

NEIGHBOURHOOD PLAN

Local Plan Review – Paper B: All Areas

Issue: To introduce a single vision for the whole plan area, combining the two separate visions for each local authority from the adopted Local Plan (pages 11 – 13)

Background and Information

- A vision statement sets out in broad terms what is intended to happen in different parts of the area over the longer term.
- Previously two separate statements for West Dorset and Weymouth and Portland were shown.
- The development of the Western Growth Corridor based primarily around Portland, Weymouth and Dorchester, support for market and coastal towns and the move to a unitary status makes a single vision more relevant.
- Portland Neighbourhood Plan has its own vision statement

Proposed Vision

The environmental quality of the area – its landscape, coastline and its picturesque settlements is what makes the area special and an attractive place to live and do business. The settlements in the area each have their own character – from small rural villages in West Dorset to the larger market towns with links to their past and coastal communities such as Weymouth with extensive maritime and tourist heritage.

Looking forward, the rich natural environment, heritage and links to the past need to be considered and respected, and where possible enhanced. Within this context, in 20 years' time, we want to be proud of the area in which we live.

We want more and better paid jobs, more affordable homes and a network of community facilities that enable all ages and abilities to contribute to their community enabling a real sense of community belonging and engagement.

We wish to see significant investment and regeneration providing infrastructure to encourage businesses across the area to start and grow.

It is important that we have a thriving and resilient economy, capitalising on the linkages between Weymouth, Dorchester and Portland as the key driver of the local economy and capitalising on the opportunities at the market and coastal towns to provide for sustainable growth to serve the more rural areas.

Q. Do you agree with the proposed single vision being used to develop objectives and guide the strategy for development within the Local Plan area?

Possible Issues

The absence of a reference to the Port

No reference to Higher and Further training opportunities

Growth areas identified by the Local Enterprise Partnership

Options around sustainable energy ?

Issue: To revisit the level of economic and housing growth needed across the area (pages 15 – 18)

Background and Information

- The ageing population projected will result in a decline in the workforce.
- The affordability and availability of suitable housing will help to encourage people (particularly young people) to stay in the area; and to attract the workforce that is needed to deliver economic growth.
- The need for housing is assessed regularly. There was a sudden change in the level of assessed need following the Local Plan Inspectors initial comments in 2014. This was because previously the level was based on a recession period and then had to be recast to be based on the period 2001-2007 to align the intentions of the plan to that set out in the National Planning Policy Framework (pro-growth). This resulted in an overall assessment of 775 dwellings per annum.
- The Inspector recommended that the Local Plan allows for a further five year supply (to 2036)
- Current profiling (2014) indicates that the take up of housing in the area amounts to 589 dwellings per annum.

Q. Do you consider that the figure of 775 dwellings per annum remains an appropriate figure for the objectively assessed need for housing in the local plan area in the light of the 2014-based household projections?

Issues

- Were there any characteristics to the growth levels in 2001-2007 which are specific to that period
- The intention of the Western Growth Corridor development is to encourage visibility and inward investment.
- Land maybe being identified which could be not needed. Profiling of land supply may assist with managing this impact.
- There is no specific reference to brown field sites (although this is dealt with elsewhere in the review)
- The review of sites following the Local Plan Inspector's comments led to a rush of possible sites being identified which do not always have a strategic logic to them.

Q. Do you agree with the level of additional housing provision proposed for the local plan area to meet needs for a further five years (i.e. at least an additional 4,520 new homes in the local plan area on top of that already identified)?

Issues

- This would provide further robustness to the plan to resist ad hoc development
- Land maybe being identified which could be not needed. Profiling of land supply may assist with managing this impact.

