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WESTERN AND SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 30 SEPTEMBER 2021

A recording of the meeting can be found on the committee page by using the following link: - [Link to Committee page](#)

Present: Cllrs Dave Bolwell, Kelvin Clayton, Susan Cocking, Jean Dunseith, Nick Ireland, Louie O'Leary, Paul Kimber, David Shortell (Chairman), Sarah Williams, Kate Wheller and John Worth.

Also present:

Cllr David Walsh (Portfolio Holder - Planning) and Cllr Jon Orrell (Dorset Council – Melcombe Regis)

Officers present (for all or part of the meeting):

Ann Collins (Area Manager – Western and Southern Team), Philip Crowther (Legal Business Partner - Regulatory), Denise Hunt (Democratic Services Officer), Anna Lee (Service Manager for Development Management and Enforcement), Jo Riley (Senior Planning Officer), Steve Savage (Transport Development Manager), Emma Telford (Senior Planning Officer), Thomas Whild (Senior Planning Officer) and Huw Williams (Lead Project Officer - Corporate Projects).

41. Apologies

An apology for absence was received from Cllr Bill Pipe.

Cllr John Worth advised that he would be arriving late to the meeting.

42. Appointment of Vice-Chairman for the meeting

Proposed by Cllr David Shortell, seconded by Cllr Susan Cocking.

Resolved: That Cllr Louie O'Leary be elected Vice-Chairman for the meeting.

43. Declarations of Interest

Cllr Paul Kimber declared that he had predetermined Application WP/18/00662/FUL - Land Off Verne Common Road and Ventnor Road, Portland as he had spoken in objection to the application when considered by the committee at a previous meeting, at a time when he was not a member of the committee. He would speak only as the Ward Member and not take part in the debate or vote on this application.

Cllr Susan Cocking declared an interest in Application WP/18/00662/FUL - Land Off Verne Common Road and Ventnor Road, Portland as she had worked with the applicant as lead councillor on a Portland Town Council building project and also knew the applicant personally. She advised that she would not take part in the debate or vote on this application.

44. Public Participation

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

45. Planning Applications

Members considered written reports submitted on planning applications as set out below.

46. WP/18/00662/FUL - Land Off Verne Common Road and Ventnor Road, Portland

Cllr Susan Cocking and Cllr Paul Kimber did not take part in the debate or vote on this item.

Cllr John Worth joined the meeting part-way through consideration of this application and did not take part in the debate or vote on this application.

The Committee considered an application to develop vacant land by the demolition of garage, formation of a vehicular access, the erection of 25 dwellings and associated landscaping.

The Senior Planning Officer presented the application, explaining that following approval by the committee in February 2020, a decision had not yet been issued due to negotiations in relation to the affordable housing element of the Section 106 Agreement. The Portland Neighbourhood Plan (2017-2031) had been adopted in the intervening period which was a material consideration, however, its policies did not include housing allocation.

The Committee was shown a location plan, aerial photo, photos of the site, proposed site plan, elevation plans, and sections.

Following the presentation, the Technical Support Officer read out some of the public written submissions received in accordance with the protocol for public speaking. The written submissions are attached as an appendix to the minutes of this meeting.

Cllr Paul Kimber addressed the Committee as the Ward Member, speaking against the application in relation to the loss of green open space and wildlife habitat, increased traffic on Verne Common Road and overdevelopment.

The Senior Planning Officer responded to technical points made during the public participation.

In response to technical questions put by members, the committee was advised that the site had been designated in the Portland Neighbourhood Plan as incidental open space and it was for the committee to decide what weight was given to amenity and the planning balance in light of this.

Members were informed that paragraph 14 of the NPPF did not apply as the Council could not demonstrate a 5 year housing land supply, therefore paragraph 11d of the NPPF was relevant in the consideration of this application.

The Committee had concerns about this development and debated issues including the relevance of the newly adopted Portland Neighbourhood Plan, the location of the site outside the defined development boundary, lack of services & facilities on the island; the loss of valuable open space for residents and visitors; the low number of affordable homes and road safety. In particular, it was noted that Portland Town Council had not commented on this application.

Proposed by Cllr David Bolwell, seconded by Cllr David Shortell.

The Committee was minded to grant the application, subject to planning conditions and the completion of a legal agreement.

The Service Manager for Development Management and Enforcement having considered the representations and the officer's presentation and having taken into account the views of the committee made the following decision under delegated authority.

Decision of the Service Manager: That the application be approved subject to the conditions outlined in the appendix to these minutes; and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the following:

The provision of five affordable rented units on site and a financial affordable housing contribution of £59,254 index-linked and a financial contribution for grassland compensation and management for the Local Nature Reserve of £15,638.

47. **WP/21/00021/FUL - Land West of Branscombe Road, Portland**

The Committee considered an application for the erection of 4 dwellings on a site within the Southwell area of Portland.

Members were shown a presentation including an aerial photo, photos of the application site (showing groundworks previously completed to allow for a previously consented scheme for 2 houses), site plan and street scene elevations.

The main issues were highlighted including:-

- Principle of development –within DDB; extant consent on the site for residential development (2 units); presumption in favour of sustainable development.
- Scale, design and impact on character and appearance – scale and design similar to the neighbouring properties fronting Rip Croft; Scheme amended to avoid over dominance in the street scene; density in line with area; smaller dwellings supported in Neighbourhood Plan (policy PORT/HS1 Housing Mix)
- Amenity – dwellings meet national space standards; adequate external amenity space provided; scheme would avoid overlooking and overbearing or loss of light to neighbours
- Access and parking – off street for all units; no highways objection; private gardens would allow for cycle parking

Following the presentation, the Technical Support Officer read out a statement submitted by the Agent which is attached as an appendix to these minutes.

In response to Members' concerns about the relatively small size of the houses and amenity space, the Senior Planning Officer advised that each property would have a private garden with a secondary access that was considered to be appropriate for the size of the dwellings. He confirmed that the size of the homes was close to minimum national space standards; that there would be no impact on the amenity of neighbouring properties and that the land originally had no formal status other than incidental green space.

Whilst some members remained concerned that this was overdevelopment of the site, other members considered that smaller homes were need for starter homes or people wishing to downsize and was a good use of the land.

Proposed by Cllr Nick Ireland, seconded by Cllr Dave Bolwell.

