

Joint Local Plan Review for West Dorset, Weymouth and Portland

PORTLAND BACKGROUND PAPER
PREFERRED OPTIONS CONSULTATION VERSION

AUGUST 2018



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Contents

1.	Introduction	1
	Purpose of the Background Paper.....	1
	Local Plan and the Review	1
2.	Portland in Context.....	3
3.	Background to Growth on Portland	5
4.	Current Local Plan for Portland.....	7
5.	Constraints.....	8
	Landscape	8
	Heritage Assets	8
	Biodiversity	9
	Flood Risk.....	9
	Agricultural Land Classification	10
	Transport & Infrastructure	10
	Minerals	11
6.	Opportunities.....	13
7.	Issues and Options Consultation	14
	Inspector’s comments on growth at Portland	14
	Approach to Initial Options	14
	Refined Options	25
8.	Issues and Options Consultation Responses.....	28
	Comments received relevant to Question 15-i	28
	Comments received relevant to Question 15-ii	29
	Comments received relevant to Question 15-iii.....	30
	Comments received relevant to Question 15-iv	30
	general comments received	31
9.	Evidence Gathering.....	32
	The Joint Retail and Commercial Leisure Study	32
	Landscape and Heritage Assessment.....	33
	Level 1 Strategic Flood Risk Assessment.....	39
	Sport & Leisure Facilities Needs Assessment.....	40
10.	Preferred Options Consultation	42
	Options Considered	42
	Preferred Options.....	45
	Consultation	47

1. Introduction

PURPOSE OF THE BACKGROUND PAPER

- 1.1 This document is one of a number of background papers produced to support the West Dorset, Weymouth & Portland Local Plan Review.
- 1.2 This paper provides information about:
 - the approach to future development on Portland,
 - details of current and previous development,
 - rates of growth and how this might change in the future.
- 1.3 The paper also gives details of the site selection process including detailed considerations of environmental constraints in the area.

LOCAL PLAN AND THE REVIEW

- 1.4 In October 2015, West Dorset District Council and Weymouth & Portland Borough Council adopted their Joint Local Plan¹. The Local Plan sets out a long term planning strategy for the area and includes detailed policies and site proposals for housing, employment, leisure and infrastructure. The adopted Local Plan is the main basis for making decisions on planning applications.
- 1.5 In his report on the examination of the Joint Local Plan², the Planning Inspector indicated that he considered it to be "imperative that an early review is undertaken". The objective of the review is to identify additional housing land capable of meeting housing need to 2036, identify a long-term strategy for development in the Dorchester area by 2021; and reappraise housing provision in Sherborne.
- 1.6 Although one of the key objectives is to identify a long-term strategy for development in the Dorchester area and reappraise housing provision in Sherborne, the Local Plan review will be considering available land to meet housing needs to 2036.
- 1.7 If a review is absent, or the Local Plan becomes silent or out of date because of a lack of progress, the presumption in favour of sustainable development applies and the councils would have less control in determining where development goes. Failure to undertake a review or even start it promptly would be likely to increase the risk of developers submitting planning applications at an early stage.

¹ <https://www.dorsetforyou.gov.uk/jointlocalplan/west/weymouth>

² <https://www.dorsetforyou.gov.uk/article/421782/West-Dorset-Weymouth--Portland-Adopted-Local-Plan-Inspectors-Report>

- 1.8 At the same time as the review is underway there are opportunities to clarify the interpretation of existing policies.

2. Portland in Context

- 2.1 The Isle of Portland has a population of over 12,800 with the main settlements being Castletown, Chiswell, Easton, Fortuneswell, Grove, Southwell, Wakeham and Weston.
- 2.2 The island extends about 4.5 miles into the English Channel giving it a unique coastal character. The island is linked to the mainland by a single carriageway road adjacent to Chesil Beach and the Fleet.

Figure 2.1: Population Structure – Portland



- 2.3 The population profile for Portland in Figure 2.1 shows a greater proportion of older residents than younger residents. Working age residents, in particular, women aged between 15 and 45 are least represented demonstrating that many economically active people leave the area in pursuit of higher paid jobs and access to more affordable housing. The high proportion of young males is a result of the prison population.
- 2.4 The Island of Portland is an attractive place to live; nevertheless, there are areas that suffer from high levels of multiple deprivation. Fortuneswell North is ranked as the most deprived area in Dorset and is within the top 10% most deprived areas nationally; this deprivation has a significant impact on health and wellbeing. The impact of households suffering from deprivation leads to demands on social care and health and educational issues. Poor access to essential services and housing can exacerbate problems. As the number of older people grows, these challenges will accelerate.

- 2.5 The island contains some large areas of employment, including a former naval estate which has seen significant regeneration in recent years.
- 2.6 The Isle of Portland provides the nationally important resource of Portland Stone. There are currently six active quarries on Portland (one of which produces only crushed aggregate) and three underground mines. The quarries and mines are operated by two companies and there are around 100 people employed in the industry. There is an ongoing local, regional and national demand for Portland Stone for the repair and restoration of historic buildings, new build, masonry and monumental uses.

3. Background to Growth on Portland

3.1 Since 1991, the population of Portland has decreased by approximately 2% from 13,190 to 12,966. This reduction has been caused by the loss of the Royal Navy.

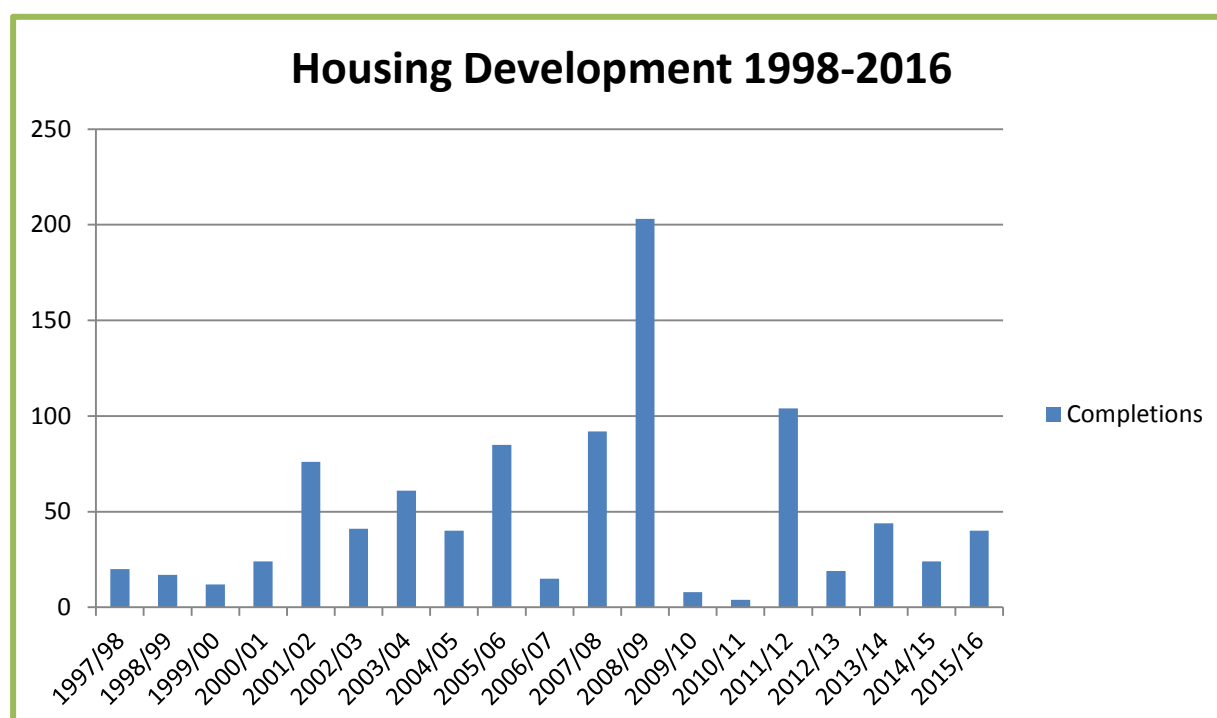
3.2 Figures 3.1 and 3.2 below show recent housing completions on Portland. In the period 1997/98 to 2016, a little over 1,000 dwellings have been completed. The annual average delivery rate currently stands at 45 dwellings per year for the five year period 2011/12 to 2015/16. The figures in brackets show the number of affordable houses completed. Since 2011/12, there have been a total of 64 affordable housing completions.

Figure 3.1: Housing Completions - Portland

97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08
20	17	12	24	76	41	61	40	85	15	92
08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	TOTAL	
203	8	4	104 (6)	19 (19)	44 (15)	24 (7)	40 (17)	26	1,027 (64)	

Source: <https://www.dorsetforyou.gov.uk/statistics/town-factsheets>, WDDC and WPBC

Figure 3.2: Development on Portland



- 3.3 With the local plan allocations listed in Figure 4.1 and the additional sites which have been granted planning permission, it is anticipated that around 600 new dwellings will be built on Portland over the coming 5-year period to 2021.

4. Current Local Plan for Portland

- 4.1 The current development strategy focuses the majority of new development on the larger settlements, which have more existing jobs and services. Policy SUS2 of the adopted Local Plan regards Portland as a priority location for new development alongside other market and coastal towns.
- 4.2 All the existing housing allocations on Portland are expected to be completed by 2022. This leaves a shortfall in delivery between the years 2023 and 2036.
- 4.3 Table 1 below provides information about the existing development site allocations on Portland. Both of the sites shown in Figure 4.1 have long-standing planning permissions. The former Hardy Accommodation Block on Portland was granted planning permission in 2001 for a total of 554 units. Approximately, 348 units remain to be built as a result of viability problems associated with land instability. Approximately 70 units with planning permission are proposed as part of the redevelopment of Osprey Quay.

Figure 4.1: Current allocated sites on Portland

ALLOCATION	USE/UNITS	STATUS	DELIVERY
Osprey Quay (PORT ₁)	70 Residential Units	Planning consent issued. Not started.	Complete by 2021.
Former Hardy Complex (PORT ₂)	348 Residential Units	Site partly constructed and occupied. Remaining phases of development have not been started.	Complete by 2022.

- 4.4 Other large sites with existing planning permission include:
- **Bumpers Lane** – a development of 64 dwellings on a site that is partly outside the defined development boundary. Planning permission was granted on appeal.
 - **Augusta Road** – a development of 22 affordable dwellings. This site is outside the defined development boundary and was allowed as an affordable housing exception site.
 - **Workshops, Bottomcombe (Windmills)** – a development of 15 units, part of an extant development allocation.
 - **Alma Terrace** - a scheme to convert the basements of properties into 11 flats.
 - **Land adjacent 88 Avalanche Road** – a development of 10 cottages and access road.

