested that one solution might be to include a numerical percentage figure for the proportion of small dwellings to be provided in the policy. It was also noted that any such figure would need to be justified. The proposed revision to policy now states that 'we expect the proportion of the 1 and/or 2 bedroomed dwellings to predominate on all housing sites. If this is taken to mean a minimum of 50%, then it would be helpful to say so explicitly in the policy and / supporting text. There does not appear to be any justification for this figure, if that is what is intended.</p>	<p>The Town Council should commit to undertaking periodically an assessment of local housing need, specifically looking at housing needs on Portland?</p> <p>Make revisions to the supporting text to provide more context for the proportion of small dwellings on any development</p>
<p><b>Port/HS2 – Community Housing Assets</b></p> <p><b>New recommendation:</b> The supporting text to Policy HOUS2 in the Local Plan enables local communities to allow market housing cross-subsidy on exception sites where this is brought forward through neighbourhood planning. The proposed revision to Policy HOUS2 in the Local Plan Review carries forward this approach, but 'only where this is permitted under a policy in an adopted neighbourhood development plan'. This provision has been added to the supporting text (paragraph 9.15) in the Neighbourhood Plan. However, it should be mentioned in Policy Port/HS2 itself. The addition of this text also gives rise to an inconsistency in the policy. Criterion iii.g. requires the land on any exception site to be held in trust as a community asset and for the dwellings to remain affordable in perpetuity. It is not clear how any open market element would meet this criterion. It is also questionable whether housing subject to local occupancy and principal residency restrictions can be considered to be 'open market housing'. Although the proposed new text indicates that a 'small proportion' of open market housing may be permissible, there is no indication of what constitutes a 'small proportion'. Clarity on these points is required if the policy is to be applied effectively.</p>	<p>Revise policy Port/HS2 to make it more precise. Such as:</p> <p><i>“And, g. in perpetuity, for all affordable dwellings:</i></p> <ul style="list-style-type: none"> <li>• <i>the land is held in trust as a community asset; and</i></li> <li>• <i>the dwellings remain affordable”</i></li> </ul>
<p><b>Port/HS3 – Second Homes</b></p> <p><b>Amended recommendation:</b> The question about whether a second homes policy for Portland is needed or justified has been raised previously and remains an issue. Through various discussions it has been suggested that there may be particular 'hotspots' of second home ownership and that it is likely to become more of a problem in the future. It is now proposed to only apply such a restriction 'whenever it is deemed appropriate by the Local Planning Authority, after consultation with the Town Council'. Whilst it is recognised that this is an attempt to develop a more flexible and pragmatic approach to the issue, there are a number of problems with it. Firstly, it does not give developers certainty about whether such as restriction will, or will not, be applied, which could have implications for the viability of schemes. There is also concern that the approach</p>	<p>The TC should commit to monitoring using electoral roll and other sources</p> <p>Revise the wording in the supporting text from “we expect” to “we will encourage”</p>