The Committee was minded to grant the application, subject to planning conditions.

The Service Manager for Development Management and Enforcement, having considered the representations and the officer's presentation and having taken into account the views of the committee, made the following decision under delegated authority.

Decision of the Service Manager: That the application be approved subject to the conditions outlined in the appendix to these minutes.

48. **P/FUL/2021/02334 - Adult education centre, 45 Dorchester Road, Weymouth**

The Committee considered an application for the temporary demolition and reinstatement of a section of the existing front wall to widen the entrance and to carry out repairs to a wall.

The Senior Planning Officer presented the application, explaining that the application would widen the access for vehicles during construction of a children's home. The wall and entrance gates would be reinstated following construction.

The following Main issues were highlighted:-

- Conservation and heritage – rebuilding of wall with retained materials will avoid harm to the Conservation Area.
- Highways – recommended condition is already addressed through the wider scheme
- Trees and landscaping – loss of 1 category C tree (low quality) replacement planting secured through extant consent on the site.

Proposed by Cllr Sarah Williams, seconded by Cllr Louie O'Leary.

The Committee was minded to grant the application, subject to planning conditions.

The Service Manager for Development Management and Enforcement having considered the officer's presentation and having taken into account the views of the committee made the following decision under delegated authority.

Decision of the Service Manager: That the application be approved subject to the conditions outlined in the appendix to these minutes.

49. **WP/21/00196/FUL - Land Adjacent to Former Gatehouse West Way, Southwell Business Park, Portland**

The Committee considered an application for the erection of 8 dwellings following approval of Permission in Principle application no: WP/19/00162/PIP.

The Senior Planning Officer provided some background to Permission in Principle (PIP) applications that must commence within 3 years of the date of approval.

This application was for technical details following approval of a PIP in September 2019 for up to 8 dwellings on this site, therefore the principle of dwellings on this site had been approved.

The Committee was given a presentation that included a location plan, aerial photo, site layout, elevations / floor plans, a site plan with the footpath extension.

The site consisted of 2 detached bungalows and 6 (3) bed semi-detached houses, each with a car parking space and 4 visitor parking spaces. The garden spaces were commensurate with nearby dwellings.

She advised that this site had been included as employment land in the recently adopted Portland Neighbourhood Plan, however this plan had not been adopted at the time the PIP was granted and the site was outside of ECON2 in the adopted Local Plan.

The main issues were highlighted:-

- PIP for 8 dwellings granted in 2019
- Design and materials appropriate for location
- Provides a mix of house types including lifetime homes
- No harm to neighbouring amenity
- No highways objections
- Not ECON2 in Local Plan
- Additional footpath at applicant's expense
- Section 106 will need amending in future, can be achieved outside of this planning application.

The Technical Support Officer read out the public written submissions which are attached as an appendix to the minutes of this meeting,

The Senior Planning Officer responded to technical questions arising from the public participation and by members of the committee.

Members were reminded that condition 4 had been amended, details of which were contained in the update sheet circulated to members prior to the meeting.

Proposed by Cllr Nick Ireland, seconded by Cllr Louie O'Leary.

The Committee was minded to grant the application, subject to planning conditions and condition 4 as amended in the update sheet.

The Service Manager for Development Management and Enforcement having considered the representations and the officer's presentation and having taken into account the views of the committee made the following decision under delegated authority.

Decision of the Service Manager: That the application be approved subject to the conditions (including amended condition 4) outlined in the appendix to these minutes.

50. **Duration of Meeting - Time Limit**

A vote to continue the meeting was taken in accordance with Part 2, Paragraph 8.1 of the Council's Constitution.

Decision: That the meeting be extended to allow the business of the meeting to be continued from 2.00pm.

51. **WP/21/00111/FUL - Weymouth Railway Station, King Street, Weymouth, DT4 7BN**

The Committee considered an application concerning the reconfiguration of the station forecourt, including alteration to access and parking arrangements, formation of new vehicular exit and public realm works together with formation of pocket park linking King Street and Jubilee Retail Park.

A number of plans and photographs were presented by the Lead Project Officer in addition to an update concerning a representation that was circulated to the Committee prior to the meeting.

Cllr Jon Orrell, Dorset Council – Melcombe Regis, addressed the committee stating that he viewed the scheme as a first stage in order to capture the funding opportunity. It did not represent the transport interchange that had been envisaged and he asked whether it could be designed in such a way that it could be easily upgraded, including strengthening of the junction to accommodate buses. He commended the pocket park as this would be an enhancement to the improvement programme at Radipole Park and due to its safe integration with the cycle network.

The Lead Project Officer responded to technical questions arising from members. It was confirmed that the traffic flow through the site would remain unaltered as a result of the proposal and that overall parking spaces would be increased from 51 to 52.

Members were mindful of the climate emergency and expressed disappointment in the lost opportunity for a comprehensive transport hub as well as the ability to incorporate elements that could be easily upgraded in future.

Members were also disappointed that the proposal only included one dedicated bus stop within the site as well as the lack of conditions in relation to cycle storage, given that opportunities to take bicycles on a train were very limited.

It was, however, acknowledged that the proposal would be an enhancement of the site that came with a funding opportunity and members were very supportive of the proposal in relation to the nearby pocket park.

Some suggestions to conditions were made to improve the scheme, however, the committee was advised that these could only be imposed if they were necessary to make the scheme acceptable and that the application should be judged on its planning merits.

Proposed by Cllr John Worth, seconded by Cllr Louie O'Leary.

The Committee was minded to grant the application, subject to planning conditions.

The Service Manager for Development Management and Enforcement having considered the representations and the officer's presentation and having taken into account the views of the committee made the following decision under delegated authority.

Decision of the Service Manager: That the application be approved subject to the conditions outlined in the appendix to these minutes.

52. **HI1229 Custom House Quay, Weymouth - Public Realm Enhancements**

This item was deferred.

53. **Urgent items**

There were no urgent items.

54. **Exempt Business**

There was no exempt business.

55. **Update Sheet**

Appendix - Decision List

Duration of meeting: 10.00 am - 3.15 pm

Chairman

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Western & Southern Area Planning Committee 30 September 2021

Written Submissions

WP/18/00662/FUL – Land off of Verne Common Road and Ventnor Road, Portland

1 Stuart Morris

I strongly object to this application.