5. Constraints

- 5.1 The island of Portland has a high quality landscape and is at the heart of the Dorset and East Devon Coast World Heritage Site. Much of the island is covered by national and international environmental designations. The high quality landscape, important wildlife interests and the single carriageway road access across Chesil Beach all limit opportunities for further major development.

LANDSCAPE

- 5.2 National policy puts an emphasis on the protection and enhancement of valued landscapes. In particular, paragraph 172 of the 2018 National Planning Policy Framework (NPPF) states that "*Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues.*"
- 5.3 The Isle of Portland forms a dramatic and distinctive wedge shaped peninsula at the end of Chesil Beach. The peninsula slants southwards, reaching sea level at Portland Bill. It is an exposed, windswept and rocky landscape with a strong maritime influence. Prominent limestone cliffs and undercliffs surround the island. Tree cover is limited due to the harsh exposed location, and is often only found in sheltered hollows. This lack of trees emphasises the broadly open skyline which is dominated by manmade structures, apart from the extensive outward views from the cliffs that take in much of the Dorset coastline.

HERITAGE ASSETTS

- 5.4 In relation to the historic environment, the 2018 NPPF recognises that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance."
- 5.5 There are four Conservation Areas on Portland:
- Underhill, incorporating Chiswell, Maidenwell, Fortuneswell and Castletown;
 - Grove;
 - Portland (Easton, Wakeham & Reforne); and
 - Weston.
- 5.6 There are over 200 individual listings on Portland. One of the most significant features is Portland Castle which has a Grade I listing. Attached to the castle is the Captain's House (Grade II*).

- 5.7 Archaeology - Portland is rich in archaeological remains. The early industrial Portland Stone quarries, the Victorian military complex at the Verne / East Weares / Portland Harbour and the Mesolithic remains at Portland Bill are of national importance to British history. Many of these are legally protected in whole or part through designation as Scheduled Ancient Monuments.

BIODIVERSITY

- 5.8 National policy highlights the importance of safeguarding local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity. It also indicates that plans should identify and pursue opportunities for securing measurable net gains in biodiversity.
- 5.9 There are two Sites of Special Scientific Interest (SSSI), the Portland Harbour Shore and the Chesil Beach and the Fleet. The coastline is designated a Special Area of Conservation (SAC) under the EU Habitats Directive.
- 5.10 An extensive network of sites of County significance (Sites of Nature Conservation Interest or SNCIs) and Regionally Important Geological Sites (RIGS) have also been identified.
- 5.11 The marine environment is of outstanding quality and the waters surrounding Portland, including Portland Harbour are identified as a Sensitive Marine Area by Natural England in recognition of the important marine ecology.

FLOOD RISK

- 5.12 National policy states that "...inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk..." through the application of the Sequential Test.
- 5.13 Weymouth sits on the River Wey which is classed as a main river, the course of which has shaped the physical layout of the town. The town centre lies between the harbour area of the River Wey and the sea, resulting in a high level of flood risk.
- 5.14 The reclaimed land at Osprey Quay is subject to tidal flood events and extensive flood works including an engineered flood flow path with bunding have been implemented to provide an improved standard of defence. The Portland Harbour Breakwaters also protect this and other areas around Portland Harbour from aggressive wave action. However, these works will only lessen the risk of tidal flooding and not remove it all together.
- 5.15 The historic fishing village of Chiswell is at risk of flooding as a result of storm waves washing over the esplanade and Chesil Bank, or by percolation of sea water through

Chesil Bank. In both cases, water will flow along roads and accumulate in low spots in Chiswell and along the Portland Beach Road. Property can be flooded either directly by flood water or as a result of wash water if traffic continues to travel through it. In addition, wind blown spray, shingle and waves may directly affect some properties, depending on their location. The depth of flood water and the number of properties affected will vary, depending on the severity of the storm and the length of time that conditions persist. Flood defences have been constructed to reduce the frequency and impact of flooding in Chiswell, however, they have not removed the possibility of flooding.

AGRICULTURAL LAND CLASSIFICATION

- 5.16 Agricultural land is an important resource that needs to be managed in an appropriate way to underpin sustainable development. The agricultural land is important for the production of food, biomass, water storage and biodiversity.
- 5.17 National policy as set out in the NPPF and the Planning Policy Guidance indicates that agricultural land classification is a material consideration when making planning decisions and that development should be steered away from the best and most versatile agricultural land. Agricultural land is classified as grades 1 to 5. Best and most versatile agricultural land is considered to be land classified as grade 1, grade 2 and grade 3.
- 5.18 The Planning Policy Guidance expands on the text within the NPPF stating that national policy "...expects local planning authorities to take into account the economic and other benefits of the best and most versatile agricultural land. This is particularly important in plan making when decisions are made on which land should be allocated for development. 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."
- 5.19 Portland comprises largely non agricultural land by virtue of the various quarry sites. The majority of agricultural land which surrounds the urban area is grade 3 meaning good to moderate quality.

TRANSPORT & INFRASTRUCTURE

- 5.20 The access to everyday facilities by sustainable modes of transport is an important factor in considering the location of new development.
- 5.21 Portland is solely accessed by the A354 Portland Beach Road. The amount of traffic able to travel to and from Portland is dictated by the capacity of Portland Beach Road. On Portland itself, the major pinch point is the A354 at Fortuneswell. This is a

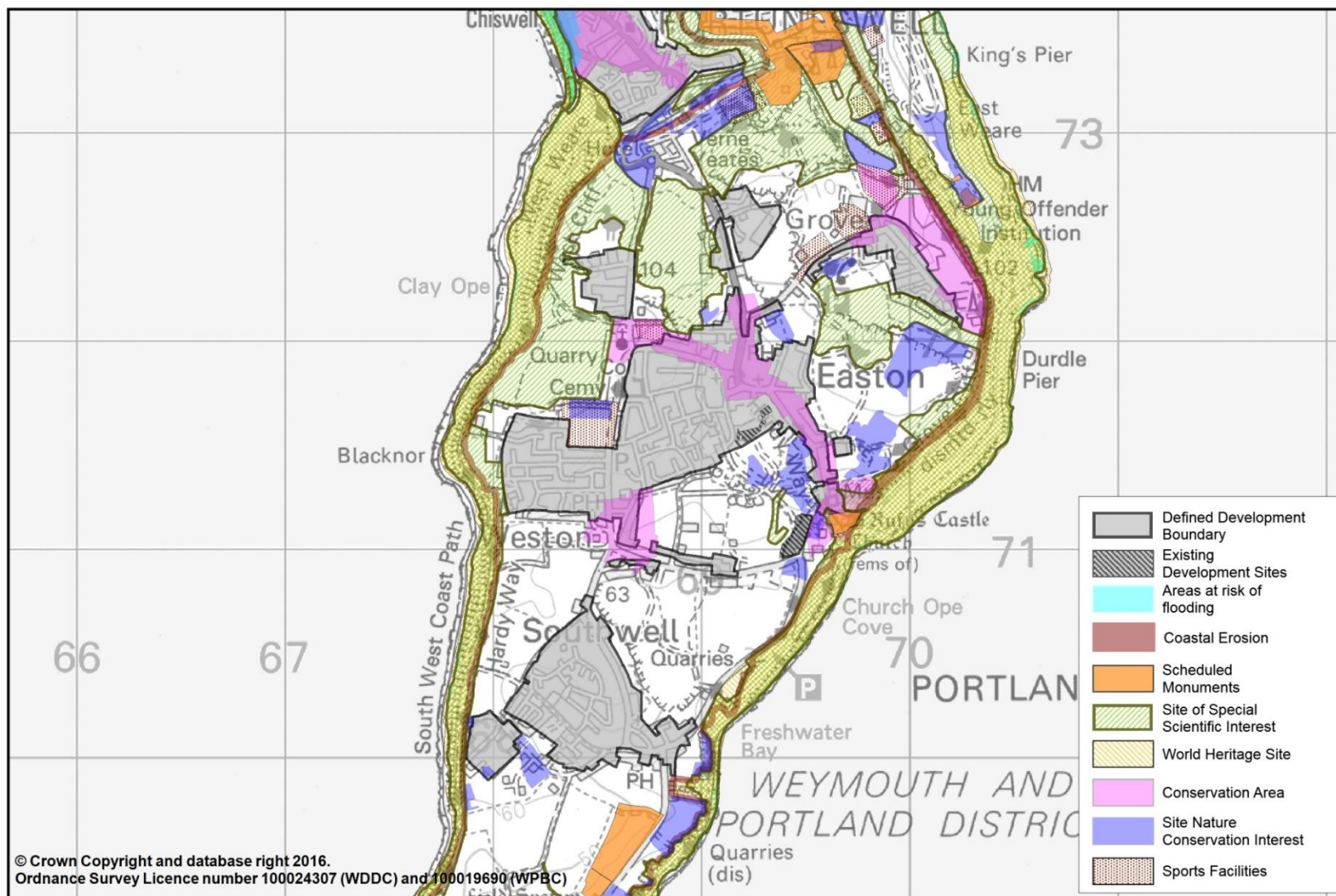
one way stretch of road which is up hill and has a small lay-by for vehicles stopping at the local shops.

- 5.22 The annual average number of trips per day on the Portland Beach Road is 16,000. Traffic increases by about 2,000 vehicle trips per day in the summer months. Typical peak hour traffic flows on this link are 1,200 to 1,300 vehicles per hour.

MINERALS

- 5.23 Portland Stone is extracted on the Isle of Portland and the remains of old workings can be seen across the island. Much of the current extraction takes place under a large composite planning permission granted in 1951, covering around two thirds of the plateau forming the top of the island. This permission for quarrying lasts until 2042. This has significantly affected the landscape and impacted on the local community, with quarry working areas close to residential properties. The continued quarrying of stone from within permitted but sensitive areas is a significant issue.
- 5.24 Within the permission, some areas remain currently unworked, others are active quarries and others have been previously worked and have been either abandoned or backfilled.

MAP 1: ENVIRONMENTAL CONSTRAINTS ON PORTLAND



6. Opportunities

- 6.1 The 2018 NPPF states that there are three overarching sustainable development objectives: economic, social and environmental. Future growth at Portland will help:
- 6.2 Economic
- develop specialist maritime industries and other growth sectors that benefit from this unique location;
 - provide a good supply of well-paid jobs that benefit the local community and wider area;
 - develop sustainable tourism based on activities that capitalise on this unique location, including water sports, climbing, walking and bird watching;
 - maintain and expand the role of Portland Port as a port of national and international importance; and
 - continue regeneration at Osprey Quay;
- 6.3 Social
- reduce levels of multiple deprivation;
 - develop good education and skills provision; and
 - see the redevelopment of the Hardy Complex for housing;
- 6.4 Environmental
- maintain and enhance the unique character of the island and its built and natural environment; and
 - maintain and expand Portland Quarries Nature Park.

