

Development at Portland

At the exhibition on Portland on 30th August 2018, there were 32 attendees in total. We then received a total of 34 responses in relation to the Preferred and Options Local Plan Review document specifically relating to Portland. The individual comments were broken down as follows:

Number of comments made: 34
Object: 27
Support: 7
Neutral: 0

Specific and general consultation bodies	Key landowners / developers
<i>Dorset County Council (Environment & Economy)</i>	<i>Homes England</i>
<i>Dorset County Council (Transport)</i>	<i>Portland Port Group</i>
<i>Dorset Wildlife Trust</i>	
<i>Natural England</i>	
<i>Portland Harbour Authority</i>	
<i>Portland Town Council - Planning & Highways</i>	
<i>Weymouth Civic Society</i>	

General Support

- I broadly support the Plan.

General Comments

- There are concerns regarding the road infrastructure capacity on to the Isle of Portland and the limited opportunities for road improvements due the proximity of international wildlife sites. (Natural England)
- Portland has substantive nature conservation interests that include undeveloped areas outside designated sites. For example, the island is a major flyway for migratory birds that utilise habitats across the island. (Natural England)
- Paragraph 8.1.3 refers to the HCA when it should refer to Homes England. (Homes England)
- Wind energy development opportunities should be encouraged.
- Farmland should be protected for food production.
- Empty retail properties should be re-designated for accommodation or cultural activity use, even in town centres.

- Run down Bed & Breakfasts and guesthouses should be re-designated for conversion to residential flats.
- There should be greater monitoring of air quality along busy roads like Portland Road where children walk to school.
- Higher priority should be given to the preservation of built heritage assets, such as the Grade II listed houses at the top of Portland Road, Weymouth currently being shaken apart by traffic vibration.

Portland Relief Road

- We strongly object to the omission of the Western Relief Road to Portland. It is essential to the proper development of Weymouth & Portland. Congestion and pollution from traffic in Weymouth town centre and on the route to Portland can only be relieved by the construction of this road. (Weymouth Civic Society)
- The land needed for a Western Relief Road should be reserved now and not in an indefinite future. It has been planned for well over 25 years and to abandon it at this stage could have disastrous effects on the future economy and wellbeing of both Weymouth & Portland. (Weymouth Civic Society)
- Paragraph 7.6.9 and 7.6.10, which say that the route cannot be safeguarded until some time in the future, are refuted. If this route is not reserved now, there will be no possibility of achieving the ambitions of this review. (Weymouth Civic Society)
- The plan should endorse the need for a Western Relief Road. Increased traffic to the port and island is bound to have a continuing negative impact on air quality in the Boot Hill area.
- Transport links for heavy lorries between Portland and Chickerell should be improved, particularly with the Port expansion plans. Current routes are not suitable for wide loads.
- The impact on the Fleet could be minimised by sacrificing some caravans.

Responses on Question 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?

Support for the Approach

- Support (Dorset County Council: Environment & Economy). Promoting the existing built-up areas is a good idea. Support the proposal for no new housing allocations on Portland. (Natural England)
- The vision for Portland, the concentration of development on infill / brownfield sites and the use of development boundaries are supported. (Homes England)
- Support para 8.3.2 and the recognition of the Portland School reorganisation. Update supporting text to reflect the current position. (Homes England)
- This approach is reflected in the Portland Neighbourhood Plan. (Portland Town Council: Planning & Highways)

- Fully support the development of unused brownfield sites on the Island for housing rather than encroaching on green open spaces.

Concern about the Impact of Existing Development / Consented Schemes

- In relation to Osprey Quay, increased traffic to the port and island is bound to have a continuing negative impact upon air quality in the Boot Hill area.
- The built-up areas are already in excess and there are concerns regarding services and traffic capacities. Tourists are attracted by the natural landscape of Portland, not by fields of houses near the cliffs and across footpaths.

Objection to Further / Greenfield Developments

- Thought must be given to the infrastructure where, for example, health services on Portland are already stretched, before further large scale housing development.
- Given the high density of housing already in the Southwell area, and the plans to build a further 50+ houses on the former Southwell Primary School site, the Southwell area has made more than its fair contribution to housing needs locally.
- The proposed housing south of Sweet Hill Road would be a breach of the earlier agreed planning edict that stipulated NO development south of Sweet Hill Road.

Responses on Question 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?

Town Centre Boundaries

- The areas designated by the Local Plan for Easton and Fortuneswell have been adjusted within the Portland Neighbourhood Plan to reflect the range of provision currently available. (Portland Town Council: Planning & Highways)
- Chiswell and Castletown are included as neighbourhood centres in the Portland Neighbourhood Plan to raise their continued importance and influence the location of retail development on Osprey Quay. (Portland Town Council: Planning & Highways)

Fortuneswell

- The Fortuneswell shopping area boundary has been drawn over too small an area. It should be extended on the south east side to include shops up to No 50 and on the North West side to extend down to approx. No 107.
- There are specific highway constraints in Fortuneswell and a shortage of parking which would need to be addressed if development were to come forward in that location. (Dorset County Council: Transport)

Easton

- Focusing on Easton, which is a busy, noisy and polluted area, may be detrimental to the other villages on Portland. Most of the shops are estate agents, fast food or charity shops, sometimes in very poor condition. With Tesco, Co-op and maybe Lidl, Portland doesn't have the market to extend or improve the diversity of shops.

Paragraphs 8.4.5 to 8.4.9

Portland Port

- In relation to paragraphs 8.4.5 to 8.4.9, we would like the opportunity to review the text and associated key employment sites to check it remains up to date. (Portland Harbour Authority, Portland Port Group)

Responses on Question 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?

Need for Revised Management Plan

- A revised management plan is required from Dorset County Council. (Portland Town Council: Planning & Highways)

Traffic Issues

- The plan identifies that Portland Port is a significant asset for the local economy, but if traffic to the port and island is to increase this is bound to have a continuing negative impact upon air quality in the Boot Hill area.
- Access to the island is a particular concern and should be reflected within the strategic development plan portfolio. (Portland Town Council: Planning & Highways)

PORT₃: Portland Quarries Nature Park

Support

- Policy PORT₃ is supported. (Dorset Wildlife Trust).

Minerals

- Portland Quarries Nature Park needs to be consistent with minerals requirements. (Dorset County Council: Environment & Economy)