This is virgin open hillside, which has never been developed other than allotments. By any definition this is greenfield.

This steep hillside is an important part of the unique landscape, and is very prominent from several standpoints, especially New Ground, Portland Heights, Chesil etc.

This land has been considered sacrosanct even from days of the former Portland Urban District Council, and previous suggestions that it could be built on have been firmly rejected.

The fact that it is in private ownership with no public path on it is irrelevant to the Planning process.

Destroying this grassland will make a mockery of the council's policy of allowing verges to remain uncut desire to encourage wild flowers. This is a bigger natural area than much of Portland's verges. Destroying this grassland will mean an irreplaceable loss, and no monetary compensation or 'Biodiversity Plan' can replace it.

It is highly misleading to suggest that a 'Biodiversity Mitigation Plan' can in any way compensate for the loss of this land. Portland island has no more land to offer.

In addition to the wild nature of the flora, the soil there is obviously a habitat of numerous invertebrates, so important to the food chain and ecology of the area.

The entire Verne Common hillside has produced copious archaeological evidence. In particular, many Roman stone sarcophagi and other artefacts were found in the construction of the adjoining housing estate in the 1950s. Being closer to the historic heart of Fortuneswell, this site may contain even more important remains, from multiple periods. Nothing should be done before comprehensive archaeological investigations have been carried out, much more than the 2016 evaluation (8.20).

The comments of Historic England show a scant superficial understanding of this area. There is much potential on this site on its own merits, not merely linked to the nearby Conservation Area or the Verne Citadel.

Successive Local and Development Plans have consistently put this land outside the development boundaries, for very good reasons: It should be preserved.

Underhill has a surfeit of houses that were built as 'affordable', including the densely-packed 19th century terraces and the entire Verne Common estate. A high proportion of current house sales on Portland are to people moving from away, so much of this development would not serve any local housing need.

The Representations in Section 9.0 are well-considered and valid. To dismiss them by approving this development would show a blatant disregard for the interests and values of Portlanders.

2 Tracy Matthews-Belcher

I made an objection to this development when the planning was first submitted and my objections still stand. However, I would add the following in line with the local council's neighbourhood plan. This is a green site and should be valued as such, any housing planned for this site will mainly consist of housing aimed at 2nd home buyers and not local people. This is not in line with council neighbourhood plan and indeed only adds to the housing shortage for local needy people. Five rentable properties does not reflect what this area needs at all. The access to this site is via Verne Common Road, which for those councillors that are unfamiliar with Portland, is the only access to the very busy Verne prison. The road is busy with Staff, deliveries and visitors to the prison. These are often large HGV vehicles that have to negotiate parked cars all the way up the road, mounting pavements, or speedy staff members on their mobiles after a busy shift. To add to this by adding 50 plus vehicles to the properties (given all properties have at least 2-3 parking spaces) is absolute madness, not to mention the construction traffic. Majority of the properties coming up the road are ex local authority housing managed by Aster that have no or little off-road parking and therefore the road is difficult to access easily for emergency vehicles. I have witnessed ambulances trying to find spaces to get to vulnerable people in their homes around HGVs etc, this does not need to be made worse. Also, I am not sure that a committee made up of non-Portland councillors can really make a decision about a development that they will never be affected by. The fact the builder involved has connections with the town council should not be a reason to pass the book to people who aren't involved in the community. This builder has also submitted plans for a PUMP HOUSE to service another of his developments and this should be taken into account too. I feel that this planning permission will go the same way as those that have been passed before for this site, it seems to just serve to make more money on once a lovely field where kestrels hunt , so that it can be sold for more money to a different buyer each time. This should not be something Dorset Council should be supporting.

3 Geoffrey Lucas

I am writing to complain about the over development of Portland with regards of housing. Portland is a very overcrowded Island with not enough facilities for the people who live there already. More houses, more congestion on that one single road leading to Portland. I understand there is plans to build on the old Southwell school and Portland Manor School. They need more Chemists, Doctors, and other community services. I am aware people have to have somewhere to live, but not on a small Island that is overcrowded already. I travel to Portland regularly and that Portland road is getting more of a problem which will get worse if you continue to over populate it.

4 Andrew Matthews

My name is Andrew Matthews and I have been involved with the development of the Portland Neighbourhood Plan since its inception.

I am writing on a matter of concern in regard to the officer's report in regard to this application in particular the section on the assessment of the Portland Neighbourhood Plan section b and the conclusion that.

The Portland Neighbourhood Plan therefore contains no housing allocations and instead relies on strategic allocations and windfall development from the adopted West Dorset, Weymouth & Portland Local Plan (2015) and emerging Dorset Council Local Plan later in the Plan period to meet identified housing need.

The assessment quoted in this section was underpinned by a Growth and Strategy Report. This concluded that development on Portland should be focused on maximising the brownfield supply in Underhill and supporting the viability of Easton Centre in Tophill. The report included a supply of sites and additional site assessments by AECOM.

At the Weymouth and Portland and West Dorset Local Plan Review further sites were put forward and were noted by the Neighbourhood Plan Group.

In October 2019 Dorset Council started to undertake their own SHLAAR review and indicated that this was a fresh review and that any previous submissions would have to be re-submitted. Upon enquiry of officers as to whether we needed to re-establish the sites we had included it was agreed that this **was not required** as the report formed part of the evidence base for the Plan.

The total yield for the sites in the report was 1,229 we have been monitoring the position around this and our current estimate is 1,294 units could be available **we are also aware of additional sites which would support the spatial strategy adopted.**

The Local Plan Review included 1050 units being required on Portland. A reason for undertaking a Neighbourhood Plan was to provide a stable basis for housing on Portland to develop. The Chief Planning Officer recently noted that only 2% of Neighbourhood Plans had originated from areas suffering multiple deprivation. In order to continue to support our plan and efforts of volunteers to deliver on this we therefore ask that the Local Planning Authority **correct their assumptions at section b.**

With regard to WP/18/00662/FUL a review and consultation on Development Boundaries was undertaken and the conclusions of this consultation was ***'The sensitivity of this site is clearly set out in the planning application by leaving this outside the development boundary this reaffirms the need for this to be developed appropriately'***.

5 Steve Hoskins - Agent

Good morning Committee Members.

