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WESTERN AND SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 4 NOVEMBER 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, Bill Pipe (Vice-Chairman), David Shortell (Chairman), Kate Wheller and John Worth.

Also present: Cllr David Walsh (Portfolio Holder – Planning)
Cllr Ray Bryan (Portfolio Holder – Highways, Travel and Environment)

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

Andrew Bradley (Project Engineer (Democratic)), Bob Burden (Senior Planning Officer), Ann Collins (Area Manager – Western and Southern Team), Mike Garrity (Head of Planning), Zoe Linton (Technical Support Officer), Hannah Massey (Lawyer - Regulatory), Christopher Peck (Cycling and Walking Officer), Joe Taylor (Trainee Engineer), Emma Telford (Senior Planning Officer), Thomas Whild (Senior Planning Officer) and Denise Hunt (Democratic Services Officer)

55. Apologies

An apology for absence was received from Cllr Sarah Williams.

56. Declarations of Interest

Cllr Louie O'Leary declared an interest in item 5 on the agenda as a member of the Dorset Council Harbours Committee and liaison for the Working Harbours Association. As his views on the harbour were well known he would not take part in the debate or vote on this item.

Cllr Paul Kimber declared that he had predetermined application WP/20/00467/OUT - The Heliport, Coode Way, Portland, DT5 1BL as he had spoken against the application before becoming a member of the Area Planning Committee. He would therefore not take part in the debate or vote, but would speak as the Ward Member on this application.

57. 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.

58. **Planning Applications**

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

59. **WP/20/00467/OUT - The Heliport, Coode Way, Portland, DT5 1BL**

The Committee considered an application for the erection of a building for servicing and maintenance of helicopters and additional facilities incidental to heliport use.

The Committee was shown an aerial photo, location plan, proposed site plan, elevations, floor and roof plans as well as photos of the site in the local context.

The key planning issues were outlined including:-

- Principle of development
- Residential amenity
- Visual amenity and setting of heritage assets
- Biodiversity

The Senior Planning Officer outlined the amended conditions contained in the update sheet circulated to members before the meeting. This, and the written representations subsequently read out by the Technical Support Officer are attached to these minutes.

Cllr Paul Kimber addressed the committee as the Ward Member concerning the effect of noise and fumes on nearby residential properties.

In response to technical questions, the following points were confirmed:-

- There was no restriction on numbers of flights.
- The proposed hangar was similar in height to nearby commercial buildings and the existing hangar.
- The use of the hangar for servicing and maintenance of helicopters up to 4 months at a time with delivery via lorry.
- Although this proposal would not result in additional flights, there was no restriction to numbers of flights on this site.
- A noise report had been submitted as part of the application with no objection by Environmental Health.

The Committee noted comments that had been made with regard to noise and pollution, however, they considered that the hangar would mitigate a certain amount of noise and that the economic benefits of the proposal outweighed the impact on amenity of nearby residential properties, particularly given the long history of the site as a helicopter station.

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

The proposer and seconder confirmed that they were content to include the amended conditions contained in the update sheet in the recommendation.

The committee was minded to delegate authority to the Head of Planning to determine the application in line with the report recommendations.

The Head of Planning 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 Head of Planning:-

(A) That authority be delegated to the Head of Planning to grant, subject to the completion of a legal agreement under Section 106 of the Town and County Planning Act 1990 (as amended) to secure a financial contribution for mitigation to the recreational impact to the Chesil and the Fleet European site and subject to planning conditions (as amended in the update sheet).

(B) That authority be delegated to the Head of Planning to refuse permission for the reasons set out below if the legal agreement is not completed within 6 months of the date of the committee resolution or such extended time as agreed by the Head of Planning.

1. In the absence of a satisfactory completed Section 106 agreement the scheme fails to secure mitigation necessary to avoid unacceptable impacts through recreational pressures upon the Chesil and Fleet European Site contrary to policy ENV 2 of the West Dorset, Weymouth & Portland Local Plan (2015) and Section 15 of the National Planning Policy Framework (2021).