7. Issues and Options Consultation

- 7.1 This section explains how the initial options at Portland were developed for the issues and options consultation in February 2017. The local plan review needed to consider development opportunities around the main eight main settlements in the plan area as identified in the adopted policy SUS2. This included the settlements on Portland.

INSPECTOR'S COMMENTS ON GROWTH AT PORTLAND

- 7.2 The inspector recognised that the proposals in the local plan for Portland were *"modest reflecting in part the opportunities which exist for employment and housing but which have not been fully exploited"*. In particular the inspector noted the mixed use redevelopment opportunities at Osprey Quay and the proposals (which have planning permission) for the redevelopment of Royal Navy accommodation at the former Hardy Complex.
- 7.3 The inspector considered the role and future prospects for Portland Port, but he was not convinced of the need to include a specific Port-related policy in the local plan, recognising that *"a balance has to be struck between encouraging and promoting business activities and safeguarding other interests"*, in particular to need to protect the environment.
- 7.4 The inspector felt there were too many uncertainties about timescales, funding and potential environmental impacts to justify the protection of a 'safeguarded route' for the A354 Weymouth to Portland Relief Road in the local plan stating that *"Uncertainty over timescales runs the risk of unreasonably 'blighting' land and properties"* and that there is not *"sufficient justification for safeguarding a route at present"*.
- 7.5 However, the Inspector supported a policy promoting Portland Quarries Nature Park, and was satisfied that the approach *"reflects the Councils' longer term aspirations"* whilst also safeguarding *"the interests of existing operators"*.

APPROACH TO INITIAL OPTIONS

- 7.6 In considering the initial future growth options on Portland, the councils undertook an initial 360 degree search of all possible development site options around the various settlements on the island. The area of search is constrained by virtue of the coastal setting; nevertheless, 15 areas of search were identified. These areas (A-N) can be seen on Map 2.
- 7.7 Unsuitable options were discounted at an early stage through an initial site sieving exercise, and details of this exercise are provided in Figure 7.1.

MAP 2: Broad Areas of Search – Portland

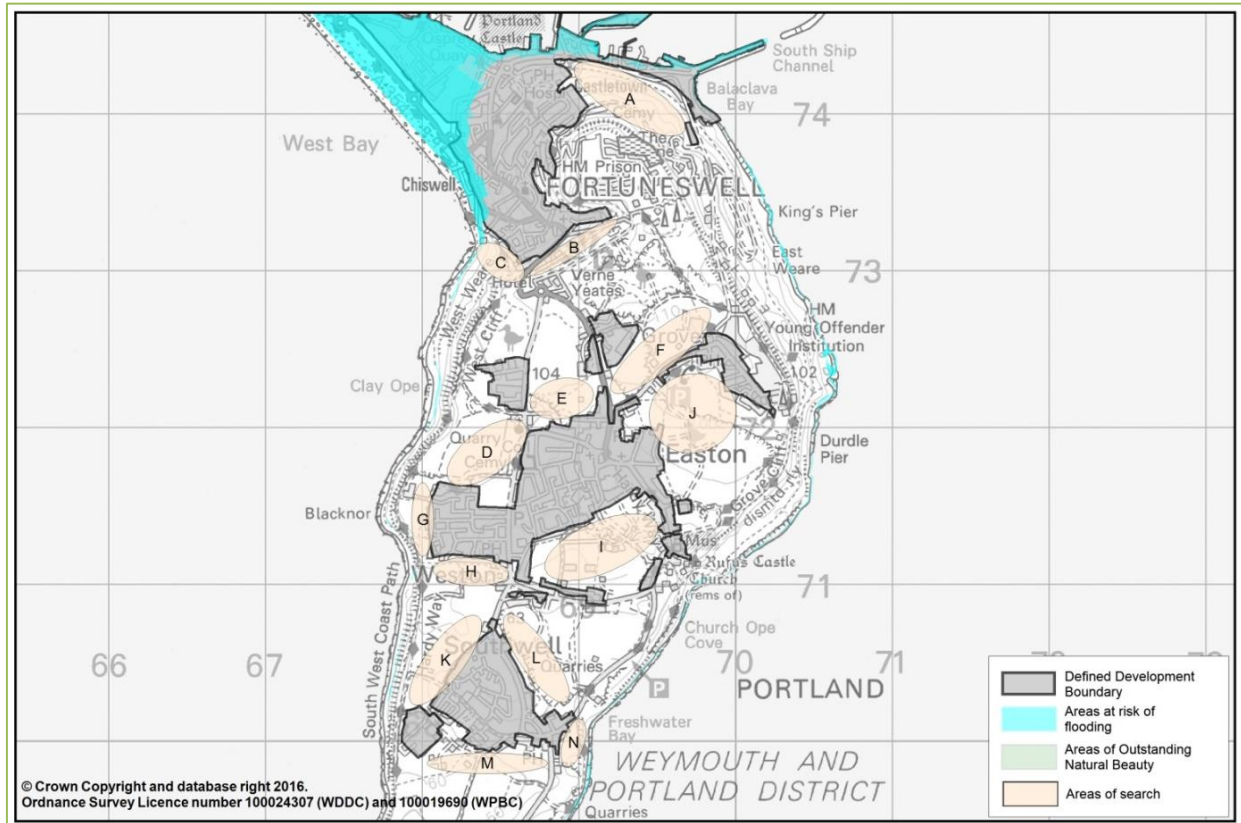


Figure 7.1: Details of each broad search area

AREA A – SOUTH OF CASTLETOWN	
Landscape	Steeply sloping land providing a backdrop to Portland Port and its commercial activities. This area forms part of the Limestone Peninsula character type and is within the Portland Coastline policy area.
Heritage	The Isle of Portland is recognised as an area with archaeological importance. Development in this location could have a detrimental impact on the Verne Scheduled Ancient Monument.
Biodiversity	The area of search is wholly within the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC – indicating biological and geological value. It is also wholly within a Site of Nature Conservation Interest.
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.
Agricultural Land	The whole area is classified as non-agricultural land.
Transport	Vehicular access via Castletown is restricted beyond the entrance to

	Portland Port meaning there is no public access to the site. If public access was possible, it would be difficult to access the land due to the rise in levels. The closest bus route serves Victory Road and Castle Road.	
Infrastructure	The area of search adjoins existing built development on two sides. Adjoining built residential development to the west and commercial development to the north. There would be access to local services including schools, health facilities and local convenience retail.	
Other	Potential for land instability.	
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI, and scheduled monuments. Steep topography.	Little or no development potential in this area – not taken forward

AREA B – NEW GROUND		
Landscape	This area of search is steeply sloping and in a prominent visual location.	
Heritage	The Isle of Portland is recognised as an area with archaeological importance.	
Biodiversity	The area of search contains scrub and other vegetation. It is within the Isle of Portland SSSI and a Site of Nature Conservation Interest – indicating biological and geological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.	
Agricultural Land	The whole area is classified as non-agricultural land.	
Transport	The area of search is surrounded by a network of footpaths and Rights of Way. There is an existing single road access from Verne Hill Road which would be unsuitable for serving the site. Alternative access from New Ground is also unsuitable. The closest bus route serves New Road and Easton Lane.	
Infrastructure	The area of search adjoins the existing built development to the north. There would be access to local services including schools, health facilities and local convenience retail.	
Other	Potential for land instability.	
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and nearby SNCI	Little or no development potential in this area – not taken forward

AREA C – WEST WEARE	
Landscape	The area of search forms part of the coastal slope and is in a prominent visual location. It is wholly within the Dorset and East Devon World Heritage Coastline designation.
Heritage	The Isle of Portland is recognised as an area with archaeological importance.
Biodiversity	The area of search contains scrub and other vegetation. The area of search is wholly within the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC – indicating biological and geological value.
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.
Agricultural Land	The whole area is classified as non-agricultural land.
Transport	There is an existing access point to the area of search via Clovens Road. Due to on-street parking, this is restricted to a single carriageway width. The area of search is surrounded by a network of footpaths and public rights of way. There is a frequent bus service serving High Street.
Infrastructure	The area of search adjoins existing built development. In this location there would be access to local services including schools, health facilities and local convenience retail.
Other	Potential for land instability due to coastal erosion.
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and World Heritage Site. Area also vulnerable to coastal erosion.
	Little or no development potential in this area – not taken forward

AREA D – BOWERS QUARRY	
Landscape	This area is regarded as having a varied landscape character type with open sweeping panoramic views to the wider area. The area comprises former historic quarry workings and rough grassland which has an irregular and pitted landform. The search area adjoins the World Heritage Site which lies to the west.
Heritage	The Isle of Portland is recognised as an area with archaeological importance. In addition to this, the prominent St George’s Church and cemetery lie to the east forming the western edge of the Easton

	Conservation Area.	
Biodiversity	The historical quarrying activity has over time regenerated to form a grassland habitat. This ecological interest is reflected in the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC designations – indicating biological and geological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk. There is a small network of surface water channels in the south east corner of the site.	
Agricultural Land	The whole area is grade 3 (average) agricultural land.	
Transport	Potential for vehicular access from Weston Road and Wide Street.	
Infrastructure	There would be access to local services including schools, health facilities and local convenience retail. The southwest coast path runs along the cliff top edge of the site.	
Other	<p>Bowers is an extensive quarry. The central and eastern areas of the quarry have been relinquished leaving the coastal edge to the west and the northern areas as the principle active areas where mining currently takes place. There is potential for land instability. The sports fields north of Weston offer future opportunities for mining.</p> <p>Bowers quarry is identified as a location for the MEMO project and could form part of the Portland Quarries Nature Park, subject to the landowner's agreement.</p>	
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and Portland (Easton) conservation area. Areas either working quarries or part of Portland Quarries Nature Park.	Little or no development potential in this area – not taken forward

AREA E – INMOSTHAY QUARRY

Landscape	Distinctive open quarry working and operations, defined by rock piles, waste mounds, grass verges and clumps of scrub. The area of search is part of the Limestone Peninsula character type.
Heritage	The Isle of Portland is recognised as an area with archaeological importance. In addition to this, the area adjoins the Easton Conservation Area to the south.