The main part of this site was approved for development with 8 houses in 2016. The proposal now before you includes adjacent land owned by Aster. This layout, prepared in close consultation with Aster, provides a more efficient and comprehensive land use – one that offers greater community benefit.

The Officer's report sets out the Development Plan and NPPF policies that apply to this application – these remain the same as those when the Committee resolved to approve this scheme last year.

In relation to the recently adopted Portland Neighbourhood Plan I make the following observations:

Historic England has reconfirmed that the proposals will not adversely affect the adjoining Conservation Area or harm any Heritage Assets.

Most of the site is privately owned and not accessible to the public. The former play area use of the smaller Aster owned section was discontinued years ago.

The site is surrounded by existing housing. This scheme is effectively 'infilling' with new homes of a high design standard. Significant landscaping improvements will be carried out to improve the present, underutilised and neglected, appearance of the overall site. The development density of the proposed new homes is demonstrably lower than that of existing and recently approved nearby housing.

Natural England has reconfirmed that the proposals will not result in adverse effects on the site's integrity – a Biodiversity Mitigation and Enhancement Plan has been agreed for measures that will protect and enhance the ecological value of the site.

The proposals align entirely with National Planning Policy Framework aims. They meet economic and social objectives by providing a range of high quality new homes that will meet needs and bring additional household spending into the community, to help support

existing and new businesses. Environmental benefits come from the landscaping improvements and agreed BMEP measures.

Members will be aware of the Council's 5 Year Housing Land Supply deficit, exacerbated locally by issues that have held back redevelopment of the former Hardy Naval Accommodation blocks. This is a deliverable opportunity for new homes – one that will show real investment confidence in the locality.

In summary, this is a carefully considered and sustainable new homes proposal with clear community benefits. There are no demonstrable adverse impacts that outweigh National, Local and Neighbourhood Plan objectives. 5 on site, family size, Affordable Homes will be provided in addition to financial contributions for other policy requirements.

Members are therefore respectfully requested to accept the Officers recommendation to re-approve subject to concluding the S106 Agreement.

WP/21/00021/FUL – Land West of Branscombe Road, Portland

Phil Watts – Agent

Chairman and Members of this Committee, I write to respectfully ask for your endorsement of your Officer's recommendation to enable the appropriate officer to APPROVE this application.

Whilst it is noted that objections have been received from the Town Council and a private individual who does not live in this part of the Island, key to your consideration must be the fact that not only does this site already benefit from an extant planning permission for residential development granted as recently as 2018, but that this permission has already been implemented by virtue of the associated groundworks undertaken on site. It follows, that despite calls for the site to be retained as 'incidental open space', the site is already in private ownership where public access is naturally restricted; and there can be no turning back the clock as far the site's very recent planning history is concerned. It is a matter of fact that the principle of developing this area of former open space is well established.

In terms of what is now proposed, despite their objection, Portland Town Council's own adopted Neighbourhood Plan actively seeks to promote a housing mix which is exactly what this proposal will achieve in providing four much-needed smaller properties, most suited to young couples starting out on the housing ladder. All are of a design which is truly reflective of the character and appearance of the wider Rip Croft and Reap Lane estate, with each of the proposed units benefitting from their own off-road car parking and private amenity space.

Portland Town Council suggest that the site is too small to support four dwellings. However, the proposed development will truly make the most efficient use of the site and, as your Officer quite rightly recognises in his report, the width of each plot is broadly comparable to those properties which already exist in Branscombe Close; wider in fact than many properties in the vicinity. Each property will also exceed the National Minimum Space Standard in their size, with the size of each plot being reflective of the range of development in the vicinity.

As also outlined, the proposed dwellings are of a style and design which reflect the majority of properties in the immediate locality, being of two storeys in height and terraced in their nature; they will also be sited in such a manner as to reflect the established pattern of houses and orientated in such a way as to allow the development to be 'read' as a continuation of existing properties on the estate. Their relative spaciousness will also be enhanced by their open frontages facing onto the public highway.

On the basis that the development will make a small but valuable contribution towards the identified housing shortage, as well as making a positive contribution to the established pattern of development within this part of Southwell and the wider Rip Croft and Reap Lane Estate, I respectfully reiterate my request for your endorsement of your Officer's recommendation in respect of this much needed and appropriate development.

WP/21/00196/FUL Land Adjacent to Former Gatehouse West Way, Southwell Business Park, Portland

Andrew Matthews

Please could I lodge the further comment below which explains why the Town Council made reference to the Minerals Consultation Area in their reply and also the designation of the Employment Zone.

As part of the development of our Neighbourhood Plan we reviewed the development boundaries and employment site classifications. It was agreed that we would move the development boundary at the Southwell Business Park to the East to include the Car Park we also extended the employment zone area in a similar manner. The intention was to allow potentially eastward movement of the Business Park if it needed to expand but also to allow for coastal erosion on the western boundaries.

The car park area is also subject to the Minerals Policy with mining now the approved method of extraction. The car park provides a potentially sustainable corridor route to access the substantive reserves in the southern part of the Island, we are aware of constraints issues with the access proposals South East of Southwell.

The provision of employment spaces are seen as less likely to sterilise stone extraction whereas the construction of housing would do so in the context of the above.

The designation of this site for development was part of a process by the then Weymouth and Portland Council which avoided referring the proposal to Portland Town Council for ratification or comment.

I have lodged four maps with the Case Officer to illustrate these details.

Phoebe Milner - Agent

I wish to outline the main considerations why we feel planning should be GRANTED today in line with the Officer's recommendation.

Firstly, I would like to clarify that the principle of residential development on the site has already been accepted following the approved permission in principle which agreed; location, land use and amount of development. Therefore, the residential use of the land has already been established and remains extant.

The Portland Town Council concerns refer to the site as a registered employment site, however the employment allocation at Southwell Business Park does not include this site and since the principle of residential development has already been established, the technical details could not be refused on this basis.

Therefore, I will now outline the relevant matters which should be considered in this application.

In terms of highways, the initial concerns related to extending the proposed footpath to connect with the existing footpath outside the nursery. These concerns have been overcome by an agreement with the LPA which will be secured by a Grampian condition and therefore resolves the Highway Officer's concerns.

In terms of parking, the proposal provides 2 tandem spaces per dwelling and 4 visitor spaces as such the movement of 8 households is not considered significant, therefore the parking arrangements are acceptable.

