

Public Document Pack



WESTERN AND SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 15 JULY 2026

Present: Cllrs Neil Eysenck (Chair), Ryan Holloway (Vice-Chair), Belinda Bawden, Simon Christopher, Peter Dickenson, Paul Kimber, Craig Monks, David Northam, Louie O'Leary, Pete Roper, David Taylor and Kate Wheller

Apologies: None.

Also present: Cllr Simon Clifford

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

Lara Altree (Senior Lawyer - Regulatory), Penny Canning (Lead Project Officer), Hayley Caves (Councillor Development and Support Officer), Ann Collins (Area Manager – Western and Southern Team), Joshua Kennedy (Democratic and Governance Officer), James Lytton-Trevers (Lead Project Officer) and Robert Piggot (Planning Officer)

8. Apologies

No apologies for absence were received at the meeting.

9. Declarations of Interest

Cllr O'Leary declared an interest in application P/FUL/2025/04039 due to being pre-determined. He spoke as the ward member for that application and left the room during the debate and vote.

Cllr Dickenson declared an interest in application P/FUL/2025/04039 due to being pre-determined. He spoke as the ward member for that application and left the room when during the debate and vote. He also declared an interest in applications P/FUL/2025/06223 and P/ADV/2025/06228 due to his role on the Weymouth Town Council Planning Committee and left the room for the deliberation of those items.

10. Minutes

The minutes of the meeting held on 08 June were confirmed and signed.

11. Registration for public speaking and statements

All public speakers were provided the opportunity to speak at the start of the meeting, Mark Ellis spoke in relation to application WD/D/20/002569. He raised concerns about the application in relation to safe pedestrian access to public rights of way, inadequate parking provision and road safety.

All other speakers chose to speak after the applications were presented and the details are provided below.

12. **WD/D/20/002569 - Land East of Chickerell and South of Coldharbour, Chickerell**

The Lead Project Officer presented the application and outlined the site location, which was shown on a map. Members were advised that the site fell within the Defined Development Boundary, outside the National Landscape designation, outside any Conservation Area, and outside the setting of Listed Buildings. Public rights of way crossing and adjoining the site were highlighted. It was explained that the site was steeply sloping and included areas within Flood Zones 2 and 3, areas susceptible to surface water flooding and groundwater flooding, and land adjacent to an electricity substation. National flood risk assessment maps were displayed, together with plans showing nearby uses, including a solar farm, battery storage facility, electricity substation and Wessex Golf Centre.

It was explained that the development was proposed to come forward in four phases. Phases A and D formed part of the detailed application, while Phases B and C, together with the proposed primary school site, were submitted in outline. Plans illustrating the different phases were shown. It was advised that amended plans had been submitted in March 2026 and that revised plans received in June 2026 had addressed a number of concerns. As consultation on the revised plans remained ongoing, the recommendation was to delegate authority to grant permission subject to no new material planning considerations arising in response to the consultation period. Members were advised to assess the application on the basis of the revised plans.

The proposed masterplan was presented, together with examples of house types, elevations, and floor plans, demonstrating a variety of designs and materials. Four apartment blocks were proposed, the largest of which would be three storeys in height. All dwellings would be constructed to Future Homes Standard requirements and would incorporate solar photovoltaic panels, electric vehicle charging points and heat pumps. Plans were shown which illustrated heat pumps across the development.

Detailed plans of the northern section of the site were shown, including parking arrangements to the front or side of properties and the relationship of development to the site's changing levels. Retaining walls were proposed to accommodate the steep topography, together with green corridors through Phase A. Visitor parking spaces would be incorporated within the streets and courtyards, including parking provision associated with the apartment blocks. Members were shown details of the proposed retaining structures, with northern retaining features consisting of walls with 1.8 metre fencing above and southern retaining features comprising 1.3 metre walls with 1.8 metre fencing. Illustrative images and sections demonstrated how these features would appear in practice and their relationship with

neighbouring properties. A landscape plan showed green corridors, street trees, structural planting and a drainage basin on the eastern side of the development. A rendered street scene was also displayed.

It was explained that all dwellings would be served by parking, supplemented by visitor parking spaces. The majority of properties would be two storeys in height, with the exception of the larger apartment block. It was acknowledged that the height of some retaining features would need to be weighed carefully in the planning balance. Further site sections were presented, including worst-case scenarios illustrating relationships with neighbouring dwellings and proposed apartment blocks.

The landscaping strategy was outlined, including strategic planting to provide ecological connectivity, public open space linking rights of way, specimen tree planting, woodland planting and native shrub planting. An east-west green corridor through the site was proposed and was considered capable of serving both ecological and recreational functions. An Open Space Management Plan would be secured by condition. Additional areas of public open space, drainage features and land reserved for a future primary school were identified, with a design code for the school site proposed through condition.