60. **P/FUL/2021/00554 - Stonebarrow Manor, Stonebarrow Lane, Charmouth, Dorset, DT6 6RA**

The committee considered an application for the conversion of an existing Manor House to 5 dwellings including extensions, the use of Stonebarrow Barn as an independent dwelling (removal of condition 4 of 1/W/2002/0886 – holiday employment occupancy link); the erection of a new dwelling and modification of the existing vehicular access (amended scheme).

The Senior Planning Officer presented the application including aerial photo, existing and proposed location / layout plans and elevations, street scenes and photos.

The main planning issues were outlined including:-

- Principle – sustainable location
- Effect on visual amenity / AONB
- Effect on heritage assets, residential amenity
- Flood risk / drainage
- Land stability

- Ecology
- Highways

He further outlined the recommendations as amended in the update sheet circulated to the committee prior to the meeting.

The update sheet and written representations subsequently read out by the Technical Support Officer are attached to these minutes.

The Senior Planning Officer responded to issues raised during public participation around the contribution for the off-site provision of affordable housing and modification of the vehicular access. He noted the reference to removal of a Section 106 Agreement in relation to the Barn, advising that this was not a part of the consideration of this application.

Proposed by Cllr Bill Pipe, seconded by Cllr Louie O’Leary.

The proposer and seconder confirmed that they were content to include the amended conditions contained in the update sheet.

The committee was minded to delegate authority to the Head of Planning to determine the application in line with the report recommendations.

The Head of Planning 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 Head of Planning

(A): that authority be delegated to the Head of Planning to approve, subject to planning conditions (as amended in the update sheet), and a planning obligation to address an affordable housing contribution of £36,228.62 and that the Head of Planning determine the application accordingly.

(B): that authority be delegated to the Head of Planning to refuse permission for the reasons set out below if the legal agreement is not completed within 6 months of the date of the committee resolution or such extended time as agreed by the Head of Planning and that the Head of Planning determine the application accordingly:

In the absence of a satisfactory and completed section 106 agreement or unilateral undertaking the scheme would make no provision for a contribution to affordable housing in the locality and as such the development is contrary to Policy HOUS1 of the West Dorset, Weymouth and Portland Local Plan (2015) and the National Planning Policy Framework (2021).

61. P/FUL/2021/02664 - 10 Kirtleton Avenue, Weymouth, Dorset, DT4 7PT

The committee considered a Dorset Council application for change of use from Class C2 residential institution to Class C3 residential dwelling houses and C4(a) houses in multiple occupation for the creation of housing for care leavers.

The Senior Planning Officer presented the application including a site location plan, aerial photo, street view of the site and floor plans.

The main issues were highlighted including:-

- Principle of development – loss of a care home use balanced by significant benefit of providing accommodation for care leavers.
- Scale, design and impact on character – no external changes to the building.
- Amenity – no additional impacts from overlooking, overbearing or loss of light.
- Use is appropriate to the residential setting.
- Highways and parking – off road parking spaces retained/ secure cycle parking to be provided.
- Habitats – HRA screening has confirmed no likely significant effects on habitat sites.

The Committee was wholly supportive of the scheme.

Proposed by Cllr Kate Wheller (who declared a non-pecuniary interest as Chairman of the Corporate Parenting Board) and seconded by Cllr Nick Ireland.

Cllr Kate Wheller subsequently confirmed that her involvement of the project had not led her to pre-determine the application.

The committee was minded to grant the application subject to conditions.

The Head of Planning 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 Head of Planning:- That the application be approved subject to the conditions outlined in the appendix to these minutes.

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

The Committee considered a report concerning Traffic Regulation Orders (TROs) along Custom House Quay, Weymouth.

The Cycling and Walking Officer presented the report and recommendations concerning two TROs, one for the removal of 1 hour parking and the second to allow contraflow cycling along Custom House Quay.

He explained that TROs would normally be dealt with by the Portfolio Holder, but was being considered by the Area Planning Committee due to the level of response to the public consultation.

The Trainee Engineer read the written submissions (attached to these minutes) and responses to the issues raised were provided by the Cycling and Walking Officer.

In response to technical questions the following points were confirmed:-

- That there were limited utilities beneath the road and that the materials used would be easier and cost effective to reinstate should the road need to be dug up.
- That the road was designated as a special area meaning that utilities would be obliged to make good the road on a like for like basis.
- That the contraflow cycle lane had been removed from the scheme due to concerns regarding safety in the tourist location and having regard to the views of local people.