Issue: To revisit the approach to the distribution of development and to consider growth opportunities at the main towns of Dorchester & Weymouth

(including outlying parts) and the market and coastal towns of Beaminster, Bridport, Lyme Regis, Portland, Sherborne and the village of Crossways. (pages 19 – 27)

Background and Information

- By focusing growth on larger settlements (as set out above), which already have a range of jobs and services, can help to achieve a sustainable pattern of development. The plan should however also provide opportunities for people more rural areas.
- Patterns of growth should be actively managed to make fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.
- Development to meet local need and potentially outside the development boundary can be managed through Neighbourhood Planning and other planning tools. Development boundaries are established appropriate for the scale to the size of the settlement.
- There is a need to revisit this to allow for further growth to 2036, the impact of recent planning decisions outside the development boundary , a lack of clarity as to what is meant by appropriate scale and the designation /proposed designation of development boundaries within neighbourhood plans.
- Specifically also a lack of clarity with how the settlement hierarchy applies to Portland.

Q. Do you agree that the vast majority of the additional growth proposed for the period up to 2036 should be accommodated at Dorchester, Weymouth(including Chickerell and Littlemoor), Beaminster, Bridport, Lyme Regis, Portland, Sherborne and Crossways

**Q. If the local plan review is to consider identifying sites for growth at other settlements, should opportunities be considered:
at settlements with populations of more than 1,000; or
at settlements with populations of more than 600; or
at any settlement with a defined development boundary??**

- This may have an implied impact for Portland when looking at possible sites under the Neighbourhood Plan.

Issue: Defined Development Boundaries (Pages 22-24)

- Development Boundaries are established to seek to control the pattern of development
- Development within the boundary will normally be permitted . Development outside of the boundary will be strictly controlled (subject to certain developments which are permitted)

- Recent cases where market housing has been allowed which has showed that they were sustainable in terms of national policy. This has been in conjunction with the lack of housing supply being a material consideration.
- It might therefore be appropriate to allow for the relevant policy to include a reference to these particular issues in regard to market housing to provide additional flexibility.

Q. Should Policy SUS2 continue to strictly control development outside defined development boundaries, having particular regard to the need for the protection of the countryside and environmental constraints? Or

**Q. Should the supporting text to Policy SUS2 be amended to clarify the other matters that need to be taken into account when applying the policy to market housing developments outside DDBs, most notably:
national planning policy;
Policy INT1: Presumption in Favour of Sustainable Development; and
the Councils' housing land supply position?**

Issues if the latter is adopted

- This may water down the requirement to get the planning correct in the first place
- This could compromise the Neighbourhood Planning process.

Issue: Development at an Appropriate Scale for the Size of the Settlement (pages 24 – 25)

- Paragraph 17 of the NPPF indicates that a core principle is that planning should *“take account of the different roles and character of different areas, promoting the vitality of our main urban areas ... recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it”*. This suggests that in rural areas proposals that would change the intrinsic character of a settlement or detract from the attractiveness of the countryside that forms part of its setting would not accord with this core principle.
- The review sets out a series of proposed tests to inform the determination of appropriate scale.

Q. Should the following factors be taken into account when determining whether a development proposal in rural areas is “at an appropriate scale to the size of the settlement”?

- whether the proposals are of a strategic nature;
- whether the proposals would help communities to meet their local needs;
- whether the proposals would change the character and setting of the settlement;
- whether local infrastructure, including any necessary improvements, could accommodate or be supported by the proposed development;
- cumulative impacts?

Issues

The above criteria could be utilised within our Neighbourhood Plan

Issue: Newly Defined Development Boundaries in Neighbourhood Plans (pages 25 – 26)

If a Neighbourhood Plan defines an extension to the Development Boundary this could allow other developments to occur within this which may not be considered sustainable in nature.

Q. Should different policy approaches apply to settlements with DDBs identified in the local plan and settlements with new DDBs identified through neighbourhood plans?

Issues

Consideration of the impact and intentions around our own Neighbourhood Plan should be made.

Issue: The Settlement Hierarchy on Portland (pages 26 – 27)

The definition of Portland as a coastal Town does not reflect the nature of settlements on the Island.

To assist with application of policy it may be more appropriate to refer to the settlements on Portland.