<p>would require the application of each principal residence condition to be justified on a case-by-case basis by the Local Planning Authority. This would be likely to require the constant updating of evidence relating to the level of second homes and holiday lets on Portland, in order for the council to be able to take a view on whether or not to apply such a condition in each case. This is an unduly onerous burden for the council and the approach should be to gather the evidence needed to justify the policy as part of the preparation of the Neighbourhood Plan. Whilst it may be appropriate for the Neighbourhood Plan to encourage Homes England and other agencies to restrict the occupancy of new dwellings on Portland to meet local needs and for new homes to be for principal residences, it is not appropriate to 'expect' such restrictions to be put in place.</p> <p><b>Previous suggestion:</b> It remains unclear whether existing buildings could be adapted and re-used as second homes under this policy.</p>	
<p><b>Port/HS4 – The Hardy Complex</b></p> <p><b>Previous recommendation:</b> Policy Port/HS4 supports proposals that would reduce the mass and visual impact of the Hardy Block. However, any such proposals could potentially reduce the amount of housing delivered on the site, undermining the strategic policies of the Local Plan. If the effect would be that the Neighbourhood Plan promoted less development than set out in the Local Plan, this would be contrary to paragraph 29 of the 2018 NPPF. This concerns remains despite the proposed revised wording since the extant planning permission for the Hardy Block remains part of the housing supply.</p>	<p>No further change required to the policy.</p> <p>The supporting text could recognise the possible yield from the wider estate redevelopment possibilities</p>
<p><b>Port/SS1 – Reinforcing Neighbourhood Centres</b></p> <p><b>Amended recommendation:</b> The use of the terms 'local' and 'neighbourhood' centre in the proposed revisions to this policy is welcomed. However, the proposed rewording does not clearly delineate which are the 'local centres' and which are the 'neighbourhood centres'. For the avoidance of doubt, the local centres (as defined in the Local Plan and Local Plan Review) are Easton and Fortuneswell and the neighbourhood centres (as defined by the Neighbourhood Plan) are Castletown and Chiswell. The other major problem is that the revised policy applies the same policy approach to both the 'local' and 'neighbourhood centres', which rather negates the purpose of distinguishing between the two. A possible way forward would be for Policy Port/SS1 to indicate that the two 'local centres' would be protected from 'out-of-centre' developments by Policy ECON4 of the Local Plan (which includes a sequential test). The two 'neighbourhood centres' would not be protected by Policy ECON4 but could be protected by the specific criteria in Policy Port/SS1. The boundaries of the local centres at Easton and Fortuneswell need to be consistent in both the Local Plan and the Neighbourhood Plan if Policy ECON4 (including the sequential test) is to be effectively applied. Further discussion may be required to ensure consistency. As the neighbourhood centres at Castletown and Chiswell do not form part of the hierarchy of centres identified in the Local Plan and Local Plan Review, the definition of their boundaries is entirely a matter for the Neighbourhood Plan.</p>	<p>Consider minor change as follows, will do:</p> <p><b>Development proposals within the following 'local' centres (as defined in the Local Plan):</b>  <i>Easton (delineated on Map 11c)</i>  <i>Fortuneswell (delineated on Map 11d)</i>  <b>and the following 'neighbourhood' centres:</b></p> <ul style="list-style-type: none"> <li>• <i>Castletown (delineated on Map 11a)</i></li> <li>• <i>Chiswell (delineated on Map 11b)</i></li> </ul> <p><i>Add to the policy:</i>  <b>The two 'local centres' would be protected from 'out-of-centre' developments by Policy ECON4 of the Local Plan.</b></p> <p><i>Need to make decisions on the precise boundaries in discussion with the LPA</i></p>
<p>I forgot to mention the shop front design guidance that we are producing to cover the whole of North, West, Weymouth &amp; Portland. This came up when I was looking at the Bridport Area NP and it looks like it should be adopted before the end of 2018 (i.e. before you submit your NP). With that in mind I wonder whether you think it would be worth referring to that, probably in Policy Port/EN7 – Design and Character, but maybe in Port/SS1 – Reinforcing Neighbourhood Centres (although the guide would apply to any shopfront). The policy wording could be along the lines of "Proposals for new or replacement shop fronts will be permitted provided that they are designed in accordance with the relevant policy in the Local Plan (ENV14) and any Shopfront Design Guidance for Weymouth &amp; Portland". The supporting text could then refer to the shop front guidance being produced.</p> <p>I'm afraid I don't have a draft of the guidance yet. I have a meeting with our Conservation Officers in early October to discuss that. Anyway, I thought I should mention it now, as you may want to discuss it at tonight's meeting.</p>	<p>Add to policy Port/SS1:  <b>"Proposals for new or replacement shop fronts should be designed in accordance with the relevant policy in the Local Plan (ENV14) and any Shopfront Design Guidance for Weymouth &amp; Portland".</b></p> <p>Supporting text should be revised to refer to the shop front guidance being produced.</p>