The Chairman noted that Weymouth Town Council had requested improvements to the harbour area and had raised no objection to the proposals.

Officers were commended on their engagement with local councillors as well as the Weymouth & Portland Access Group in the development of the proposals.

The committee was supportive of the scheme.

Proposed by Cllr Nick Ireland, seconded by Cllr Paul Kimber.

Recommended: That having considered the representations received in response to public advertisement, that the Committee is minded to recommend the approval of the proposed changes to the Traffic Regulation Order as advertised for the removal of parking.

Having considered the representations received to the public advertisement, that the Committee is minded to recommend that the Traffic Regulation Order for the contraflow cycle provision does not proceed.

Reason for Recommendation: To enable the footway widening in order to provide a more pleasant, safer environment for non-motorised users whilst retaining access for loading for harbour businesses. It is considered that the benefits of the public realm enhancement scheme and dedicated loading bays for harbour businesses outweigh the inconvenience of the loss of thirty-nine free one hour on-street parking spaces

The Portfolio Holder for Highways, Travel and Environment confirmed that he had listened to the presentation and views of the committee and would endorse its “minded to” recommendation.

63. **Urgent items**

There were no urgent items.

64. **Exempt Business**

There was no exempt business.

Duration of meeting: 10.00 am - 12.30 pm

Chairman

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Western & Southern Area Planning Committee

4 November 2021

Written Submissions

WP/20/00467/OUT – The Heliport, Coode Way, Portland, DT5 1BL

1 Philip Tysoe

- If the new hanger building reflects noise it could cause a dramatic increase in the ambient noise directed towards residential areas and Portland Castle without any increase or change in activity levels: Has the question of reflected noise been examined and addressed?
- If so, where can I find this in the Public reports pack or planning documents?

2 Jennifer Meadows

- As the proposed new hangar will be facing the residential properties, would it not be fair to consider compensating the local neighbourhood from the negative impact this new development will produce on our mental health from living with increased and unpredictable noise?
- Would the planners please consider restricting the times of Heliport's proposed operations as well as the number of flights should they grant this application?

Steve Gladston – CEO HeliOperations (Applicant)

HeliOperations provides aviation training to civilian and military clients, customers include the German and Pakistani Navies, the Norwegian Air Force, the UK Empire Test Pilots' School, CHC Helicopters and the Irish Coastguard.

We operate from three sites in the UK (Portland, Somerton and RNAS Culdrose) and employ 50 people. HeliOperations is engaged in the new coastguard contract and expects to be providing engineering support to a new fleet of aircraft.

Safety

HeliOperations operates on a 'beyond compliance' basis with safety at the core of all of our military and civilian regulatory approvals.

Economics

The majority of HeliOperations' staff are based at the Portland with significant economic benefit to the local area. All employees are well paid with everyone above the national living wage.

HeliOperations recognises the importance of our relationship with local communities and wider society and have provided over 40 jobs to people who live locally in Portland.

HeliOperations supports local industry, choosing local companies by preference for services that include manufacturing, marketing, vehicle maintenance, facilities maintenance, cleaning and staff training.

Local Area

HeliOperations has a policy of supporting local good causes, charities and groups. We have donated to charities including public space on Portland, a local music festival, providing kit to a local children's football team and a computer to a Cub Scout group. We welcome visits from local schools and groups and HeliOperations also supports a flying scholarship scheme for young women hoping to make flying their career.

Whilst we recognise the environmental effect of operating aircraft we do all we can to minimise the impact. We have upgraded all lighting to LED, installed water collection systems and subsidised electrical car charging points. We intend to replace our pool cars with electric cars over the next two years and to date six staff have joined the Government's cycle to work scheme.

This year we have provided work-experience places to three students and provide volunteering experience for an adult with mental health needs. In 2020 we started a graduate-apprentice scheme and have our first student on a shared academic/practical course; he is progressing well and we expect that he will remain with HeliOps post- graduation.

HeliOps has provided the use of the base to the local NHS to conduct drive through flu vaccinations and we remain available for other uses.