Biodiversity	The area of search is within the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC. There is ecological interest in the fringes of the site in the regenerated areas.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.	
Agricultural Land	Classified as non-agricultural.	
Transport	Existing vehicular access off Wide Street.	
Infrastructure	Adjoins existing urban area to the south. Central location on the island, there would be access to local services including schools, health facilities and retail. Public rights of way to the north and south.	
Other	The area of search comprises existing and previously worked quarries. The main active areas can be found to the centre and the north of the quarry. Mineral extraction has been relinquished in the areas to the south (north of Reforne).	
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and Portland (Easton) conservation area. Areas either working quarries or part of Portland Quarries Nature Park.	Little or no development potential in this area – not taken forward

AREA F – INDEPENDENT QUARRY

Landscape	Distinctive open quarry working and operations, defined by rock piles, waste mounds, grass verges and clumps of scrub. The area of search is part of the Limestone Peninsula character type.	
Heritage	The Isle of Portland is recognised as an area with archaeological importance.	
Biodiversity	Close proximity to the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC – indicating biological and geological value. There is a relevant planning condition to restore quarry to nature conservation uses.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk. There is a small network of surface water channels in the south west corner of the site.	
Agricultural	The whole area is grade 3 (average) agricultural land.	

Land	
Transport	Access off Grove Road and Easton Lane. Bus service off A354 (Easton Lane).
Infrastructure	Adjoins existing urban area to the south. Within a central location on the island, there would be access to local services including schools, health facilities and retail.
Other	Potential conflict with Minerals Planning Authority aim of restoration of the disused quarry for nature conservation and public amenity. Area of search includes Portland Football Club.
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and Portland (Easton) conservation area. Areas either working quarries or part of Portland Quarries Nature Park. Little or no development potential in this area – not taken forward

AREA G – WEST OF WESTON

Landscape	Open exposed cliff top environment with wide seaward views. The area of search adjoins the Dorset and East Devon World Heritage Site to the west. The area of search is part of the Limestone Peninsula character type.
Heritage	The Isle of Portland is recognised as an area with archaeological importance.
Biodiversity	Partly within the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC – indicating biological and geological value.
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.
Agricultural Land	The whole area is grade 3 (average) agricultural land.
Transport	Potential for various points of vehicular access.
Infrastructure	Adjoins existing urban area to the east. There would be access to local services including schools, health facilities and retail.
Other	

Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and World Heritage Site. Area in part vulnerable to coastal erosion.	Little or no development potential in this area – not taken forward
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AREA H – BARLEYCRATES LANE

Landscape	Open exposed cliff top environment with panoramic views, providing green backcloth to the densely built up areas of Weston to the north. The area of search is part of the Limestone Peninsula character type.	
Heritage	The Isle of Portland is recognised as an area with archaeological importance. Adjoins the Dorset and East Devon World Heritage Site to the west. Evidence of historical field systems.	
Biodiversity	Adjoins the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC to the west – indicating biological and geological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.	
Agricultural Land	The whole area is grade 3 (average) agricultural land.	
Transport	Access off Isle Road. Frequent bus service from Weston Road. Opportunity for access from Bowers Road.	
Infrastructure	Various public rights of way around area of search. Adjoins existing urban area to the north. There would be access to local services including schools, health facilities and retail.	
Other	Contains areas with permission for quarrying and mining.	
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and World Heritage Site. Area in part vulnerable to coastal erosion.	Little or no development potential in this area – not taken forward

AREA I – WESTON ROAD TO PERRYFIELDS QUARRY

Landscape	Largely an open expanse of flat gently sloping green space formed of a series of grazed horse/pony paddocks. The surrounding houses overlook the area of search and the north east corner is a former open quarried area with rough mounds and hollows. The area of search is part of the Limestone Peninsula character type.	
Heritage	The Isle of Portland is recognised as an area with archaeological	

	importance. Evidence of historical field systems (lawnsheds). Two listed windmills. Weston Conservation Area to the south of the area of search.	
Biodiversity	Small area of Isle of Portland SSSI located within Perryfield Quarry – indicating biological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk. There is a small network of surface water channels running north to south directly through the centre of the area of search.	
Agricultural Land	The whole area is grade 3 (average) agricultural land.	
Transport	Potential for vehicular access off Weston Street.	
Infrastructure	Various public rights of way, particularly to the east and connections from the built up area to the north. Central location on the island, with access to local services including schools, health facilities and retail.	
Other	The area of Perryfield Mine lies to the north of this site and is still operational. The entire site is currently designated as safeguarded mineral within the Minerals Strategy.	
Conclusion	Potential for development along Weston Road avoiding impacts on Isle of Portland SSSI, nearby SNCI and Weston conservation area.	Some potential in this area (P1 Eastern end of Weston Street)

AREA J – BETWEEN EASTON AND GROVE

Landscape	The northern edge of this search area is characterised by an undeveloped area of flat greenspace sandwiched between the existing quarry and dense residential areas. Housing forms a hard edge to the north. Much of the search area forms a distinctive open quarry working and operations, defined by rock piles, waste mounds, grass verges and clumps of scrub. The area of search adjoins the Dorset and East Devon World Heritage Site to the east. The area of search is part of the Limestone Peninsula character type.	
Heritage	The Isle of Portland is recognised as an area with archaeological importance. The quarry has historic value.	
Biodiversity	The disused area of Broadcroft Quarry now forms a Butterfly Nature Reserve and forms part of the Isle of Portland SSSI – indicating biological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.	

Agricultural Land	The whole area is grade 3 (average) agricultural land.	
Transport	Potential for vehicular access off Grove Road and Wakeham.	
Infrastructure	The area of search adjoins the existing built up areas of The Grove and Easton.	
Other	Broadcroft Quarry – large active stone quarry and nature reserve with long-standing planning permission.	
Conclusion	Impacts on Isle of Portland SSSI and nearby SNCI	Little or no development potential in this area – not taken forward

AREA K – REAP LANE

Landscape	Open exposed cliff top environment with panoramic views, providing green backcloth to the village of Southwell. The area of search adjoins the Dorset and East Devon World Heritage Site to the west. The area of search is part of the Limestone Peninsula character type.	
Heritage	The Isle of Portland is recognised as an area with archaeological importance.	
Biodiversity	Adjoins the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC to the west – indicating biological and geological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.	
Agricultural Land	The whole area is grade 3 (average) agricultural land.	
Transport	Potential for vehicular access off Avalanche Road and Reap Lane.	
Infrastructure	Access to local services including schools, health facilities and retail.	
Other		
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and World Heritage Site. Area in part vulnerable to coastal erosion.	Little or no development potential in this area – not taken forward

AREA L – EAST OF AVALANCHE ROAD

Landscape	Mainly restored area of quarry, comprising woodland and scrub planting and open paddocks. The area of search adjoins the Dorset and East	
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	Devon World Heritage Site to the east. The area of search is part of the Limestone Peninsula character type.	
Heritage	The Isle of Portland is recognised as an area with archaeological importance.	
Biodiversity	– indicating biological and geological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.	
Agricultural Land	The whole area is grade 3 (average) agricultural land.	
Transport	Access off Avalanche Road.	
Infrastructure	Access to local services including schools, health facilities and retail.	
Other	Within Coombefield Quarry, a large active quarry with long-standing planning permission.	
Conclusion	Potential for development associated with built up area of Southwell.	Little or no development potential in this area – not taken forward

AREA M – SOUTH OF SWEET HILL ROAD		
Landscape	Open landscape. The area of search is part of the Limestone Peninsula character type.	
Heritage	The Isle of Portland is recognised as an area with archaeological importance. Potential archaeological interests.	
Biodiversity	– indicating biological and geological value.	
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.	
Agricultural Land	The whole area is grade 3 (average) agricultural land.	
Transport	Access off Sweethill Road, and Portland Bill Road.	
Infrastructure	Access to local services including schools, health facilities and retail.	
Other	The entire site is currently designated as safeguarded mineral within the Minerals Strategy. It is likely that applications for future mines would be received in this area.	
Conclusion	Potential for development associated with built up area of Southwell, avoiding impacts on nearby SNCI.	Some potential in this area (P2 South of Southwell)

AREA N – FRESHWATER QUARRIES	
Landscape	Small open and exposed area adjoining the Dorset and East Devon World Heritage Site to the east. Portland Coastline. The area of search is part of the Limestone Peninsula character type.
Heritage	The Isle of Portland is recognised as an area with archaeological importance.
Biodiversity	Adjoins the Isle of Portland SSSI and the Isle of Portland to Studland Cliffs SAC to the east. The area of search adjoins a Site of Nature Conservation Interest.
Flooding	The area of search is within EA Flood Zone 1 – Low Flood Risk.
Agricultural Land	The whole area is grade 3 (average) agricultural land.
Transport	Access from Southwell Road or High Street.
Infrastructure	Access to local services including schools, health facilities and retail.
Other	Entirely within the Coastal Strip which has planning permission for quarrying.
Conclusion	Impacts on Isle of Portland to Studland Cliffs SAC Isle of Portland SSSI, World Heritage Site and nearby SNCI. Area in part vulnerable to coastal erosion.
	Little or no development potential in this area – not taken forward