Q. Should Policy SUS2 refer to “the settlements on Portland”, rather than the “coastal and market town” of Portland, as being a focus for growth ?

Issues

- If the policy was defined in this way it would reinforce the defined development boundaries.
- It is uncertain however if this would compromise open spaces within the Development Boundaries e.g. Haylands and Weston Street.

Q. Should the settlements on Portland be listed in the supporting text as: Castletown; Chiswell; Easton; Fortuneswell; Grove; Southwell; Wakeham and Weston?

Issues

Should we include references to Osprey Quay, The Verne and Portland Bill?

Issue: Developments on Portland (pages 91 – 98)

Background

- The Inspector recognised that developments for Portland were modest reflecting in part the opportunities which exist for employment and housing but which have not yet been fully exploited. This included an assessment of Portland Port which striking a balance between encouraging and promoting

business activities and safeguarding other interests in particular the need to protect the environment.

- The National Planning Policy Framework (NPPF) states that there are three dimensions to sustainable development: economic, social and environmental. In terms of these three roles of the planning system, future growth on Portland will help to:

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;

Social

- reduce levels of multiple deprivation;
- develop good education and skills provision; and
- see the redevelopment of the Hardy Complex for housing;

Environmental

- maintain and enhance the unique character of the island and its built and natural
- environment; and
- maintain and expand Portland Quarries Nature Park.

Possible Development Sites

Within these parameters the review conducted a high level analysis of strategic sites and concluded there were only two which would be considered potentially sustainable. These were Weston St and South of Southwell.

Issues

These two sites were included as part of the workshop conducted in January 2017 and at that meeting it was agreed that:-

- Weston St would not be supported because it closes a green corridor and also could allow the infilling of the area between Haylands and Weston St.
- The proposals South of Southwell were noted and would fit with the general issue of aligning the development boundary however there was a need to consider retaining green space, minerals, impact on the landscape and heritage structures.
- The group also considered other smaller sites at the area adjacent to France Quarry and Moorfield Rd and representation around the brown field sites particularly the redundant school sites and better use of the Hardy block area

Q. 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?

Q. Are there any additional issues related to the development of any of the site options?

Q. What are the infrastructure requirements for the development of the site options, individually or in combination with others?

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

Issues

The Local Enterprise Partnership considers that the employment land offer on Portland could generate 3,000 jobs. This is in line with the levels previously enjoyed with the Dockyard, ARE and Osprey.

Daily nearly 3,000 people out commute from the Island. DCC policy is to encourage self-containment.

The workforce is ageing and the level of retaining young people is of concern.

Issue: Level of Growth – Employment Land (pages 115 – 117)

Background and Issues

- Economic forecasts prepared to inform the Local Plan suggested that around 13,000 additional jobs could be generated in the period up to 2031. The plan indicates that 60.3 hectares of employment land should be provided to accommodate some of these jobs.
- The adopted local plan shows that the total supply of employment land is 85.5 hectares which significantly exceeds the forecast requirements and allows for vacancies, churn and a degree of market choice.
- The Western Dorset Growth Area identifies Dorchester, Weymouth and Portland as the core area for growth.
- An updated workplace strategy prepared in 2016 takes account of recent changes in the economic context and reassessed the future need for land to 2036 at between 62 and 63 hectares.
- It is determined therefore that there is no need to allocate further land however provision as part of any larger development sites may be sought in order to provide a balance of land use.

Q. Do the figures in the revised workspace strategy provide an objective assessment of the overall need for employment land in the local plan area, especially in the light of national and local aspirations for economic growth?

Q. Do you agree with the assessment that there is no need to allocate any additional employment land in the local plan area in order to meet overall employment needs in West Dorset and Weymouth & Portland in the period up to 2036?

Q. Is there a need at any of the towns (or other locations) in the local plan area for additional employment land to be allocated in order to meet particular local employment needs or encourage greater self-containment?