Policy:	LPA Observations and Suggestions	Portland Town Council Conclusion and Decision:
<b>Policy Port/EN5: Historic Piers</b>	<p>There is still no evidence on feasibility or viability to show: the potential economic opportunities there might be for Portland Port; the opportunities for sustainable transport solutions that might be provided for the Island; or how any scheme could be implemented that would satisfy the security concerns of the Port.</p> <p>As some additional safeguards in relation wildlife and heritage have been added, there may be a case for the retention of the policy. However, it should be noted that an examiner may take a different view.</p>	The policy should remain in the Submission Version of the Plan
<b>Policy Port/EN6: Defined Development Boundaries</b>	<p>In paragraph 7.50, the wording “<i>within the boundaries shown on Map 7 there is a presumption in favour of sustainable development unless...</i>” should be altered to more clearly describe the types of development or redevelopment that Policy Port/EN6 supports. You may want to consider changing the wording “within the boundaries shown on Map 7 there is a presumption in favour of sustainable development unless...” to read “within the boundaries shown on Map 7 residential, employment and other development to meet the needs of the local area will be supported unless...” This form of wording more closely reflects Policy SUS2 in the Local Plan and would help to clarify that the DDBs on Portland would operate in accordance with this policy.</p>	The supporting text should be amended to reflect more closely Policy SUS2 in the Local Plan, but the premise of supporting sustainable development should not be lost.
<b>Policy Port/BE6: The Northern Arc</b>	<p>The additional wording in relation to the Northern Arc goes some way to addressing the concerns previously raised. If the intention is for Policy Port/BE6 to be aligned with the Local Plan (in particular Policies PORT1 and PORT2), then the supporting text would benefit from a minor wording change. In paragraph 8.23, it would be helpful if the wording “<i>and accommodate other uses as appropriate</i>” was deleted and replaced with “<i>as well as accommodating the wider range of uses envisaged on the PORT1 and PORT2 sites....</i>”</p>	A re-iteration of the relevance of other Neighbourhood Plan policies would be appropriate
<b>Policy Port/HS1: Housing Mix</b>	<p>You may want to consider rewording the end of the policy to read “... <i>and show how they contribute to meeting the current housing needs of the neighbourhood area by referring to an up-to-date assessment of housing need on Portland.</i>” Similar changes to the supporting text may also be helpful.</p> <p>The policy still lacks clarity on what would constitute an “appropriate mixture of house types and sizes” on major housing sites. The policy indicates that this judgement should be made by reference to an up-to-date (i.e. produced in the last 12 months) assessment of “local housing need”. It will be essential that information on housing need on Portland is produced and updated regularly if the policy is to be applied effectively.</p> <p>The policy favours small (or smaller) dwellings. However, this term is not defined in the policy or supporting text. This lack of clarity could be easily overcome by a minor addition to the wording of the policy or its supporting text.</p> <p>You may want to make it clear that an appropriate mix would also be sought on smaller sites.</p>	<ul style="list-style-type: none"> <li>• the policy should be re-worded as suggested</li> <li>• reference is revised on how local housing need is assessed</li> <li>• what is meant by smaller dwellings is explained</li> </ul>
<b>Policy Port/HS2: Community Housing Assets</b>	<p>Paragraph 9.15 indicates that a “<i>small proportion</i>” of open market housing will be permitted on affordable housing exception sites. This provision should be explicitly mentioned in Policy Port/HS2 itself (as this is what the Local Plan requires). It would also be helpful if the term “<i>small proportion</i>” is numerically defined (i.e. 10%, 20% or whatever) in order that</p>	The Plan requires the minimum number of open market houses necessary to make a community housing scheme viable. The text should be amended to make this clearer.

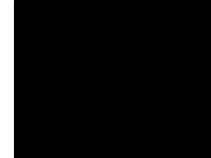
	the policy can be applied as envisaged by the local community when planning decisions are made.	
<b>Policy Port/HS3: Second Homes</b>	The question about whether a second homes policy for Portland is needed or justified remains an issue. It appears that existing buildings could be adapted and re-used as second homes under this policy. You may want to consider whether this is intentional, or an unintended omission from the policy.	The policy is amended to cover new dwellings gained through the redevelopment of non-residential redundant buildings.
<b>Policy Port/HS4: Hardy Block</b>	The concerns about the potentially reduced amount of housing that would be delivered on this site as a result of reducing the mass and visual impact of the Hardy Block remain, especially if the effect would be for the neighbourhood plan to deliver less development than the Local Plan.	All our calculations suggest that there is more than sufficient available land within the Defined Development Boundaries of Port/EN6, should the yield from the Hardy Block be reduced, for one reason or another. The policy should remain unchanged, as it clearly reflects the majority view of the community.
<b>Policy Port/SS1: Reinforcing Neighbourhood Centres</b>	<p>You might want to consider re-naming this policy “Reinforcing Local and Neighbourhood Centres” now that a distinction has been drawn between the two.</p> <p>It is considered that the issue of change of use of units in local centres should be determined under Policy ECON4 of the Local Plan and that separate (different) considerations would apply to the two (locally defined) neighbourhood centres. The suggested re-wording below also makes clear that the loss of parking would be an issue both in local and neighbourhood centres and that policy and guidance on shop front design would apply across the whole neighbourhood plan area). The suggested revised wording to address these issues is as set out below:</p> <p>“Development proposals affecting the following ‘local’ centres (as defined in the Local Plan):</p> <ul style="list-style-type: none"> <li>• Easton (delineated on Map 11c); and</li> <li>• Fortuneswell (delineated on Map 11d);</li> </ul> <p>will be considered against Policy ECON4 of the Local Plan. Development proposals within the following ‘neighbourhood’ centres:</p> <ul style="list-style-type: none"> <li>• Castletown (delineated on Map 11a); and</li> <li>• Chiswell (delineated on Map 11b);</li> </ul> <p>that add to the diversity of facilities and services and enhance the vitality and viability of the centres will generally be supported.</p> <p>The loss of existing business premises (Use Classes A1, A2, A3, A4, A5, B1, and C1) within neighbourhood centres will be resisted unless an equivalent replacement facility is provided within the centre, or where it is demonstrated that the continued operation of a business or service is no longer financially viable. If a specific business or service is no longer financially viable, a use from the range of acceptable Use Classes should be sought for the premises.</p> <p>Any proposals that would result in the loss of existing publicly available car parking spaces within a local or neighbourhood centre must provide at least an equivalent number of spaces in an equivalent location that serves the local or neighbourhood centre.</p> <p>Proposals for any new or replacement shop fronts within the neighbourhood plan area should be designed in accordance with the relevant policy in the Local Plan (ENV14) and any Shopfront Design Guidance for Weymouth and Portland.”</p>	The LPA makes some helpful suggestions on how the policy could be reworded to align with its Local Plan Review policies on local centres, which include Eaton and Fortuneswell. This is accepted.