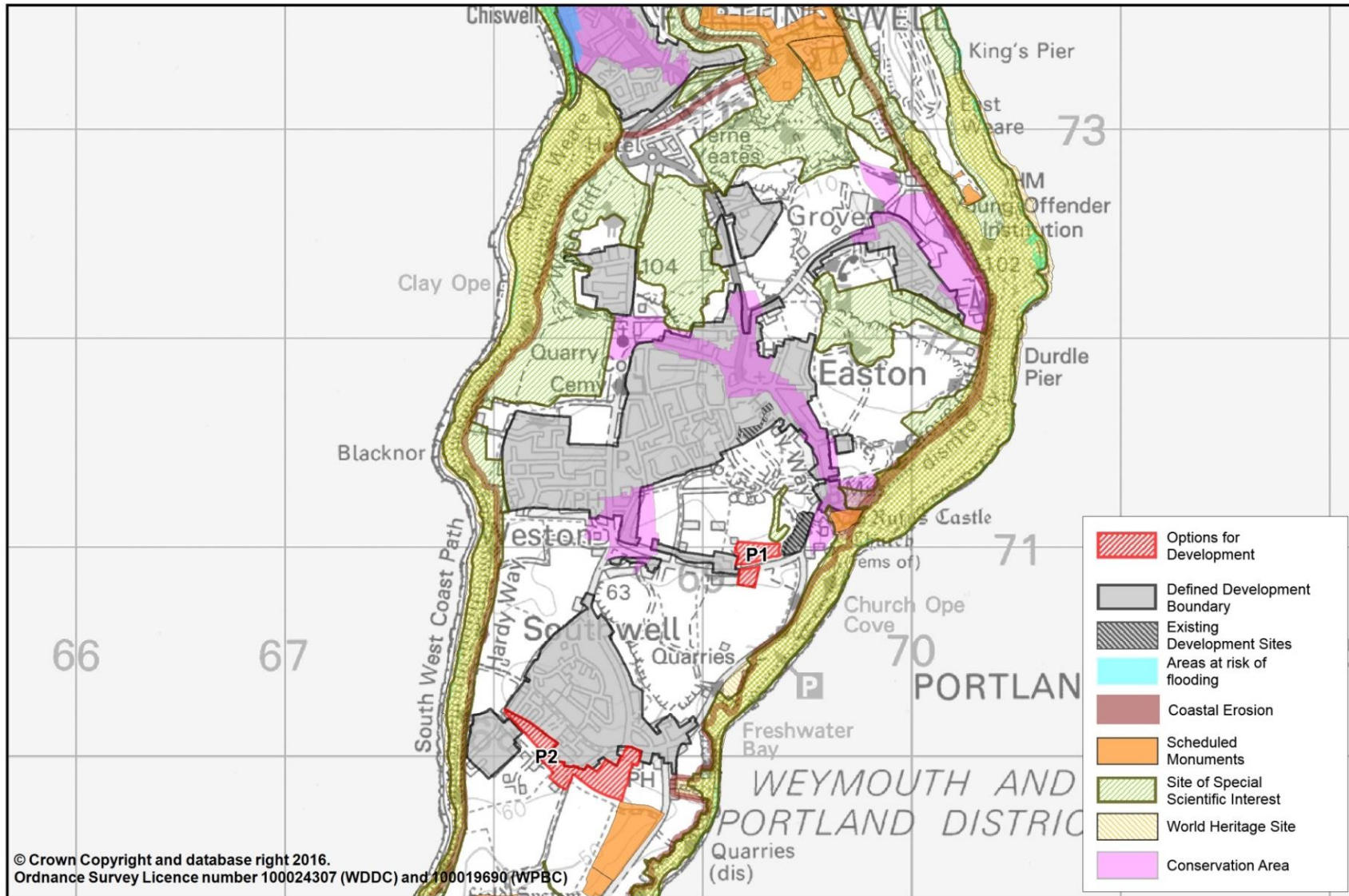
REFINED OPTIONS

- 7.8 As a result of the initial sieve of potential development areas and the consideration of all of the above constraints, two initial site options were identified. Figure 7.2 below sets out an indicative level of development and the potential development issues for each of the options.
- 7.9 Further information about the potential initial development options was sought through the Issues and Options consultation, which started in February 2017. At the time it was recognised that additional work would need to be undertaken to refine site suitability and fully establish infrastructure requirements as well as constraints to development such as landscape or heritage impacts.

Figure 7.2: Details of refined options for growth on Portland

INITIAL REFINED OPTION	INDICATIVE CAPACITY (DWELLINGS)	DEVELOPMENT ISSUES
P1: Eastern end of Weston Street	Residential / 50 units	<p>The chosen location would help reduce the potential for detrimental impacts to the SAC, SSSI and SNCI environmental designations and the World Heritage Site, Portland Coastline, scheduled monument and conservation area. A biodiversity action plan would be necessary to help identify and mitigate any potential harm.</p> <p>The area of Perryfield Mine lies to the north of this site and is still operational. The entire site is currently designated as safeguarded mineral within the Minerals Strategy – further consultation would be necessary with the Minerals Planning Authority to fully assess the development potential.</p> <p>This option would need to provide appropriate on/off-site infrastructure mitigation to ensure that it does not cause harm to existing services and facilities, e.g. education and healthcare.</p>
P2: South of Southwell	Residential / 130 units	<p>Landscape impact - impact on Portland Coastline, SNCI and scheduled monument.</p> <p>Pedestrian, cycle and bus links are required to help mitigate the peripheral location and improve connectivity.</p> <p>On-site surface water flood risk would require appropriate drainage mitigation.</p> <p>The entire site is currently designated as safeguarded mineral within the Minerals Strategy. It is likely that applications for future mines would be received in this area.</p> <p>This option would need to provide appropriate on/off-site infrastructure mitigation to ensure that it does not cause harm to existing services and facilities, e.g. education and healthcare.</p>

MAP 3: REFINED OPTIONS FOR GROWTH ON PORTLAND



8. Issues and Options Consultation Responses

- 8.1 The Issues and Options consultation provided an opportunity for stakeholders and the public to give their views on the initial development options. Ten public consultation events were held between 20th February and 9th March 2017. It is estimated that 1,172 people attended these events.

LOCATION	DATE	ESTIMATED ATTENDANCE
Sherborne	20 February 2017	92
Weymouth	21 February 2017	72
Portland	23 February 2017	48
Charminster	24 February 2017	244
Dorchester	27 February 2017	86
Beaminster	28 February 2017	105
Lyme Regis	1 March 2017	54
Bridport	2 March 2017	127
Crossways	7 March 2017	230
Chickerell	9 March 2017	114
Total		1,172

- 8.2 As part of the consultation, 78 responses were received that related to Portland. A summary of the responses received for each of the questions asked is set out below. It should be noted that these are a summary of the responses received and do not necessarily reflect the Council's position.

15-i. Development on Portland has taken place at an average rate of 45 dwellings per year over the last 5 years. Given the constrained nature of Portland and the need to address social and economic issues, should we plan for a lower level of growth or maintain the current level of growth?

COMMENTS RECEIVED RELEVANT TO QUESTION 15-i

- 8.3 There was no consensus on the preferred rate of future growth. Those who supported a lower rate noted the environmental, social and economic impact and the number of large sites with planning permission. Those who supported the current rate of growth of 45 dwellings per year considered this would support the Portland Economic Vision.

- 8.4 There were no representations made by statutory consultees to this question.
- 8.5 There was no consensus on the rate of future housing growth.

15-ii. Are there any additional issues related to the development of the site options?

COMMENTS RECEIVED RELEVANT TO QUESTION 15-ii

SITE P1

- 8.6 Public concerns related to the loss of green corridor and strategic gap and the impact on local infrastructure, such as healthcare and education.
- 8.7 Dorset County Council (Minerals & Waste) acknowledged minerals issues but confirmed that the presence of a working mine is unlikely to have an effect on the development site. DCC also confirmed that part of the site is to be restored for nature conservation purposes. Portland Town Council were concerned with the loss of green corridor and the infilling of the gap between Haylands and Weston Street.
- 8.8 Despite the site being within an extant mineral planning permission, this wouldn't constrain the site being considered developable though the need for nature conservation restoration would limit the developable extent.

SITE P2

- 8.9 Landscape impact and the loss of wildlife, particularly habitats for migratory birds were the main concerns raised by the public.
- 8.10 Dorset County Council (Minerals & Waste) acknowledged that the site adjoins an extant minerals planning permission, and that development at this location may prejudice future minerals workings because of noise, dust and blast vibration. Portland Town Council supported this option in so far as aligning the current development boundary. The Town Council were concerned at the impact on green space, minerals, and landscape and heritage structures. Natural England was concerned that the impact of large scale development would lead to future demands on road improvement that would affect designated wildlife and landscape sites. The site provides parking for IPACA which would need to be re-provided according to the County Council Highways Team.
- 8.11 The key barrier to development is that this site could prejudice future minerals workings.

15-iii. What are the infrastructure requirements for the development of the sites options, individually or in combination with others?

COMMENTS RECEIVED RELEVANT TO QUESTION 15-iii

- 8.12 A number of respondents raised the need for the Western Relief Road to bypass traffic congestion at Boot Hill and Portland Road.
- 8.13 Dorset County Council acknowledges local support. However, DCC considers that the economic evidence does not support the case that such a scheme is either necessary or would provide good value for money. A road would therefore be unlikely to attract the external funding on which a multimillion pound scheme of this nature would depend. The County Council is pursuing an integrated package of junction improvements, public transport and active travel solutions to ensure efficient transport movement within and beyond this corridor which it believes is better value for money, but also offers more significant improvements to longer distance movements and connectivity to the strategic road network from Portland, than would be achieved by the modest improvement to local journey times from a Western Relief Road.
- 8.14 Despite calls from the public for a relief road route to be safeguarded to bypass areas of traffic congestion, the County Council's response demonstrates that a relief road scheme does not provide good value for money and that it would not be deliverable.

15-iv. Are there any brownfield sites on Portland which may be suitable for residential development?

COMMENTS RECEIVED RELEVANT TO QUESTION 15-iv

- 8.15 The following additional sites were suggested:
- Public Additional land at Bumpers Lane and Moorfield Road;
 - Former Underhill Junior School;
 - Former Brackenbury Infant School;
 - Former factory on Brymers Avenue;
 - Former Town Council offices;
 - Former Little Ship Inn (Victoria Square);
 - Royal Victoria Lodge;
 - Unused or underused areas around Osprey Quay;
 - Former Royal Manor School;
 - Former quarry areas e.g. Perryfield quarries;
 - Former Southwell Primary School site at Sweethill Lane;
 - Land behind No 72 Weston Street and No 146 Weston Street;

- Land between Victoria Place, Reforne and Fancy's Close; and
- Better use of the Hardy Accommodation Block.

GENERAL COMMENTS RECEIVED

- 8.16 Concerns were raised over high levels of traffic on and off the island and the impact this has on road and pedestrian safety.
- 8.17 The County Council suggest that the plan should recognise the various mineral workings and permissions. Natural England is concerned with the potential impact on national and international wildlife designations.

9. Evidence Gathering

- 9.1 To support the selection of preferred options, evidence has been gathered to investigate further relevant issues. A summary of the results of the evidence is included here.

THE JOINT RETAIL AND COMMERCIAL LEISURE STUDY³

- 9.2 This study provides a robust evidence base to inform plan-making and decision taking. It provides an assessment of the need for new retail floorspace at the strategic level to help inform the likely scale, type, location and phasing of new retail development over the next 15 years.
- 9.3 It confirms that Easton is fulfilling its role and function as a 'Larger Local Centre' and as such it's position within the Borough's hierarchy of centres.
- 9.4 The study also includes a health check for each of the main towns in the plan area. The health check is used to assess and monitor the overall health and performance of centres. This health check considers that the vitality and viability of Easton local centre is adequate but there is scope for improvement. It performs adequately as a local centre, principally meeting the needs of its immediate population. Furthermore, it identifies that:
- There is a good convenience offer, with the key anchor retailers being Tesco Superstore and Coop. However, the physical relationship and linkages between the Tesco store and the rest of the centre could be improved.
 - The quality of the comparison offer is rather basic, and there is scope to improve the overall mix and variety of retailers.
 - There is scope to introduce more restaurants into the centre, and hotels / B&B accommodation. It is also considered that the existing café offer could also benefit from qualitative improvements.
 - The retail mix is largely dominated by independent retailers. We advise that Easton should build on its independent offer, improving the quality of provision and building its niche retail offer.
 - The centre should seek to establish a market, and host community events. This would raise the profile of the centre, and encourage visitors.
 - The vacancy levels appear to be low, but the under-used Easton Centre should be a priority for regeneration.
 - Easton has a relatively pleasant environment, and should build on its character, encouraging a quaint appearance.