Issues

- The Economic Vision for Portland specifies growth potential in a number of areas some of which are recognised directly by the LEP and others such as sustainable energy more specific to the Island.
- The Neighbourhood plan process has identified a number of employment sites which could benefit from either amalgamation or modernisation .
- DCC's strategies towards Portland are to encourage self-containment to improve job opportunities.
- The potential use of Mining Voids has been identified as a development potential.
- Osprey Quay is currently defined as a mixed use site.

Issue: To reconsider the approach to protecting employment sites (pages 118 – 121)

Background Information

- Policies within the Local plan seek to identify key employment sites . These are larger sites which make a significant contribution to the employment land supply.
 - On Portland these are Portland Port, Southwell Business Park, Inmosthay Industrial Estate and Tradecroft.
 - Other sites are safeguarded by alternative policies which take a more flexible approach to help facilitate a broader range of development including non-employment use where.
- Employment uses are resulting in harm to the character of amenity of the area
 - There is an oversupply of suitable alternative employment sites
 - Redevelopment would not result in a significant loss of jobs

- Redevelopment offers important community benefits

Additionally the use is only permitted where it would prejudice the effective and efficient use of the remainder of the employment area for employment uses.

Reason for Change

- Planning policy requires a regular review of land allocations
- The Local Plan review provides an opportunity to review key sites . A reduction in the number of sites could improve the focus and application of relevant policies. A level of protection would still be afforded under the non key area designations.

Q. Are there “key employment sites” listed that should no longer be given the higher level of protection afforded to “key employment sites”?

Please tell us which ones and why.

Q. Are there any additional sites which should be added to the list of “key employment sites” and given a higher level of protection? Please tell us which ones and why.

Issues

- The issues set out under the previous section are repeated
- The Neighbourhood Plan Working Group considered that if a rationalisation of industrial estates was needed those in proximity to Eason should be considered first.

Issue :To establish a hierarchy of town and local centres (Pages 122- 124)

Background Information

- Planning policy identifies a range of service centres which provide differing levels of facilities.
- Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis town centres are defined.
- Definition provides a level of safeguarding and standardisation in regard to the location of retail and service location.
- Fortuneswell and Easton are established as Local Centres and retail applications are considered on a case by case basis.

CATEGORY	DEFINITION	LOCAL HIERARCHY
City Centres	City centres are the highest level of centre identified in development plans. In terms of hierarchies, they will often be a regional centre and will serve a wide catchment.	There are no city centres in the plan area.
Town centres	Town centres are the principle centres within an area. In rural areas they can often be found within market or coastal towns. They function as important service centres, providing a range of facilities and services for extensive rural catchment areas.	Town centres have been defined at Weymouth, Dorchester, Bridport, Sherborne and Lyme Regis.
District Centres	District centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks and restaurants, as well as local public facilities such as a library.	A District Centre is under construction at Queen Mothers Square, Poundbury.
Local Centres	Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, and a pharmacy. Other facilities could include a hot-food takeaway, hairdressers and launderette. In rural areas, large villages may perform the role of a local centre.	Larger local centres in the plan area include: Weymouth & Portland <ul style="list-style-type: none"> • Easton Square • Portland Road, Wyke Regis • Littlemoor Centre • Fortuneswell • Abbotsbury Road, Westham • Lodmoor Hill • Southill Centre

Q. Are there any other factors in defining a retail hierarchy that the councils should consider?

Q. Using the draft definition of local and town centres, do you agree with the centres named under each category?

Issue

Should Easton be re-designated as a District Centre ?

Issue: To respond to recent Government changes to national policy in relation to affordable housing (pages 105 – 110)

Background and Information

- The need for affordable housing is a key issue for the area and the establishing the delivery of such housing through a planning framework is a well-established principle.
- Increasingly strategies have to reflect the need to speed up the delivery of such housing .
- Portland has already been defined as urban for the purposes of planning and as such lower thresholds which apply to rural areas will not apply.

- The review asks for consideration around the type of provision to be prioritised.