Summary

In summary HeliOperations is a high value and expanding Company with a very strong commitment to our Portland site. As we continue to expand we need additional space and infrastructure which this new facility will provide. We offer high-tech employment to local people and add significant value to the local economy by contracting with Dorset based providers. HeliOperations is a responsible employer, committed to everything it does.

Ken Parke Planning Consultants - Agent

The proposals are for an engineering and training facility to support the existing heliport at Osprey Quay.

The building is designed as a 3 bay aircraft hanger with a glass fronted element presenting towards the coast.

Local plan policy and the Osprey Quay master plan specifically supports an ongoing role for the heliport and the development of industrial/employment led uses including engineering and maritime uses.

The area has a long association with maritime and aviation activity and the proposals are a continuation of that tradition supported by planning policy.

The application has been subject to very detailed scrutiny.

The activities taking place within the building will not be audible or discernible from outside the building. Aircraft will be stationed for periods of time while being serviced and repaired. Similar activities currently take place within the existing hanger and are not audible outside the building or the site. There is no objection from the EHO on noise grounds.

The building is sited adjacent an existing large scale building and will be read in views from the west as part of the industrial complex of Osprey Quay. The building is separated from historic buildings to the west by open space, the heliport runway and the Mulberry Avenue car park, which is now being developed.

Natural England and the Environment Agency have raised no objections.

There has been overwhelming public support for the proposals. Objections based on noise from existing activities of aircraft taking off and landing should not attach weight. These are existing lawful and well established activities.

The building is well designed and will represent an enhancement.

The proposals provide multiple benefits and will not result in harm. The proposals accord with planning policy, they are fully supported by your Officers and the Applicants respectfully request that planning permission is granted.

**P/FUL/2021/00554 – Stonebarrow Manor, Stonebarrow Lane,
Charmouth, Dorset, DT6 6RA**

Charmouth Parish Council

The Charmouth Parish Council would reiterate the comments made previously as follows:

“The Parish Council is pleased that the issue of over-development has been addressed by the reduction of two of the proposed dwellings.

However, there is concern that this scheme is proposing 100% open market housing and it is felt that there should be an apportionment calculation in line with Para 30 of NPPF 2021. NPPF 2021 Para 64 indicates that on developments in designated rural areas (inc. AONBs) affordable homes can be sought below the national threshold of 10 units (= 'major development') i.e. normally 5-9 units.

The Parish Council is also concerned about the access and visibility, in line with the Highway Authority's comments, given the number of vehicles that will be using the site on a daily basis.”

In addition, the following comments were made by the Parish Council in relation to application number P/MPO/2021/03556 which it is felt should be considered in conjunction with the above application:

“The Parish Council believe this restriction should be considered alongside that current application (P/FUL/2021/00554), which if approved, would then need to be removed. However, if that application is refused, a new proposal would be required and the removal of this condition should be judged against that proposal e.g. the Manor could get sold to another holiday accommodation operator and this restriction could remain relevant. Otherwise, it could end up with the barn becoming an unrestricted 'normal' house before plans for the rest of the site are determined.”

Applicant

The purchasers and developers of Stonebarrow Manor have a long association with and a strong affection for the area having spent decades both living and holidaying in the area.

Background

The history of Stonebarrow Manor includes being a home in the 1600s through to a school, hotel and latterly, a large group holiday letting business. Unfortunately the demand and relevancy of this large group service model has declined considerably as demonstrated by the trading accounts which suggest that Stonebarrow Manor had only been fully occupied to the equivalent of 20 weeks of the year before the Covid pandemic hit. Consequently this has resulted in an unsustainable, underutilised and poorly maintained 18 bedroom facility.

Unsustainable Business and Deteriorating Buildings

Poor business performance from the large groups holiday letting model had consistently resulted in a limited budget for adequate and appropriate maintenance of a large characterful building. Examples include flat felt roofing, roof slates not being replaced and substandard heating and plumbing systems and a low grade facility. The manor house needs and deserves to be upgraded to modern standards and given the development investment to maintain its character and be converted to more relevant, much needed homes so it can stand proudly in its location for many more decades.