³ Joint Retail and Commercial Leisure Study – 2018. Carter Jonas on behalf of North Dorset District Council, West Dorset District Council and Weymouth & Portland Borough Council (March 2018)
www.dorsetforyou.gov.uk

- There is a need to improve parking provision.
- 9.5 The town centre’s food store offer is anchored by a Co-op and large Tesco store. However the latter is poorly connected to the main town centre and these linkages could be strengthened through a range of actions, including; new signage and planting. The quantitative retail assessment has identified limited capacity for 127 sqm net of new convenience goods floorspace, increasing to 180 sqm net by 2031 and 218 sqm net by 2036.
- 9.6 Easton’s non-food offer is relatively basic and the study identified that there is potential to improve the overall quality, offer and mix of goods sold in the centre, subject to market demand. The Easton Centre should be the focus for the centre’s shopping offer, but is a small shopping centre that is under-occupied and would benefit from regeneration. Easton’s existing independent offer is good and should be built on, increasing the niche retail offer. In terms of the quantitative need for new comparison goods retail over the plan period, the retail assessment has forecast capacity for 43 sqm net by 2021, increasing to 163 sqm net by 2031 and 234 sqm net by 2036.
- 9.7 The study suggested that the centre would also benefit from the introduction of a street market. The centre also has a relatively weak leisure service provision. There could be scope to introduce more restaurants and cafés, subject to market demand, as well as overnight accommodation to help capture expenditure from visitors who travel to the island for day trips during the summer months.
- 9.8 Overall, Portland has a relatively pleasant environment although the consultants concluded that there are opportunities to build on the existing character of the centre by improving links to Easton Square as well as improving the general public realm.
- 9.9 The study concluded that the limited (economic) capacity for new retail floorspace over the plan period could easily be met in the town centre through possible infill development (including the potential improvement and redevelopment of the shopping centre), the potential take-up of existing vacant units, the extension to existing stores, and/or change of use applications. It was not considered that there is a requirement at this stage to identify new development sites either in or on the edge of the town centre.

LANDSCAPE AND HERITAGE ASSESSMENT⁴

- 9.10 A joint landscape and heritage assessment has been prepared which appraises the sensitivity of the land at the main centres of growth to the effects of development. The assessment is formed of two stages, stage one is an independent review of the

⁴ Joint Landscape and Heritage Assessment – LUC on behalf of West Dorset District Council and Weymouth & Portland Borough Council (2018) www.dorsetforyou.gov.uk

landscape/heritage constraints considered at Issues and Options stage. This stage also recommends which broad areas of search should be scoped in or out of a further detailed level two assessment, the findings of which are summarised below.

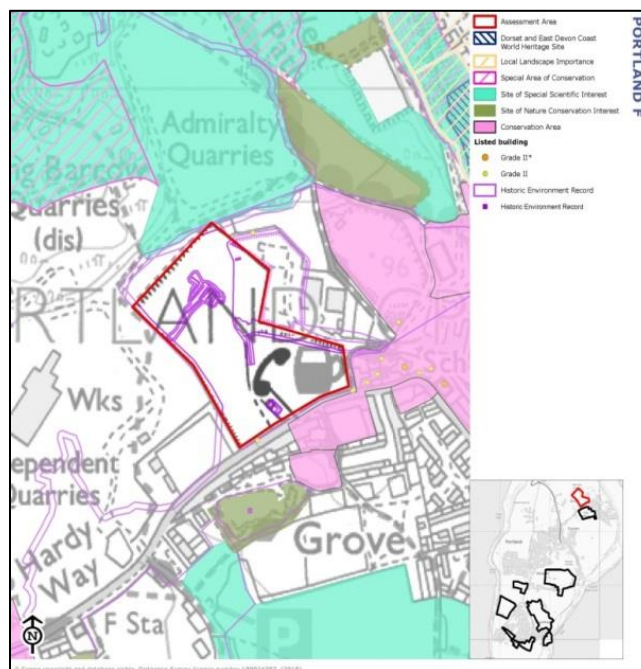
9.11 Stage one recommended the following areas of search be scoped out on landscape and heritage grounds:

- A: South of Castletown
- B: New Ground
- C: West Weare
- D: Bowers Quarry
- E: Inmosthay Quarry
- G: West of Weston

9.12 The broad areas taken forward to stage two include the sites discussed below.

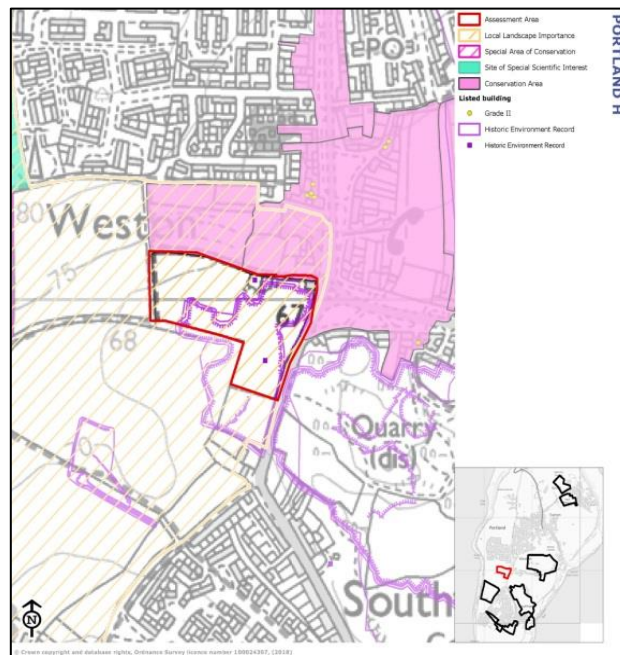
F: INDEPENDENT QUARRIES (PART OF)

9.13 Stage two notes that the landscape sensitivity is low to medium, and the heritage sensitivity is medium. The main sensitivities include; important natural features including hedgerows with trees which provide part of a habitat network links to the Isle of Portland SSSI; undeveloped, unsettled character, providing a setting to the north of Grove: the setting the landscape provides to the adjacent Grove Conservation Area and Listed Buildings; strong boundary feature in the form of the listed quarry wall; and open, undeveloped skylines.



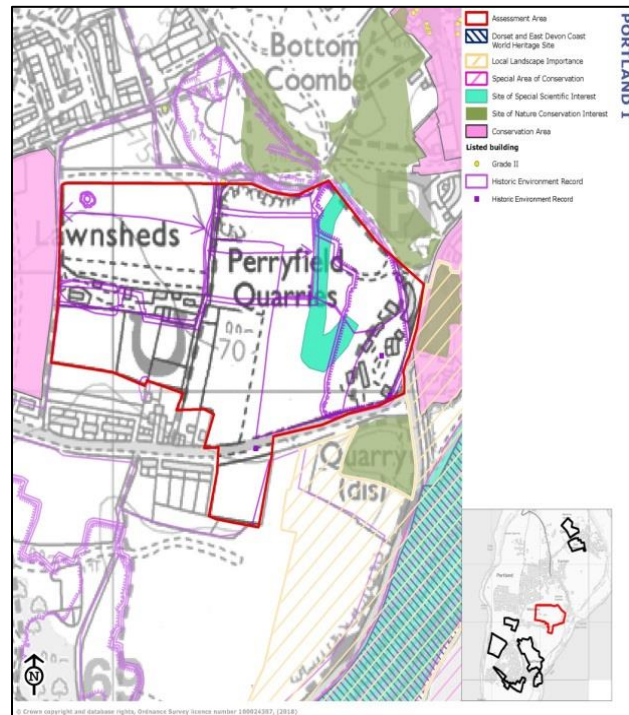
H: BARLEYCRATES LANE (PART OF)

9.14 Stage two notes that the landscape sensitivity is moderate-high, and the heritage sensitivity is moderate-high. The main sensitivities include: the setting the landscape provides to important heritage features, including Weston Conservation Area and a number of Grade II Listed Buildings; the unsettled character of the landscape, providing part of the wider setting to existing development within Weston and Southwell as well as a separation function; long views, enabled by the low field boundaries; and lack of vegetation and expansive character of the area, which is influenced by conditions at sea.



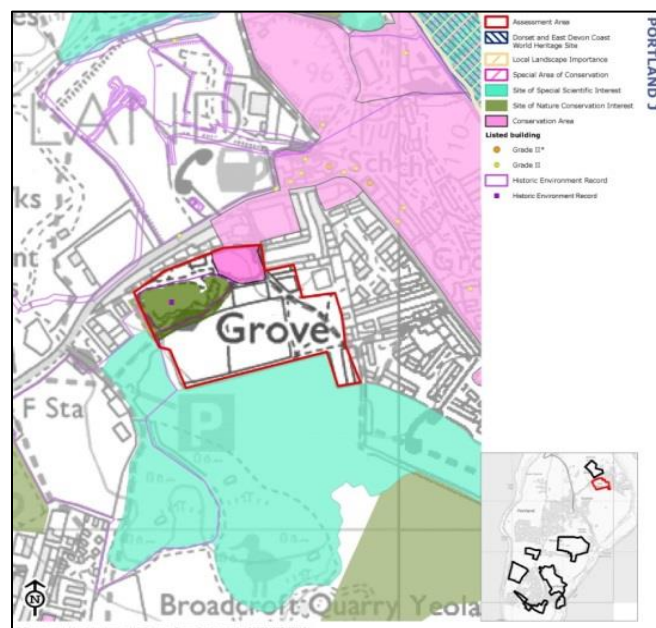
I: WESTON ROAD TO PERRYFIELDS QUARRIES (PART OF)

9.15 Stage two notes that the landscape sensitivity is moderate, and the heritage sensitivity is moderate-high. The main sensitivities include: the setting the area provides to the historic centres of Weston and Easton; the unsettled character of much of the area, which provides a valued sense of separation between Weston and Easton; remnant areas of scrub habitat amongst the quarried part of the area; area of degraded Portland open fields; and the landscape setting of the Grade II Listed quarry windmills which form distinct features on the undeveloped skyline.