Q. What should the priorities be for the provision of different types of affordable housing in the local plan, such as: affordable rent; social rent; shared equity; elderly persons' affordable housing (including extra care); key worker accommodation; and specialist accommodation (for example for disabled people)?

Issue: Starter Homes

The review anticipates a switch away in Government policy to less emphasis on providing starter homes however if this does not proceed the consultation seeks views on what priorities should there be for affordable housing alongside starter homes.

The review refers to the policy to request 25% of affordable housing on Portland and in which case the proposal is for 20% starter homes and 5% other forms of affordable housing with 75% market housing.

The review then extends the the requirement around the 5% other forms to 70% sociable/affordable rented and maximum of 30% intermediate affordable housing.

The review then considers whether it would be more appropriate to define specific groups rather than this descriptive approach.

Q. In the light of the expected statutory requirement to provide a proportion of starter homes on all reasonably sized housing sites, should the focus for the provision of other types of affordable housing be primarily on: affordable housing to rent; or affordable housing to buy or part-buy (for example, under a shared equity arrangement); or meeting the needs of particular groups (such as the elderly – including extra care housing; key workers; or people with specialised needs, including disabled people)?

Issue: Market Housing on Affordable Housing Sites

Background and Information

- The Local Plan rejects the idea of allowing market housing to cross subsidise affordable housing on exception sites. There were concerns that this approach would reduce the likelihood of 100% affordable housing being delivered and could result in significant unplanned growth in adjoining settlements.
- With reductions in grants etc this may have to be revisited. It is proposed to allow this in exceptional circumstances where a 100% affordable scheme could not be made viable and that the amount of market housing permitted would be the minimum necessary to make the scheme viable.

Q. Should Policy HOUS2 allow market homes to cross-subsidise the provision

of affordable housing on exception sites?

Q. How should the provision of market homes on such sites be controlled to ensure that the emphasis remains on meeting local affordable housing needs and significant unplanned growth adjoining settlements is avoided?

Issue: Self-Build Housing (pages 111 – 114)

Background and Information

- There are a number of initiatives to encourage this type of housing supply.
- In addition to the current approach councils could consider identifying publicly owned or privately submitted sites. A further alternative could be to introduce self-build plots on open market sites or introduce a policy to allow for such ideas.
- Low impact housing are normally constructed by individuals wishing to build their own home. Therefore similar considerations apply.

Q. Should serviced self-build plots be delivered to meet the demand identified on the local Self-build Register through:

- **current approach**
- **land allocation**
- **housing mix**
- **exception site, or**
- **a mixture of the above?**

Q. Should proposals for Low Impact Dwellings that meet a set of criteria, be considered more permissively than conventional market housing to increase the supply of self-build homes?

Q. Is there an alternative mechanism that can be used to meet the demand for self-build and custom housebuilding?

Issue: Design (pages 129 – 132)

Background and Information

In March 2015 the Government introduced a new approach for setting technical standards for new housing development. It consolidated all technical standards into building regulations and provided the opportunity to have enhanced standards for access and water efficiency as long as there was a requirement for them in the Local Plan.

Evidence is required to establish whether any enhanced standards are justified as this could have an impact on build costs and affordability.

In addition modular housing has been gaining popularity as a way of meeting housing need in a relatively quick and inexpensive way.

Q. Should modular housing play a more important role in meeting housing needs within the area?

Issue: Accessibility and Adaptable Housing

Background and Information

Within the plan area there is a higher proportion of people within older age groups than in the Country as a whole and this is rising.

This suggests that consideration should be given to the need to provide dwellings with enhanced accessibility.

Q. Should there be a requirement to provide a proportion of new houses at the enhanced accessibility and adaptability standards? Or

Q. Should the requirement for enhanced accessibility and adaptability standards in new housing apply in certain site specific circumstances only?

Q. For example sites in town centres or sites with level access to facilities most suitable for people with reduced mobility. Should a requirement for a proportion of new houses to be suitable for wheelchair users be included within the Local Plan?

