

West Dorset, Weymouth and Portland Local Plan Examination

Hearing Statement for Matter 10: Portland



Prepared by West Dorset District Council and
Weymouth & Portland Borough Council

November 2014

Matter 10: Portland

Agenda Item 10.1: What benefit is derived by the proposed deletion of policy PORT1?

- 1.1 The deletion of Policy PORT1 from the Submission Plan satisfies Natural England's concerns regarding compliance with National Planning Policy Framework (NPPF) and the Habitats Regulations, and caters for the long term growth of Portland Port in accordance with the remaining Submission Plan policies. Policy PORT 1 in the Pre-submission Plan (CD/SP1) identified the entire area in Port jurisdiction for port related uses, parts of which are subject to sensitive environmental designations. This approach raised concerns from Natural England as some areas within the Port jurisdiction would be unsuitable for these activities.
- 1.2 The Submission Plan identifies the areas of existing development and extant planning permission within port jurisdiction as a key employment site. The future growth needs of the Port can therefore be dealt with under Submission Plan Policies ECON 1 Provision of Employment and ECON2 Protection of Key Employment sites. This approach gives greater flexibility to the Port Authority as a wider range of uses would be permitted under these policies and allows for future expansion subject to the Submission Plan Environmental Policies ENV 2, 4, 5 and 7.
- 1.3 In correspondence dated 25th February 2013, Portland Harbour Authorities Ltd agreed that the deletion of Policy PORT1 is an acceptable way forward. *"As a means of finding a way forward that is acceptable to the local authority and Natural England, in line with our discussion at the above stated meeting, PHAL agree as an alternative to the inclusion of a 'Portland Port' policy, the sole inclusion of employment policies (ECON 1 and ECON 2) on the assumption that the wording included in the pre-submission draft plan remains unchanged. The continued inclusion of a Portland Port section in the Portland specific chapters of the Local Plan was discussed and is supported."*
- 1.4 Subsequent to this letter, very minor changes have been made to Policies ECON 1 and ECON 2 in the Submission Plan (June 2013), but none of these impact on the interests of the Port.

Agenda Item 10.2: Is there a missed opportunity in not providing a Transport Hub at Osprey Quay to reduce traffic movements on the island?

- 2.1 Osprey Quay benefits from outline planning consent (01/00118/OUT) for mixed use of land for employment, leisure, retail (class A1 and A3) and residential uses. The planning consent also includes the relocation of existing search and rescue

facilities. A Travel Plan was required as part of the planning consent. Bus companies, including First Bus, were approached but were unwilling to re-route services from the main road (A354) through the site because there was not the business case to do so.

- 2.2 Subsequent reserved matters and other related planning applications have been granted across the site. The Homes & Communities Agency is currently marketing the remaining undeveloped areas to promote economic development, regeneration and the creation of jobs. The need for a transport hub has not been identified as part of any of these consents and there is no proposal in Dorset County Council's Local Transport Plan 3 (LTP3) (CD/COM4) for a transport interchange in this area. There are no details of what the hub would serve, what scale is envisaged to establish if it deliverable within the context of extant planning consents and who would fund it. Any areas of land proposed for a transport hub would result in the loss of developable employment/mixed use land in an area where the viability of proposals is marginal.
- 2.3 However, the LTP3 (Appendix 4.0 Weymouth & Portland Local Area Strategy Ref 4.6 F) does encourage the creation of Community Exchange Hubs which focus travel choices such as bus services, community car clubs, and shared service providers in one location. Often these hubs operate around community halls, pubs, or libraries where there is community owned or managed space. Existing local centres in Weymouth have been suggested as possible locations in the LTP3 but there are no suggestions to explore a hub at Osprey Quay. The Submission Plan will not preclude one coming forward in or around the Osprey Quay site. However, the requirement for a Community Exchange Hub has to come from the community and be based on its own particular needs and requirements. It is something that could be delivered through the neighbourhood plan process. The councils consider that there may be other more suitable locations on the Isle of Portland that are closer and more conveniently located to larger centres of population, such as Easton, which have a greater variety of existing community services and facilities which would be better supported by a community exchange hub.

Agenda Item 10.3: Access issues for development of the former Hardy Complex originally necessitated completion of the Castletown Link Road. How can this be deleted from the revised policy the Council is recommending?

- 3.1 The Castletown Link Road has been deleted from the Submission Plan because it was completed in 2012.