Furthermore, the applicant will mitigate the biodiversity and infrastructure effects via a CIL contribution, consequently there will be no adverse effects on the integrity of protected habitats nor public infrastructure.

In terms of design, the proposed development creates three pairs of semi-detached houses and two detached bungalows, totalling 8 dwellings. Each property will have a private rear garden as well as shared landscaping space at the front. Therefore it is considered an acceptable balance of built form, amenity space and landscaping enhancements are proposed.

The proposal is compatible with the character of the area as many nearby properties reflect similar materials and scale. Sweethill Road commonly uses stone and slate roofs for their bungalows, while Barlands Close primarily have two storey properties. The proposed development uses a mix of render and stone with slate roofs to reflect the character of the area, while using a variety of one and two storey dwellings to respond to the locality.

In terms of privacy, the surrounding properties' amenity space are protected by 1.8m fences, while the bungalows are specifically located on site to remove potential overlooking to no.50 Sweethill Road. Therefore, the scheme safeguards neighbouring amenity.

Overall, the applicant strongly considers the application will enhance the character and appearance of the area whilst safeguarding neighbouring amenity. I hope you agree with your planning officer and ask that you move to vote to approve this proposal accordingly.

Western and Southern Planning Committee 30th September 2021 – Update Sheet

Planning Applications

Application Ref.	Address	Agenda ref.	Page no.
WP/21/00196/FUL	Former gatehouse, West Way Portland	Item 4d	82
<p>Condition 4 - Prior to occupation of any of the dwellings hereby approved, the footpath on the south west side of the access road/junction with West Way, shown coloured black on the 1:500 block plan shall be extended to meet the highway of Sweethill Road and shall be constructed to a specification which shall have first been agreed in writing by the Local Planning Authority.</p> <p>Reason in the interests of highway and pedestrian safety</p>			
Application Ref.	Address	Agenda ref.	Page no.
WP/21/00021/FUL	Land West of Branscombe Close, Portland	Item 4b	53-66
<p>Fallback position – In view of the material start which has been made to the prior planning consent there is a likelihood that the development would come forward if this application were to be unsuccessful and it can therefore be considered to be a genuine fallback position.</p> <p>Equalities – As well as avoiding impacts upon persons with protected characteristics all of the dwellings would have level access from the street, allowing for accessibility and adaptability for persons with protected characteristics.</p>			
Application Ref.	Address	Agenda ref.	Page no.
WP/21/00111/FUL	Weymouth Railway Station, King Street, Weymouth, DT4 7BN	Item 4e	85 104
<p>A letter of representation has been received from South Western Railway expressing support for the application. The letter acknowledges the ambition of Weymouth Town Council to see even more integration of bus services at the station, noting that this will need to part of much wider master planning exercise, but expressing confidence that the proposed scheme is an excellent first stage of an exciting opportunity to make Weymouth station the gateway it deserves to be. The letter further states that nothing in these plans prevents further enhancements and improvements at a later stage and is therefore not wasted investment and comments that it is important to take advantage of the funding opportunity now and deliver some immediate benefits, particularly for summer 2022.</p>			

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APPLICATION NUMBER: WP/18/00662/FUL

APPLICATION SITE: Land Off Verne Common Road and Ventnor Road, Portland

PROPOSAL: Develop vacant land by the demolition of garage, formation of vehicular access, erection of 25 dwellings & associated landscaping.

DECISION:

Grant, subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the following:

The provision of five affordable rented units on site and a financial affordable housing contribution of £59,254 index-linked and a financial contribution for grassland compensation and management for the Local Nature Reserve of £15,638.

1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

REASON: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan - Drawing Number P01 received on 20/08/2018

Lower Tier - 3 Bed Terrace - Ground Floor Plan - Drawing Number P19 Rev A received on 25/11/2019

Lower Tier - 3 Bed Terrace - First Floor Plan - Drawing Number P20 received on 25/11/2019

Lower Tier - 3 Bed Terrace – Front Elevation - Drawing Number P21 Rev A received on 25/11/2019

Lower Tier - 3 Bed Terrace - Rear Elevation - Drawing Number P22 Rev A received on 25/11/2019

Lower Tier - 3 Bed – Rear & Side Elevations - Drawing Number P18 Rev A received on 25/11/2019

Lower Tier - 3 Bed – Front & Side Elevations - Drawing Number P17 Rev A received on 25/11/2019

Upper Tier - 3 Bed - Floor Plans - Drawing Number P08 Rev A received on 25/11/2019

Upper Tier - 3 Bed – Front & Side Elevations - Drawing Number P09 Rev A received on 25/11/2019

Upper Tier - 3 Bed – Rear & Side Elevations - Drawing Number P10 Rev A received on 25/11/2019

Upper Tier - 4 Bed - Floor Plans - Drawing Number P11 Rev A received on 25/11/2019

Upper Tier - 4 Bed – Front & Side Elevations - Drawing Number P12 Rev A received on 25/11/2019

Upper Tier - 4 bed – Rear & Side Elevations - Drawing Number P13 Rev A received on 25/11/2019

Middle Tier - 3 bed – Rear & Side Elevations - Drawing Number P14 Rev A received on 25/11/2019

Middle Tier - 3 bed – Front and Side Elevations - Drawing Number P15 Rev A received on 25/11/2019

Parking layout - Drawing Number P07 Rev C received on 01/03/2019

Proposed Street Elevation 04 - Lower Tier [east elevation] - Drawing Number P31 Rev B received on 25/11/2019

Proposed Street Elevation 02 - Middle Tier [west elevation] - Drawing Number P30 Rev B received on 25/11/2019

Lower Tier – 2 Bed Semi - Front & Side Elevations - Drawing Number P25 Rev B received on 25/11/2019

Lower Tier – 2 Bed Semi - Rear & Side Elevations - Drawing Number P26 Rev B received on 25/11/2019

Lower Tier – 2 Bed Semi - Ground Floor Plan - Drawing Number P23 Rev B received on 25/11/2019

Lower Tier – 2 Bed Semi - First Floor Plan - Drawing Number P24 Rev A received on 25/11/2019

Proposed Street Elevation 01 -Top Tier [west elevation] - Drawing Number P29 Rev C received on 25/11/2019

Lower Tier & Middle Tier - 3 Bed - Floor Plans - Drawing Number P16 Rev A received on 25/11/2019