Q. Should a requirement for new homes to be suitable for wheelchair users be introduced in certain site specific circumstances? Examples might be sites in town centres or sites with level access to facilities.

Space Standards

National standards have been established. These are set out on pages 131 and 132 of the review paper.

Q: Should there be a requirement for new housing to comply with nationally described space standards?

Issue: To develop an approach to a green infrastructure network to replace existing local landscape designations (Pages 125 – 127)

Background and Information

Green Infrastructure is defined as a 'network of multifunctional green space , urban and rural which is capable of delivering a wide range of environmental and quality of life benefits for local communities'

In particular

- The provision of opportunities for recreation, social interaction and play
- Driving economic growth through the creation of high quality environments
- The potential to improve public health and community wellbeing by enhancing the quality of the environment and providing opportunities for sport
- Impacting on the delivery of ecosystems services and ecological networks
- Mitigating the risks associated with climate change by managing flooding and water resources , plus helping species adapt to climate change by facilitating opportunities for movement.
- Reinforcing local landscape character, adding to a sense of place.

- The current policy framework which defines the areas covered by green infrastructure was seen as a temporary situation whilst a basis to a more planned arrangement was constructed. A draft for consideration has now been set out below. Once a basis to determine a green network has been agreed areas identified will be reassessed to determine whether they should continue to be included. New sites may also be included if they fall into any of the definitions. Given the multifunctional nature of the network areas may be included in more than one category.

TYPE	EXAMPLES	PRIMARY FUNCTION
Outdoor recreation facilities, parks and gardens	Sports pitches and greens, playgrounds, urban parks, country parks, formal gardens.	Offer opportunities for sports, play and recreation and to enable easy access to the countryside (for example <i>Bridport Leisure Centre, Redlands Sports Hub, Dorchester's Borough Gardens</i>)
Amenity greenspace	Informal recreation spaces, housing green spaces, landscape planting, village greens, urban commons, other incidental space	Creating attractive and pleasant built environments, providing community and private outdoor leisure space (for example 'Green' off <i>Sprague Close, Weymouth</i>)
Natural and semi-natural green / blue spaces	Nature reserves, woodland and scrub, grassland, heathlands, wetlands, ponds, open and running water, landscape planting	Creating areas for biodiversity, geodiversity, access to education associated with the natural environment (for example <i>Radipole Lake, Jellyfields Nature Reserve, Portland Quarries Nature Park</i>)
Green corridors	Rivers including their banks and floodplains, trees & hedgerows, dry stone walls, road and rail corridors, cycling routes, pedestrian paths, rights of way, Coast	Creating a sustainable travel network promoting walking and cycling, enhancements to semi natural habitats and integrating micro green infrastructure into urban areas (for example <i>Rodwell Trail, English Coastal path, River Brit corridor</i>)
Local character areas	Churchyards, treed areas, roadside verges, landscape screening, setting of a building, open gaps, important views	Creates a sense of character within a settlement contributing to the attractiveness of an area or building. (for example <i>Sherborne Abbey Close, Tree lined Avenues and Green spaces at Coneygar Road, Coneygar Lane and Beaumont Ave in Bridport, Open gap between Preston and Sutton Poyntz</i>)
Other	Allotments, community gardens, orchards, cemeteries and churchyards	Providing accessible facilities to meet needs within settlements, including enabling local food production (for example <i>Poundbury Community Farm, Bridport Community Orchard, St Georges church yard, Portland</i>)

Q. Do you think the definitions of Green Infrastructure above offer a suitable framework for identifying green infrastructure types?

Q. Is there anything missing from the categories?

Issues

The Neighbourhood Plan group has already made a start on completing the classification proforma and details will be available at the meeting. This includes information about the Quarry Nature Park completed by the Dorset Wildlife Trust and Wildlife corridors analysis completed by the Dorset Environmental Committee.