Environmentally Outdated

The current fossil fuel heating system using oil is no longer appropriate along with poor insulation. The proposal, to move to efficient contemporary heating, upgraded insulation along with solar panels, where effective, is important. Additional improvements include provision of electric vehicle charging ports to meet future requirements.

Underused Land and Economic Benefit

Currently 2 buildings stand on a very large 1.2 acre site and have generated very limited economic benefit to the community with low levels of occupancy. Providing a mix of 2, 3 and 4 bedroom homes, 52 weeks of the year, will not only offer vital housing but will provide much needed economic support in the form of affordable housing contribution, community infrastructure levy, council tax from additional homes, and 7 families spending locally in addition to local builder and maintenance employment opportunities.

Stonebarrow Manor urgently needs the development investment this plan proposes to bring a distinctive and prominent local landmark back to life, to offer the community enhanced economic benefit and to make it sustainable for many decades to come.

Custom House Quay, Weymouth – Traffic Regulation Order

Robert Cheeseman

Dorset Council's Plan 2020-24, has the Climate and Ecological Emergency at the centre of it. The plan commits to protecting our Unique Environment by supporting zero-emission transportation, and building Strong, Healthy Communities by providing safe and usable cycleways. Central Government is investing in Active Travel schemes, recognising the associated environmental, health and economic benefits. Because of the views of 28 people (0.00053% of Weymouth's population) the report's recommendation for the contraflow-cycleway TRO on Custom House Quay in Weymouth is not to proceed with the cycleway.

Question: Is the recommendation on this report consistent with Dorset Council's Plan 2020-24 and the government's national ambition for walking and cycling active travel?

Dorset Council has sensors on many of the existing cycleways around Weymouth.

Question: Does the data from these sensors show any trends in the number of journeys by cycle, and does this indicate a growing demand for improved cycling infrastructure?

Alex Pratt

The report gives only 2 reasons for objection to the contraflow cycle lane out of 7 reasons for the scheme as a whole. These are b) perceived "danger and c) it is "unnecessary". These objections came from only 28 people in a town of 53,128 residents. Both of these reasons are entirely subjective and are fully mitigated in the responses within the report.

If local residents are currently "unused to having two-way cycling", how are they ever to become "used" to it if it is never implemented locally, despite contraflow lanes being used safely at thousands of locations across the country?

Were any reasons put forward for the lane being "unnecessary" that outweigh the tangible benefits of active travel, a coherent and safe network for cycling and provision for future users of micro-mobility solutions?

Appendix

APPLICATION NUMBER: WP/2000467/OUT

APPLICATION SITE: The Heliport, Coode Way, Portland, DT5 1BL

PROPOSAL: Erection of building for servicing and maintenance of helicopters and additional facilities incidental to heliport use (Outline – access, appearance, layout and scale)

DECISION:

That authority be delegated to the Head of Planning to grant, subject to the completion of a legal agreement under Section 106 of the Town and County Planning Act 1990 (as amended) to secure a financial contribution for mitigation to the recreational impact to the Chesil and the Fleet European site and subject to planning conditions and that the Head of Planning determine the application accordingly.

1 No part of the development hereby approved shall commence until details of all reserved matters (landscaping) have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory development of the site.

2 An application for approval of any 'reserved matter' must be made 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 92 of the Town and Country Planning Act 1990.

3 The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended).

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

Location Plan – drawing number PL-01

Proposed Site Plan – drawing number PL-03

Proposed Elevations – drawing number PL-04 Proposed

Ground Floor Plan – drawing number PL-06

Proposed First and Second Floor Plan – drawing number PL-07

Proposed Third Floor and Roof Plan – drawing number PL-08

Proposed Sections A-A & B-B – drawing number PL-09

Proposed Sections C-C, D-D, E-E – drawing number PL-10

Proposed Elevations – drawing number PL-04 Proposed

Ground Floor Plan – drawing number PL-06
Proposed First and Second Floor Plan – drawing number PL-07
Proposed Third Floor and Roof Plan – drawing number PL-08
Proposed Sections A-A & B-B – drawing number PL-09
Proposed Sections C-C, D-D, E-E – drawing number PL-10

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

5 No development above Damp Proof Course (DPC) level shall be commenced until details (including colour photographs) of all external facing materials for the walls and roofs shall have been submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in strict accordance with the agreed details.