Bin Store Floor Plans and Elevations - Drawing Number P57 received on 25/11/2019

Site Levels - Drawing Number P59 received on 25/11/2019

Proposed Site Plan - Drawing Number P04 Rev G received on 25/11/2019

Proposed Boundary Treatment - Drawing Number P55 Rev A received on 25/11/2019

Proposed Section dd - Drawing Number P58 received on 25/11/2019 Proposed Street Elevation 05 – Lower Tier [west elevation] – Drawing Number P50 received on 25/11/2019

Proposed Street Elevation 03 – Middle Tier [east elevation] – Drawing Number P49 received on 25/11/2019

Proposed Verne Common Street Elevation – Drawing Number P46 Rev A received 25/11/2019

Proposed Section cc – Drawing Number P53 received 25/11/2019

Proposed Site Section aa – Drawing Number P47 Rev A received 25/11/2019

Proposed Section bb – Drawing Number P28 Rev B received 25/11/2019

Proposed Section aa – Drawing Number P27 Rev B received 25/11/2019
Housing Mix – Drawing Number P06 Rev D received 25/11/2019
Massing Context Plan – Drawing Number P05 Rev D received 25/11/2019
Lower Tier – 3 Bed Terrace – Elevation 04 – Drawing Number P52 received on 25/11/2019
Lower Tier – 3 Bed Terrace – Elevation 03 – Drawing Number P51 received on 25/11/2019

REASON: For the avoidance of doubt and in the interests of proper planning.

3) No development above Damp Proof Course (DPC) level shall be commenced until details and samples of all external facing materials for the wall(s) and roof(s) shall have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, unless otherwise agreed in writing by the Local Planning Authority the development shall proceed in strict accordance with such materials as have been agreed.

REASON: To ensure a satisfactory visual appearance of the development.

4) No development above Damp Proof Course (DPC) level shall be commenced until a timetable for the implementation of the measures of the Biodiversity Mitigation Plan has been submitted and agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out and maintained in accordance with the agreed timetable and the approved Biodiversity Mitigation Plan signed by dated 23/05/2019 and agreed by Natural Environment Team on 23/05/2019, unless a subsequent variation is agreed in writing with the Council.

REASON: In the interests of biodiversity mitigation and enhancement.

5) No development shall take place until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The approved management plan shall be adhered to throughout the construction period. The management plan shall provide for:

- Location for loading/unloading and storage of plant, waste or debris and construction materials;
- Details of construction lighting;
- Hours of operation;
- Parking of vehicle of site operative and visitors (including measures taken to ensure satisfactory access and movement of existing occupiers of neighbouring properties during construction);
- Routes of construction traffic;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

REASON: In the interests of road safety, neighbouring amenity and the protection of the SSSI.

6) No development above Damp Proof Course (DPC) level shall be commenced until a landscaping and tree planting scheme shall have been submitted to, and approved in writing, by the Local Planning Authority. The approved scheme shall be implemented during the first planting season November – March inclusive, immediately following commencement of the development. The scheme shall include provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 5 years.

REASON: In the interests of visual amenity.

7) No development shall take place until a detailed and finalised surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and with due consideration of the construction phase and including a timetable for the implementation of the scheme, has been submitted to, and approved in writing by the local planning authority. The necessary detailed design shall include all required clarification and substantiation of the proposed surface water management scheme and it shall thereafter be implemented in accordance with the submitted details and timetable.

REASON: To prevent the increased risk of flooding, and to improve & protect water quality.

8) No development shall take place until details of responsibility; maintenance and management of the surface water sustainable drainage scheme and associated infrastructure have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

REASON: To ensure future operation and maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

9) Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on the approved plans must be constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

REASON: To ensure the proper and appropriate development of the site.

10) Before the development hereby approved is occupied or utilised the turning and parking shown on the submitted plans must have been constructed. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

REASON: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

11) No development above damp proof course level shall take place until a detailed scheme to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations within the development has been submitted and approved in writing with the local planning authority. The scheme shall include a timetable for implementation. Thereafter the development shall be carried out in accordance with such details as have been approved by the Local Planning Authority including the timetable for implementation.

REASON: To ensure that adequate provision is made to enable occupiers of and visitors to the development to be able to charge their plug-in and ultra-low emission vehicles.

Informatives –

NPPF informative

Section 106 informative

Highways

The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under **Section 38 of the Highways Act 1980**, the applicant should contact the Development team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Development team, Infrastructure Service, Dorset Council, Hall, Dorchester, DT1 1XJ.

Rights of Way

The applicant is advised that the granting of planning permission does not override the need for existing rights of way affected by the development to be kept open and unobstructed until the statutory procedures authorising closure or diversion have been completed. Developments, in so far as it affects a right of way should not be started until the necessary order for the diversion has come into effect.

Land Instability

The applicant should be satisfied that the proposals have been suitably designed and will not result in instability and approved construction practices should be followed in a responsible, safe manner. The applicant should seek appropriate technical advice and ensure the necessary geotechnical investigations are undertaken to confirm the construction methodology is sound.

There should be continual monitoring of ground conditions during any construction work and particularly during any earthwork operations with particular attention to any ground movement or groundwater conditions.

APPLICATION NUMBER: WP/21/00021/FUL

APPLICATION SITE: Land west of Branscombe Close, Portland

PROPOSAL: Erection of 4 dwellings.

DECISION: Grant subject to the following conditions:-

1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Planning Application Sheet 1 - 16/102/200 Rev A

Planning Application Sheet 2 - 16/102/201 Rev A

Reason: For the avoidance of doubt and in the interests of proper planning.

3) Prior to development above damp proof course level, details (including colour photographs) of all external facing materials for the wall(s) and roof(s) shall have been submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

4) Prior to commencement of the development details of the finished floor level(s) of all the building(s) hereby approved shall have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be relative to an ordnance datum or such other fixed feature as may be agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity

5) Before the development hereby approved is first occupied or utilised the turning and parking shall be constructed in accordance with the approved plans. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site in the interest of highway safety.

- 6) Details of 4 number of bat/bird boxes shall be submitted to and agreed in writing by the Local Planning Authority which shall be erected as agreed prior to first occupation or use of the development hereby approved.

Reason: To enhance or protect biodiversity.