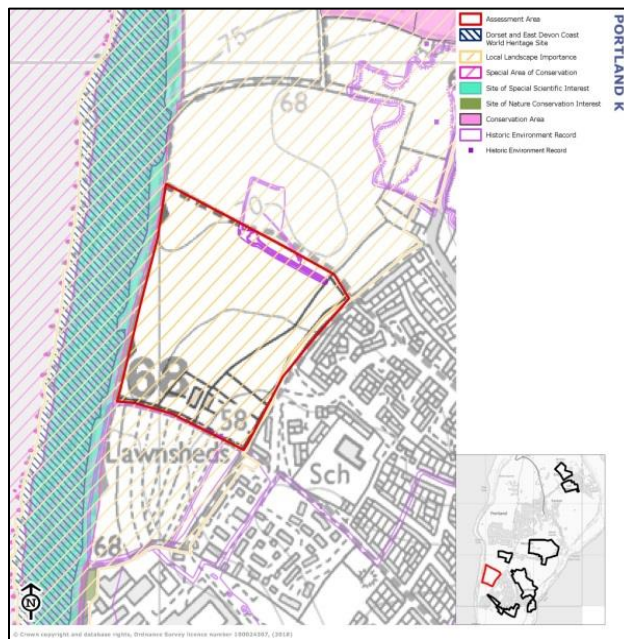
J: BETWEEN EASTON & GROVE (PART OF)

9.16 Stage two notes that the landscape sensitivity is low-moderate, and the heritage sensitivity is low-moderate. The main sensitivities include: important semi-natural habitats, including lowland calcareous grassland and scrub within Grove Quarry SNCI; the setting the area provides to The Grove Conservation Area and the Listed Buildings; long views to the west (which include the sea); and the open and expansive skylines and sense of separation the area provides between the distinct settlements of Grove and Easton.



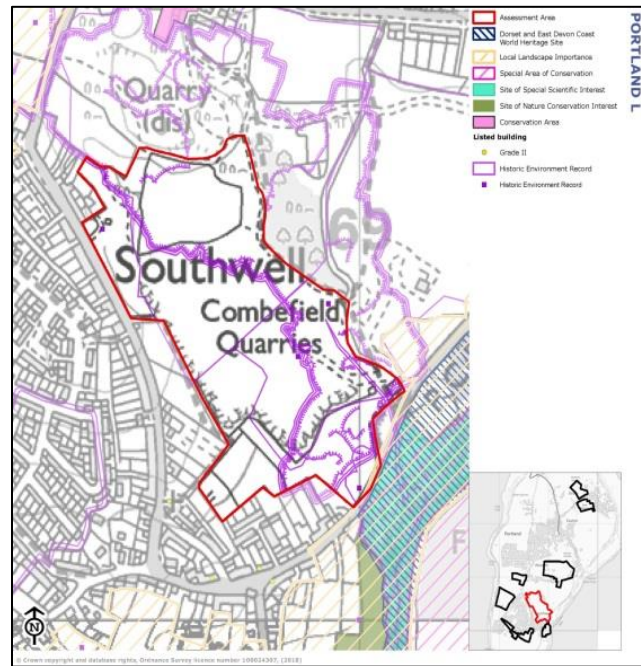
K: REAP LANE (PART OF)

9.17 Stage two notes that the landscape sensitivity is moderate-high and the heritage sensitivity is moderate. The main sensitivities include: the undeveloped setting provided to the north western edge of Southwell, adjacent internationally designated cliffs / coastal habitats: long views, including picturesque sea views; the visual prominence of the area in the local context, with open, undeveloped skylines; the expansive and open character of the area which can be experienced from the South West Coast Path; and the contribution the landscape makes to the sense of separation between Southwell and Weston.



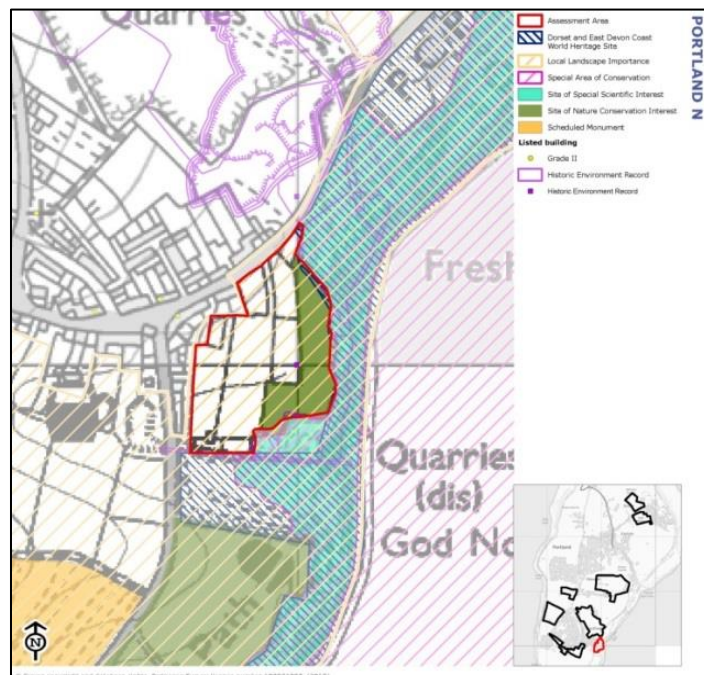
L: EAST OF AVALANCHE ROAD

9.18 Stage two notes that the landscape sensitivity is low-moderate and the heritage sensitivity is moderate. The main sensitivities include: areas of semi-natural grassland and scrub habitat, including internationally designated cliffs / coastal habitats adjacent to the area; undeveloped character of the setting to development at Southwell and parts of Weston Conservation Area; open and expansive character, with open skylines and long views across the area which include the sea; and the setting provided to the Grade II Listed Church of St. Andrew.



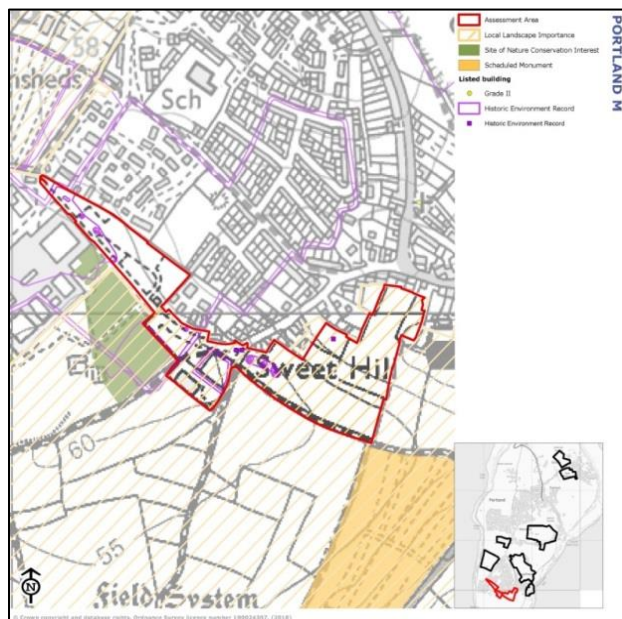
M: FRESHWATER QUARRIES (PART OF)

9.19 Stage two notes that the landscape sensitivity is moderate, and the heritage sensitivity is moderate. The main sensitivities include: the setting the landscape provides to adjacent features designated for heritage (Portland open fields Scheduled Monument) and biodiversity (Southwell MOD site SNCI); the setting to existing development; long views across Portland, including the sea on both sides of the island; and open, undeveloped skylines which give the landscape an expansive character.



N: SOUTH OF SWEET HILL ROAD

- 9.20 Stage two notes that the landscape sensitivity is moderate-high and the heritage sensitivity is moderate. The main sensitivities include: the presence of valued semi-natural habitats (and adjacent internationally designated habitats); undeveloped settings; expansive and open skylines, with long views out to sea, and a strong sense of exposure on the clifftops, with the perceptual qualities of the landscape highly influenced by conditions at sea.



POTENTIAL IN-COMBINATION EFFECTS ON HERITAGE ASSETS

- 9.21 There is potential for in-combination effects arising from the development of the assessment areas. These include: the setting change to the Grove and Weston Conservation Areas; loss of surviving rural context; setting change to extensive area of Portland open fields, bringing the developed edges closer to assets and divorcing historic cores from landscape context. If all assessment areas were to be developed, this would represent a very significant change in character to the Isle of Portland.

LEVEL 1 STRATEGIC FLOOD RISK ASSESSMENT⁵

- 9.22 A Level 1 Strategic Flood Risk Assessment has been prepared which replaces the previous Level 1 assessments for West Dorset and Weymouth & Portland. The updated SFRA provides up to date guidance on flood risk taking into account the latest flood risk information, it identifies the requirements for site-specific flood

⁵ Level 1 Strategic Flood Risk Assessment – JBA Consulting on behalf of West Dorset District Council and Weymouth & Portland Borough Council (April 2018) www.dorsetforyou.gov.uk

risk assessments and the application of Sustainable Drainage Systems (SUDS). It provides a basis for applying the flood risk Sequential and Exception Tests. A comprehensive set of maps accompanies the Level 1 assessment.

- 9.23 There are a number of documented flood events in Portland, predominantly in Chiswell where the source of flooding has been noted as severe weather and tidal sources.
- 9.24 Fluvial flood risk to Portland is considered to be low and most of Portland is located in Flood zone 1. Whilst parts are located in flood zone 2 and 3, this is shown to be from tidal sources.
- 9.25 Tidal flood risk greater than 1% AEP is present along northern parts of the coastline, in particular in the north east, where Chiswell and the land connecting Portland to Chesil beach are shown to be at risk.
- 9.26 Surface water flood risk to Portland is mostly isolated ponding. In larger events, there are some flow routes along the road network and along topographic paths, where this presents a risk to properties.
- 9.27 Across Portland there is limited potential for ground water flooding however further north towards Fortuneswell, and along some coastal parts, there is potential for ground water flood emergence. Historical incidents of sewer flooding have been recorded on Portland including Easton Square.
- 9.28 The study recommends that development should preferably be located outside of areas shown to be at a current or future risk of flooding where possible. Development in areas where surface water flooding occurs could provide an opportunity to reduce risk through reduction in impermeable surfaces and the use of SuDS.

SPORT & LEISURE FACILITIES NEEDS ASSESSMENT⁶

- 9.29 This study provides a detailed assessment of the current provision of indoor and built sports facilities for Weymouth & Portland identifying needs and gaps in provision. It also provides detail as to what exists in the borough, its condition, location, availability and overall quality and considers demand for facilities based on population distribution, planned growth etc.
- 9.30 The evidence underpinning the assessment will be used to both identify and justify the provision of developer contributions.
- 9.31 Key strategic recommendations from the assessment include:

⁶ Active Dorset: Sport & Leisure Facilities Needs Assessment – Knight, Kavanagh & Page on behalf of Weymouth & Portland Borough Council (April 2017)

- Identify ongoing investment, maintenance and refurbishment requirements to protect and improve existing sports facilities;
- Support other development which may assist in increasing sport and physical activity within the wider community; and
- Where appropriate, this evidence has and will be used to help identify possible planning obligations or on-site provision on development options.