Date: 17 May 2019

Oliver Rendle  
Dorset Council



Customer Services



By Email Only

Dear Oliver

Habitats Regulation Assessment (HRA): Portland Neighbourhood Plan

Thank you for consulting Natural England on the aforementioned proposal and apologies for the delay in getting back to you.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England welcomes the comprehensive Habitats Regulation Assessment (HRA) of the Submission Draft of the Portland Neighbourhood Plan completed by AECOM and agrees with the scope of the HRA and impact pathways as set out in HRA sections 2 and 3.

The HRA concludes that the draft Neighbourhood Plan as worded is likely to have significant effects, either alone or in combination, on international sites. On the basis of information provided, Natural England concurs with this view and endorses the recommendations for additional policy wording to ensure the plan is compliant with the Habitats Regulations.

The following comments relate to the policies identified within the HRA as likely to have a significant effect on international sites:

Policy EN5 – Historic Piers

Natural England fully supports the HRA's recommendation for the additional policy wording for Policy EN5 as set out below:

"Any development brought forward regarding enhancement of the piers for social or economic use must ensure that it can be implemented without any adverse effect upon the integrity of the European sites. Proposals that will adversely affect the integrity of European sites will not be supported."

Natural England also supports the requirement for additional policy wording to ensure measures are included that prevent the risk to the SAC of water pollution stemming from site runoff or dust emissions during construction.

In our view this additional policy safeguard is necessary to ensure the policy will have no adverse effects on the integrity of the Isle of Portland to Studland Cliffs SAC. We also recommend that the supporting text requires that any projects brought forward under the policy are subject to early pre application consultation with Natural England.

*Policy EN8 – The Verne*

Natural England supports the HRA's recommendation for the additional policy wording to ensure measures are included that prevent the risk of water pollution stemming from site runoff or dust emissions during construction.

*Policy BE6 – The Northern Arc.*

The policy includes land within the Isle of Portland SAC, along with land within the Isle of Portland SSSI and other potential SAC supporting habitats, such as SNCIs and priority habitats. Natural England therefore fully supports the HRA's recommendation for the additional policy wording to ensure that the emerging Northern Arc strategy will only be supported if it can ensure there is no adverse effect on the integrity of the European site.

In addition, Natural England endorses the need for Policy BE6 to include wording to ensure that the Northern Arc planning strategy requires all development to be carefully designed and planned to ensure that no adverse effects on the integrity of European sites occurs as a result of water pollution stemming from site runoff or dust emissions during construction or the operational stage of each of the developments.

We would also note that any strategic planning approach designed to ensure sustainable development (as required by the NPPF and local plan) will also need to ensure other biodiversity, environmental and heritage assets (eg SSSI, SNCI, priority habitats etc) are also fully protected and enhanced. We therefore recommend that Policy BE6 includes a reference to the need to also realise the environment potential of the area, as well as the economic and employment potential. Natural England should be fully consulted during the preparation of The Northern Arc planning strategy.

*Policy ST1 – Sustainable Tourism Development.*

Natural England welcomes the HRA recommendation to clearly specify that Policy ST1 Development will not support development that will adversely affect European sites.

*Recommendation for inclusion of additional Policy in support of Local Plan Policy ENV2*

Given the aspirations for new development in close proximity and potentially within the designated sites Natural England supports the view that an additional policy underlining the overriding importance of Local Plan Policy Env 2 is appropriate.

For any queries relating to the specific advice in this letter please contact John Stobart on [REDACTED]  
[REDACTED] For any new consultations or issues, please contact consultations@naturalengland.org.uk.

Yours sincerely

John Stobart  
Planning and Conservation Senior Advisor  
[REDACTED]