- 7) Details of the means of enclosure to the plot boundaries of the dwelling(s) including height and materials shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall not be first occupied until the agreed means of enclosure for its plot boundaries have been erected.

Reason: In the interests of visual and residential amenity.

- 8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no enlargement(s) of the dwellinghouse hereby approved, permitted by Class A and Class B of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

Reason: To protect amenity and the character of the area.

- 9) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no fences walls or other means of enclosure permitted by Class A of Schedule 2 Part 2 of the 2015 Order shall be erected or constructed.

Reason: To protect amenity and the character of the area.

Informative Notes:

- Informative: The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the County Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway
- Informative: This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice. To avoid additional financial penalties it is important that you notify us of the date you plan to commence development before any work takes place and follow the correct CIL payment procedure.
- Street Naming and Numbering
The Council is responsible for street naming and numbering within our district. This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering
- Informative: National Planning Policy Framework Statement
In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.
The council works with applicants/agents in a positive and proactive manner by:
 - offering a pre-application advice service, and
 - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.In this case:
 - The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

APPLICATION NUMBER: P/FUL/2021/02334

APPLICATION SITE: Adult Education Centre, 45 Dorchester Road, Weymouth, DT4 7JT

PROPOSAL: Temporary demolition and reinstatement of a section of the existing front wall to widen entrance. Carry out repairs to wall.

DECISION: Grant subject to the following conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

006496 L103 Rev P1

006496 L104 Rev P1

006496 L105 Rev P1

Reason: For the avoidance of doubt and in the interests of proper planning.

3. All bricks and stone arising from the demolition of the wall shall be stored securely on site and be re-used in the reinstatement of the wall. Where new or additional reclaimed materials are required, details and samples shall be submitted to and approved in writing by the local planning authority prior to their use.

Reason: to safeguard the character of the conservation area.

4. All pointing will be carried out in mortar to match the colour and texture of retained part of the boundary wall.

Reason: To ensure the satisfactory appearance of the reinstated wall.

5. No part of the development approved under planning consent ref WP/20/00477/FUL shall be occupied until such time as the boundary wall has been reinstated.

Reason: To ensure the timely reinstatement of the wall and prevent harm to the conservation area.

Informative Notes:

- Informative: National Planning Policy Framework Statement

In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant was provided with pre-application advice.
- The application was acceptable as submitted and no further assistance was required

APPLICATION NUMBER: WP/21/00196/FUL

APPLICATION SITE: Land adjacent to former gatehouse west way, Southwell Business Park, Portland

PROPOSAL: Erection of 8 dwellings following approval of Permission in Principle application no WP/19/00162/PIP

DECISION: Grant technical details consent subject to the following conditions

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

1734 PL01 REV A location Plan and block plan

1734 Plots 3-8 elevations REV C

1734 Plots 3-8 floor plans REV C

1734 PL02 site layout REV C

1734 Plots 1 and 2 REV C

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Prior to development above damp proof course level, details (including colour photographs) of all external facing materials for the wall(s) and roof(s) shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no enlargement(s) or roof alterations of the dwellinghouse hereby approved, permitted by Class A, B, or C of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

Reason: To protect amenity and the character of the area.

4. Prior to occupation of any of the dwellings hereby approved, the footpath on the south west side of the access road/junction with West Way, shown coloured black on the 1:500 block plan shall be extended to meet the highway of Sweethill Road and shall be constructed to a specification which shall have first been agreed in writing by the Local Planning Authority.

Reason in the interests of highway and pedestrian safety

5. Before the development hereby approved is first occupied or utilised the turning and parking shall be constructed in accordance with the approved plans. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site in the interest of highway safety.

6. Before the commencement of development unless otherwise agreed by the Local Planning Authority, full details of hard and soft landscaping (including boundary treatments, finished floor levels, hard surfacing materials and maintenance arrangements for the soft landscaping) shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscaping shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme of implementation that shall have first been agreed in writing by the Local Planning Authority.

Reason: Landscaping is considered essential in order to preserve and enhance the visual amenities of the locality.

7. The soft landscaping shall be maintained in accordance with the details agreed under condition no. 6 and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

8. Prior to first occupation or use of the development hereby approved the mitigation measures as detailed in the Biodiversity Mitigation Plan dated 27.4.21 shall be completed in full.

Reason: To minimise impacts on biodiversity.

9. Prior to commencement of development hereby approved a Construction Traffic Management Plan and programme of works shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities). The development shall thereafter be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of road safety and to ensure the normal functioning of the business park, hotel and school.

10. Prior to commencement of development hereby approved a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures as detailed in the BMP namely control of movement of machinery, storage of machinery, working hours, lighting and light spill, re-fuelling areas, spill pads and dust suppression. The development shall thereafter be carried out strictly in accordance with the approved Construction Environmental Management Plan

Reason: In the interests of prevention of negative effects upon the SNCI and wildlife.

Informatives:

a) Street Naming and Numbering. The Council is responsible for street naming and numbering within our district. This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website www.dorsetcouncil.gov.uk/planningbuildings-land/street-naming-and-numbering.

b) Informative: National Planning Policy Framework Statement
In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

c) Informative: This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice. To avoid additional financial penalties it is important that you notify us of the date you plan to commence development before any work takes place and follow the correct CIL payment procedure.

d) Note that the site is covered in part by a section 106 agreement dated 5th March 2014 and attached to planning permission WP/13/00101. This agreement which deals with the school travel plan is still binding unless modified in future.

APPLICATION NUMBER: WP/21/00111/FUL

APPLICATION SITE: Weymouth Railway Station, King Street, Weymouth, Dorset, DT4 7BN.

PROPOSAL: Reconfiguration of station forecourt including alteration to access and parking arrangements, formation of new vehicular exit and public realm works together with formation of pocket park linking King Street and Jubilee Retail Park

DECISION: Grant subject to the following conditions

(1) Time Limit – Commencement of Development

The development hereby permitted shall be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with section 91 of the Town and Country Planning Act 1990 (as amended).