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

6 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 including a timetable for implementation, has been submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with agree scheme and timetable for implementation.

REASON: To prevent increased flooding and to improve protected water quality.

7 No development shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system 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 maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

8 The 12 student accommodation rooms hereby approved shall only be located on the first, second or third floor of the building hereby approved, with no overnight accommodation being located on the ground floor of the building hereby approved or the ground floor of any other building within the red and blue lines of the application site as shown on the Location Plan, drawing number PL-01.

REASON: In order to safeguard the accommodation from unnecessary flood risk.

9 No development above Damp Proof Course (DPC) level shall be commenced until a landscaping scheme shall have been submitted to, and approved in writing, by the Local

Planning Authority. The approved scheme shall include native planting suitable to the area and 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 shrubs and planting for a period of not less than 5 years.

REASON: In the interests of visual amenity

Informatives:

- 1 NPPF
- 2 S106

(B) That authority be delegated to the Head of Planning to refuse permission for the reasons set out below if the legal agreement is not completed within 6 months of the date of the committee resolution or such extended time as agreed by the Head of Planning and that the Head of Planning determine the application accordingly:

1. In the absence of a satisfactory completed Section 106 agreement the scheme fails to secure mitigation necessary to avoid unacceptable impacts through recreational pressures upon the Chesil and Fleet European Site contrary to policy ENV 2 of the West Dorset, Weymouth & Portland Local Plan (2015) and Section 15 of the National Planning Policy Framework (2021).

APPLICATION NUMBER: P/FUL/2021/00554

APPLICATION SITE: Stonebarrow Manor, Stonebarrow Lane, Charmouth, Dorset, DT6 6RA

PROPOSAL: Conversion of existing Manor House to 5 dwellings including extensions. Use Stonebarrow Barn as independent dwelling (removal of condition 4 of 1/W/2002/0886 – holiday employment occupancy link); erect new dwelling and modify existing vehicular access (Amended scheme).

DECISION:

(A): That authority be delegated to approve to the Head of Planning subject to planning conditions, and a planning obligation to address an affordable housing contribution of £36,228.62 and that the Head of Planning determine the application accordingly.

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

Proposed site plan MOD-85-05B

Proposed Floor plan and elevations MOD-85-04B

Proposed floor plan and elevations for new build dwellings MOD-85-06B

Existing and proposed street scenes MOD-85-07B

Location plan MOD-85-01A

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

2. 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).

3. No development above damp proof course shall take place until full details of the external walling and roofing materials for the development shall first have been submitted to and approved in writing by the local planning authority. No windows shall be replaced/installed until details of the materials and external finish shall first have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed materials. The agreed external render colour of Stonebarrow Manor shall be permanently retained thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of visual amenity, and to ensure a unified appearance to the Manor building.

4. No dwelling shall be first occupied until the means of enclosure for the site shall have been erected, all in accordance with details which shall first have been submitted to and approved in writing by the local planning authority. The agreed means of enclosure shall be permanently retained thereafter.

REASON: In the interests of visual amenity.

5. No development shall be commenced until the existing trees have been protected in accordance with the details set out in the Arboricultural Method Statement – 13/9/21 setting out how the existing trees are to be protected and managed before, during and after development. Thereafter the development shall be carried out in accordance with the Method Statement and the protections measures maintained for the duration of the development. The local planning authority shall be notified in writing within 1 week of the protective tree fencing having been erected.

Reason: To ensure thorough consideration of the impacts of development on the existing trees.

6. Prior to the commencement of any development hereby approved, above damp course level, full details of both hard and soft landscape works and a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The soft landscaping details shall include a new native species roadside hedge and a specimen landscape tree to replace T1. These details shall include where relevant: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; retained landscape features. If within a period of 5 years from the date of the planting of any tree/plant, that tree/plant or any tree/plant planted in replacement for it, is removed, uprooted or destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) another tree/plant of the same species and size as that originally planted shall be replanted in the first available planting season unless the Local Planning Authority agrees in writing to any variation. The submitted details shall include details of the management and maintenance of the soft landscaping and the landscaping shall be maintained in accordance with the approved details.