The following areas were identified as needing a further review. Silklake, Independent, Yeolands Pit

Possibly missing could be back gardens where these could provide an opportunity for wildlife movement in an otherwise restricted area e.g. Underhill.

Issue: To identify Coastal Change Management Areas (pages 133 – 135)

Background and Issues

- Much of the coastline within the plan area is subject to coastal change. Although there are uncertainties regarding the extent and pace of sea level rise and coastal change, risks to property, habitats and infrastructure are expected from the constant evolution of the coast.
- Planning policy looks to reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or actions that would add physical changes to the coast.
- More action is required within the Local Plan to identify Coastal Change Management Areas and the forms of development and infrastructure within them that are appropriate. To also consider the case for making provision for development and infrastructure that needs to be relocated away from these designated areas.
- An analysis has shown that all parts of the coast apart from the defended harbours of Weymouth, West Bay and Lyme Regis should be included.

Q. Do you agree that all parts of coastline except for the defended areas of Weymouth Town Centre, West Bay Harbour and Lyme Regis Harbour should be designated as a Coastal Change Management Area?

The proposed approach to development within CCMA is as follows:-

Risk of Coastal Erosion	Appropriate Development	Examples
Immediate (20 year horizon)	Limited range of types of development directly linked to the coastal strip. Time limited planning permission only	Beach huts, cafes/tea rooms, car parks and sites for holiday or short let caravans and camping. This excludes permanent residential development
Medium (20 -50 year time horizon) Long term (up to 100 year time horizon)	Wider range of types of development with time limited planning permission	Hotels, shops, office or leisure activities requiring a coastal location and providing a substantial economic and social benefits to the community. This excludes permanent residential development

Q. Should the council limit the type of development that should or should not occur in the CCMA as set out in Figure above?

Part of the management of the coast will be to facilitate rollback and relocation of effected property. If councils did nothing then property and infrastructure could be lost. This could mean flexibility of the type of development permitted into these roll back areas.

The review then specifically refers to the North Western Shore of Portland Harbour (Ferrybridge area) where the rate of coastal erosion is likely to result in the loss of residential properties, roads, commercial premises.

Q. Should the council introduce a rollback policy to allow development threatened by coastal erosion to obtain planning permission to be replaced and relocated further inland?

Q. If so, should the council restrict the types of development which can roll back?

Q. In areas where the risk to assets is most acute, should the councils formally allocate land for the relocation of development, infrastructure and habitat affected by coastal change?

Issues

- Portland's coastline is particularly vulnerable to coastal change details of this is contained in the Neighbourhood Plan's evidence report, pages 20 – 24 <https://www.portlandplan.org.uk/wp-content/uploads/2016/05/Portland-NP-Evidence-Report-April-14-Final-V.pdf>
- Given the projections for Global Warming are caravans suitable as holiday accommodation in the future?
- What are the specific issues for the Ferrybridge area and possible solutions?

Issue: Wind Energy (pages 136 – 137)

Background and Information

- The Local Plan adopts a proactive approach to all forms of renewable energy other than wind energy where it can be demonstrated that the benefits of the development significantly outweigh the harm.
- Wind energy was excluded as a late change when the Government made it a condition of approval of schemes that they had to indicate community support via the Local or Neighbourhood Plan process.
- The review now allows an opportunity to include proposals.
- A local plan allocation of development areas would give more certainty to prospective schemes and investors.
- Proposals which cover the whole plan area would have to take account of environmental designations. An alternative would be to rely on communities identifying areas through Neighbourhood Plans.
- In either case individual applications will continue to be considered on a case by case basis with consideration of size and scale.

Q . Should the councils allocate suitable sites for wind energy through the local plan or rely on locally led initiatives such as neighbourhood plans?

Issues

- Our Neighbourhood Plan consultation process has indicated strong support for sustainable energy development but which we have yet to designate appropriate sites.
- Portland windmills (the only ones in Dorset) indicate that the potential from the topography and climate have been identified in the past.

Andy Matthews
[Edited]