(2) Development in Accordance Approved Plans and Drawings

Unless otherwise required by the conditions of this permission, the development hereby permitted shall be carried out in accordance with the following plans and drawings submitted as part of the application:

- (i) P01 dated 29/01/2021 and titled DRAINAGE LAYOUT POCKET PARK;
- (ii) WSP DRAWING No: 70076910-WSP-GEN-SWI-DR-CH-00001 Rev C03 dated 22/07/2021 and titled SURFACE CONTOUR LAYOUT FORECOURT, CAR PARK AND KING STREET;
- (iii) WSP DRAWING No: 70076910-WSP-HDG-SWI-DE-CD-00031 Rev C03 dated 22/07/2021 and titled DRAINAGE DETAILS SHEET 1 OF 2;
- (iv) WSP DRAWING No: 70076910-WSP-HDG-SWI-DE-CD-00032 Rev C03 dated 22/07/2021 and titled DRAINAGE DETAILS SHEET 2 OF 2;
- (v) WSP DRAWING No: 70076910-WSP-HDG-SWI-DR-CD-00 Rev P01 dated 29/01/2021 and titled CATCHMENT LAYOUT POCKET PARK;
- (vi) WSP DRAWING No: 70076910-WSP-HDG-SWI-DR-CD-00001 Rev C03 dated 22/07/2021 and titled SURFACE WATER LAYOUT PLAN FORECOURT, CAR PARK AND KING STREET;
- (vii) WSP DRAWING No: 70076910-WSP-HDG-SWI-DR-CD-00021 Rev C03 dated 22/07/2021 and titled DRAINAGE SCHEDULES FORECOURT, CAR PARK AND KING STREET;
- (viii) WSP DRAWING No: 70076910-WSP-HDG-SWI-DR-CD-00041 Rev C03 dated 22/07/2021 and titled EXISTING CATCHMENT PLAN FORECOURT, CAR PARK AND KING STREET;
- (ix) WSP DRAWING No: 70076910-WSP-HDG-SWI-DR-CD-00051 Rev C03 dated 22/07/2021 and titled PROPOSED CATCHMENT PLAN FORECOURT, CAR PARK AND KING STREET;
- (x) WSP DRAWING No: 70076910-WSP-HGN-SWI-DE-CH-00011 Rev C03 dated 22/07/2021 and titled HIGHWAYS DETAILS SHEET 1 OF 2;

- (xi) WSP DRAWING No: 70076910-WSP-HGN-SWI-DE-CH-00012 Rev C03 dated 22/07/2021 and titled HIGHWAYS DETAILS SHEET 2 OF 2;
- (xii) WSP DRAWING No: 70076910-WSP-HGN-SWI-DR-CH-00 Rev P02 dated 29/01/2021 and titled GENERAL ARRANGEMENT POCKET PARK;
- (xiii) WSP DRAWING No: 70076910-WSP-HGN-SWI-DR-CH-00001 Rev C04 dated 22/07/2021 and titled GENERAL ARRANGEMENT FORECOURT, CAR PARK AND KING STREET;
- (xiv) WSP DRAWING No: 70076910-WSP-HGN-SWI-DR-CH-00021 Rev C03 dated 22/07/2021 and titled SECTION FORECOURT, CAR PARK AND KING STREET;
- (xv) WSP DRAWING No: 70076910-WSP-HKF-SWI-DR-CH-00 Rev P01 dated 29/01/2021 and titled KERBS, FOOTWAYS & PAVED AREAS POCKET PARK;
- (xvi) WSP DRAWING No: 70076910-WSP-HKF-SWI-DR-CH-00001 Rev C03 dated 22/07/2021 and titled KERBS, FOOTWAYS & PAVED AREAS FORECOURT, CAR PARK AND KING STREET;
- (xvii) WSP DRAWING No: 70076910-WSP-HMK-SWI-DR-CH-00 Rev P01 dated 29/01/2021 and titled SIGNS AND ROAD MARKINGS POCKET PARK;
- (xviii) WSP DRAWING No: WSP DRAWING No: 70076910-WSP-HMK-SWI-DR-CH-00001 Rev C03 dated 22/07/2021 and titled ROAD MARKINGS FORECOURT, CAR PARK AND KING STREET;
- (xix) WSP DRAWING No: 70076910-WSP-HSC-SWI-DR-CH-00 Rev P01 dated 29/01/2021 and titled SITE CLEARANCE POCKET PARK;
- (xx) WSP DRAWING No: 70076910-WSP-HSC-SWI-DR-CH-00001 Rev C03 dated 22/07/2021 and titled SITE CLEARANCE FORECOURT, CAR PARK AND KING STREET; and
- (xxi) WSP DRAWING No: 70076910-WSP-HSN-SWI-DR-CH-00001 Rev C03 dated 22/07/2021 and titled SIGNS FORECOURT, CAR PARK AND KING STREET.

Reason: To regulate the proposed development having regard to policies ENV1, ENV2, ENV4, ENV5, ENV10, COM7, COM8, WEY1 and WEY3 of the adopted Weymouth and Portland Local Plan 2015.

(3) Retention and Re-use of Existing Railway Gates

The existing railway gates located at northern end of the pocket park area shown to be removed on approved DRAWING No: 70076910-WSP-HSC-SWI-DR-CH-00 Rev P01 shall be retained on site and shall be installed as entrance features at the northern and southern ends of the pocket park.

Reason: To secure the preservation and re-use of surviving features of the Weymouth Quay branch line in the interests of the historic environment having regard to policies ENV4 and ENV10 of the adopted Weymouth and Portland Local Plan 2015.

(4) Implementation of Biodiversity Mitigation and Enhancement Measures

All biodiversity mitigation and enhancement measures detailed in the Preliminary Ecological Appraisal dated 15th October 2020 submitted in support of the application shall be implemented and thereafter maintained in accordance with the arrangements detailed in that appraisal.

Reason: To adequately mitigate biodiversity impact and to secure net gain for biodiversity having regard to policy ENV2 (Wildlife and Habitats) of the adopted Weymouth and Portland Local Plan 2015.

Informative Notes to be Included on Decision Notice

(1) Statement of Positive Involvement

In accordance with the National Planning Policy Framework, as the local planning authority, Dorset Council takes a positive and proactive approach to development proposals focused on solutions. Dorset Council worked with the applicant in a positive and proactive manner by:

- (i) providing a pre-application advice service;
- (ii) updating the applicant of issues as they arose in the processing of the application;
- (i) providing the applicant with the opportunity to address issues of concern with a view to facilitating a recommendation to grant permission, and
- (iii) allowing amendments to be made to the application proposal

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