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

7. Prior to the commencement of the development hereby approved a detailed surface water sustainable drainage scheme for the site, based on an assessment of the hydrological and hydrogeological context of the development including details of the maintenance and management of the surface water sustainable drainage scheme and any receiving system and shall be designed to include a plan for the

for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme, and a timetable for implementation shall have been submitted to and approved in writing by the local planning authority.

The approved scheme shall be fully implemented in accordance with the submitted details and timetable for implementation. The scheme shall be managed and maintained thereafter in accordance with the approved details.

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

8. The development thereby approved shall be carried out in accordance with the submitted Flood-risk Assessment Statement received 29/9/21.

REASON: To minimise flooding risk.

9. No development above damp proof course level shall take place until a detailed scheme to show how collected surface/rainwater is to be discharged to a piped drainage system on the site shall first have been submitted to and approved in writing by the local planning authority (soakaways are not permitted). The development shall not be first occupied until the agreed scheme shall have been installed. The scheme shall be permanently retained thereafter.

REASON: To assist satisfactory surface water drainage and minimise land stability risk.

10. The development hereby approved shall be carried out in accordance with the PCRM Ground Stability Assessment and Recommendations (6/10/21).

REASON: To minimise risk of land instability.

11. No development above damp-proof course level shall be carried out 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 to and approved in writing by the local planning authority. The submitted details shall include a timetable for the implementation of the scheme. Thereafter the development shall be carried out in accordance with such details and timetable as have been approved by the local planning authority.

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.

12 The development hereby approved shall be carried out in accordance with approved the biodiversity plan dated 14/10/21. The nesting/habitat-related boxes/bricks shall be installed prior to first occupation of any dwellings hereby approved. The planting element shall be carried out in accordance with a timetable to be first agreed in writing by the local planning authority prior to development above damp proof course level. The agreed measures shall be permanently retained thereafter.

REASON: In the interests of enhancing biodiversity.

13. 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) (except for the alterations permitted by this application) there shall be no external alterations or enlargements to the front (north) elevation of Stonebarrow Manor without the prior written approval of the local planning authority.

REASON: In the interests of ensuring an overall unified visual appearance to the front elevation of the Manor.

14. Before the development hereby approved is occupied or utilised the turning and parking shown on the approved 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.

15. Before the development hereby approved is occupied or utilised the visibility splay areas as shown on the submitted plans must be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

REASON: To ensure that a vehicle can see or be seen when exiting the access.

16. There must be no gates hung so as to form obstruction to the vehicular access serving the site.

REASON: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

Informatives-

- NPPF approval
- S106/UU
- CIL
- Street-numbering

(B): Delegate authority to the Head of Planning to refuse permission for the reasons set out below if the legal agreement is not completed within 6 months of the date of the committee resolution or such extended time as agreed by the Head of Planning:

In the absence of a satisfactory and completed section 106 agreement or unilateral undertaking the scheme would make no provision for a contribution to affordable housing in the locality and as such the development is contrary to Policy HOUS1 of the West Dorset, Weymouth and Portland Local Plan (2015) and the National Planning Policy Framework (2021).

APPLICATION NUMBER: P/FUL/2021/02664

APPLICATION SITE: 10 Kirtleton Avenue, Weymouth, Dorset, DT4 7PT

PROPOSAL: Change of use from Class C2 residential institution to Class C3 residential dwelling houses and C4(a) houses in multiple occupation.

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:

Block & Site Location Plan - A010 P2
Floor Layout Plans as Proposed A104 P4
Proposed Ground Floor Plan A105 P4
Proposed First Floor Plan A106 P4
Proposed Second Floor Plan A107P4
Existing and proposed lower ground floor - A108 P2

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

3. 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.

4. Prior to use or occupation of development hereby approved, the cycle parking facilities shown on drawing number A104 shall be constructed and made available. Thereafter, these shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure provision of adequate cycle parking to support sustainable transport; in the interests of highway safety and residential amenity.

Informative Notes:

1. 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.
- The applicant was provided with pre-application advice.
- The application was acceptable as submitted and no further assistance was required