10. Preferred Options Consultation

- 10.1 The responses to the Issues and Options consultation along with the evidence gathered have helped to establish the Preferred Options approach which meets needs through existing local plan allocations and further development within the existing built up area. Therefore no new development options are being put forward for the Local Plan Review which will be subject to consultation at Preferred Options stage.

OPTIONS CONSIDERED

- 10.2 This section sets out both the Preferred Options and excluded options. Alongside each option is an explanation why the option has or has not been taken forward.
- 10.3 The Issues and Options consultation considered two possible development options for future development. As an outcome of public consultation two additional greenfield options have been suggested by Portland Town Council: land at Frances Quarry; and Land off Moorfield Road. In response to a question asking if there were any brownfield sites on Portland that might be suitable for residential development a further 12 sites were suggested.
- 10.4 An analysis of the sustainability impacts associated with each development option helped to inform the decision on whether any sites were suitable to be taken forward for Preferred Options consultation. A summary of the decisions made and the reasons for these decisions are presented in Table 10.1.
- 10.5 The Isle of Portland is highly constrained by international and national wildlife site designations with a limited capacity for future growth. It is important that levels of growth do not exceed the capacity of the existing road infrastructure as the main road access onto the island is constrained by the high sensitivity of the adjacent natural environment. Natural England commented that there is a high chance of potential development sites supporting significant wildlife interest, most notably species rich limestone grassland. Detailed botanical assessment is therefore required before making any allocations. If significant development is permitted then the supporting policies should seek to provide support for the on-going development and management of the Portland Quarries Nature Park.
- 10.6 Through the consultation concern was expressed about the loss of the green gap between Easton and Weston if Site P1 were developed. Part of the site to the north has an extant permission for 8 dwellings which already narrows the gap. The area adjacent is to be restored for nature conservation purposes as part of a minerals consent.
- 10.7 Natural England was concerned about the scale of Option P2 and consequent impact on nature conservation sites if improvements to the highway network

were required. In addition the MPA considered development would harm the workings of the mineral site. Alternative parking for Southwell Business Park and the Atlantic Academy would be required if the whole site were developed. Portland Town Council objected to the site on the grounds of loss of green space, landscape and heritage impacts and impact on the mineral site. In addition it did not fit with the emerging neighbourhood plan strategy to focus development on the many brownfield sites that are coming forward.

Table 10.1: Options Considered

AREA	NAME	POTENTIAL IMPLICATIONS	CONCLUSION
A	South of Castletown	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI, and scheduled monuments. Steep topography.	×
B	New Ground	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and nearby SNCI	×
C	West Weare	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and World Heritage Site. Area also vulnerable to coastal erosion.	×
D / E / F	Bowers, Inmosthay and Independent Quarries	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and Portland (Easton) conservation area. Areas either working quarries or part of Portland Quarries Nature Park.	×
G / H	West of Weston / Barleycrates Lane	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and World Heritage Site. Area in part vulnerable to coastal erosion.	×
I	Weston Road to Perryfields Quarries	Part of the site has consent for residential development (WP/15/00619/OUT) and the remainder is required to be restored for nature conservation purposes. Existing consent narrows gap between settlements and further development would exacerbate this. Portland Town Council – development would close the green corridor and allow infilling between Haylands & Weston St.	×
J	Between Easton & Grove	Impacts on Isle of Portland SSSI and nearby SNCI	×
K	Reap Lane	Impacts on Isle of Portland to Studland Cliffs SAC, Isle of Portland SSSI and World Heritage Site. Area in part vulnerable to coastal erosion.	×
L	East of Avalanche Road	This area is the subject of a planning application for minerals extraction.	×
M	South of Sweet Hill Road	Development of this site may prejudice the development of the mineral site. Natural England concerned that the scale of	×

AREA	NAME	POTENTIAL IMPLICATIONS	CONCLUSION
		development would lead to requirements for road improvements to the detriment of natural environment designations. DCC - Additional parking for Southwell business park & Atlantic Academy would be need PTC need to retain green space, harm to landscape, impact on mineral site and heritage structures.	
N	Freshwater Quarries	Impacts on Isle of Portland to Studland Cliffs SAC Isle of Portland SSSI, World Heritage Site and nearby SNCI. Area in part vulnerable to coastal erosion.	x
Brownfield Sites Suggested Through Issues and Options Consultation			
	Additional land at Bumpers Lane and Moorfield Road	Not brownfield land – quarry land	X
	Former Underhill Junior School	Application WP/17/00323/ful for 20 dwellings approved Jan 2018	✓
	Former Brackenbury Infant School	Listed as an asset of Community Value Potential for residential development if not required for community uses	✓
	Former factory on Brymers Avenue	Redundant factory building within existing residential area. Potential for redevelopment for housing.	✓
	Former Town Council offices	Prior approval approved for change of use from Offices to 12 flats and associated works WP/18/00196/OFF.	✓
	Unused or underused areas around Osprey Quay	All of the areas at Osprey Quay are allocated for mixed use development (policy PORT 1). The primary uses are employment, leisure and ancillary retail.	✓
	Former Royal Manor School	School Buildings – potential for redevelopment for housing. Playing fields not brownfield land & mining operations underneath. Part of the is a site of local importance for nature conservation	✓ (part)
	Former quarry areas e.g. Perryfield quarries	Not brownfield land – quarry land	X

PREFERRED OPTIONS

- 10.8 The Preferred Options Consultation Document proposes that the future economic opportunities for Portland will be based on maximising the potential of existing major employment sites and Portland Port, plus capitalising on the environmental and heritage assets to further develop sectors such as tourism and leisure. Housing needs will be met through existing commitments and opportunities that arise within the existing built-up areas or on exception sites. Existing local plan allocations will be carried forward however, because of the constrained nature of the island, and the number of existing commitments no new strategic allocations have been identified.
- 10.9 A number of these sites within the existing built up area have come from the reorganisation of education on the island with provision concentrated at Atlantic Academy in Southwell and Osprey Quay leaving vacant school sites at; Southwell, Royal Manor, Underhill & Brackenbury. Further reorganisation of public sector estates may result in more sites becoming available in the future.

Table 10.2: List of site specific development policies on Portland

POLICY	SITE
PORT 1	Osprey Quay
PORT 2	Former Hardy Complex
PORT 3	Portland Quarries Nature Park

KEY CHANGES SINCE THE ADOPTED PLAN

- 10.10 The existing site-specific policies and supporting text have been updated where necessary as part of the Preferred Options consultation. Key updates include:
- 10.11 **Osprey Quay** – the reference to housing on the site has been deleted as any additional housing provision over and above existing commitments would represent an oversupply for a site allocated primarily for employment, leisure and ancillary retail uses. In addition, the latest level 1 Strategic Flood Risk Assessment (produced in December 2017) shows the majority of the allocation as being within Flood Zone 2 or 3. In order to steer development towards the areas of lower flood risk and avoid inappropriate development in higher flood risk areas the site is not a preferred location for residential development. The supporting text and policy therefore now makes reference to a need for future development proposals to be subject the sequential and exceptions test and supported by a flood risk assessment and include necessary flood mitigation measures.

- 10.12 **Town Centre Strategy** – Easton Square and Fortuneswell are identified as local centres in the retail hierarchy for the plan review area. Easton is the main local centre on the island and Fortuneswell a smaller centre. Town centre boundaries and primary shopping areas have been defined for both areas and proposed to be shown on the policies map. There is limited need for additional retail provision with an identified need for 218 sqm of new food (convenience goods) floorspace and 234 sqm net for non-food (comparison goods) floorspace to 2036. This need can easily be met in Easton through possible infill development, the potential take up of vacant units and extensions to existing stores or change of use applications. Therefore no new allocations for retail development have been put forward.
- 10.13 **Hardy Complex** – the supporting text now makes reference to the Local Planning Authority having secured (subject to final approval) grant funding through the Housing Infrastructure Fund (HIF) to help progress development.
- 10.14 **A354 Weymouth to Portland Relief Road** - Previous local plans for the area have reserved a route for an A354 Weymouth to Portland Relief Road, but this was taken out of the West Dorset District Local Plan (2006) following the public inquiry, and it is not included in the currently adopted West Dorset, Weymouth and Portland Local Plan (2015).
- 10.15 Safeguarded routes for new road schemes should only be included within local plans if there is a defined alignment, a need has been justified, and there is reasonable certainty that the scheme will be delivered within the plan period. There is a risk otherwise of unreasonably blighting land and property on the route.
- 10.16 While schemes for this road have been prepared in the past, design standards have changed since and there is currently no defined alignment for the route. Without a defined alignment it would be difficult to justify the protection of a specific corridor on the policies map of the local plan. Most of the route is within the Heritage Coast and the environmental impact would need to be properly assessed, but the fact that this designated area is protected by other policies of the plan limits the potential threats to the future implementation of any scheme.
- 10.17 The scheme is not currently in any funding stream and it is extremely unlikely that it would be delivered during this plan period to 2036. It is not therefore proposed to reserve a route in this local plan review. Should these circumstances change, then this position could be reviewed, either later in this local plan review or more likely within a subsequent review of the plan.
- 10.18 **Portland Neighbourhood Plan** – A neighbourhood plan is in preparation for Portland and consultation on a draft (Regulation 14 consultation) ran from 18th June to 30 July 2018. The neighbourhood plan takes the same approach of not allocating any additional sites for housing in view of the brownfield opportunities identified. It also includes a number of other policies, with a particular focus on

realising the island’s economic potential. Details of the neighbourhood plan are online here: <https://www.portlandplan.org.uk/>

CONSULTATION

10.19 The Preferred Options consultation provides an opportunity for stakeholders and the public to give their views on the preferred development options. The questions relating to Portland in the consultation document are set out below. After the consultation process has ended, this background paper will be updated with a summary of the responses.

8-i Given the availability of brownfield sites and existing allocations do you think the approach of no new residential allocations for Portland is acceptable?

8-ii Do you agree with the identification of Easton and Fortuneswell as local centres, with Easton being the main focus for town centre uses on Portland?

8-iii Policy PORT1 has been amended to highlight the risks of flooding in the Osprey Quay area? Do you have any comments on the changes to Policy PORT1?