Plans relating to Phases B and D, together with highway layouts for the central avenue and southern access, were presented. Members were shown extensive photographs from viewpoints across the site, illustrating access points, neighbouring properties, the significant changes in levels across the land, views towards the solar farm, and views from public footpaths around the site. Photographs also demonstrated the relationship between the proposed development areas and the surrounding landscape.

The key planning issues associated with the application were outlined. Concerns regarding design had previously been raised, but it was considered that the revised plans had significantly improved the scheme. The use of materials, building lines and boundary treatments was considered to create a more cohesive street scene. Previous concerns relating to embankments had been largely addressed, with conditions proposed to secure detailed design and construction information. While some concerns raised by the Urban Design Officer remained outstanding, particularly in relation to highways and the overlooking of parking courtyards, it was considered that these matters could be addressed by condition.

The impact on residential amenity was assessed, particularly in relation to the proposed retaining features, which could reach a maximum height of 4.8 metres. Whilst these features were not considered ideal, they would allow level gardens and access to dwellings and would avoid retaining structures being positioned directly at street level. It was noted that accommodating the site's levels in this way had resulted in a reduction in housing numbers, and that the impacts should be balanced against the benefits of delivering housing on the site.

Ecological matters were also addressed. Conditions were recommended to mitigate impacts on protected species and to retain dark corridors across the development. Although the Natural Environment Team had been unable to fully assess the likely effectiveness of some mitigation measures, additional wildlife

corridors were proposed to maintain ecological connectivity. Bat and bird boxes would be secured by condition, together with a minimum of seven wildlife tunnels. A dormouse bridge would also be provided, with its location and design secured through condition. It was concluded that, with these mitigation measures in place, ecological concerns relating to east-west connectivity could be satisfactorily addressed.

Flood risk considerations were discussed in detail. The proposed drainage basins were shown on plans, with modelling demonstrating post-development flood scenarios. It was explained that the drainage basins would have a permanent maximum water depth of approximately 0.3 metres and would not require fencing. Following assessment, it was concluded that the development would deliver an overall betterment in flood risk terms and would not increase flooding on third-party land. The proposal was therefore considered acceptable on flood risk grounds.

One matter raised by Sport England concerned the relationship between the development and the adjacent golf course. A golf strike assessment commissioned by the applicant had identified a risk from two southern tees affecting part of the site. Various mitigation options had been explored, resulting in the removal of all housing and public open space from the area identified as being at risk. A condition was proposed requiring a strategy to address golf strike risks, with the affected area remaining inaccessible to the public.

Environmental Health had raised no objections regarding noise. Noise and fire safety matters had been considered through the battery energy storage application process, and the proposed residential development was considered acceptable in these respects.

It was advised that highways officers had raised no objections subject to conditions relating to site access, bus stops and a travel plan. Landscape Officer concerns had been largely addressed through revisions to the scheme and the provision of more meaningful public open space. Conditions would require full landscaping details to be approved. Plans relating to public rights of way were presented, including proposed diversions and new connections. Although a representation had been received recommending enhanced pedestrian links to Granby Industrial Estate, this was not considered necessary. Chickerell Town Council had expressed an interest in taking responsibility for the future management of open spaces within the development.

It was confirmed that conditions relating to land contamination were proposed and that no harm would arise to heritage assets. A condition requiring a programme of archaeological investigation and recording was also recommended.

Details of the proposed infrastructure contributions were presented, including financial contributions towards NHS services, education provision, Weymouth Swimming Pool and Willowbed Hall.

The Lead Project Officer concluded by outlining the benefits of the scheme. The proposal would deliver 328 dwellings on an allocated site at a time when the Council could not demonstrate a five-year housing land supply. Significant weight was attached to the provision of affordable housing, with the scheme delivering the

policy-compliant level of 35%. Affordable housing would be distributed throughout the development and integrated with the market housing. Additional benefits included a new bus link, improved walking and cycling connections, enhanced connectivity with existing settlements and the provision of substantial and meaningful public open space. It was considered that the benefits of the proposal were not significantly or demonstrably outweighed by any adverse impacts.

Public representation was received in objection to the application from Esther Dadds. She expressed concern about the loss of greenspace in the area and the impact on wildlife and also believed that the proposal would result in the town of Chickerell extending to unacceptable levels.

The applicant, David Buczynskyj, spoke in support of the application. He noted that the proposal would provide homes on an allocated site, including a policy compliant level of affordable housing, equating to 115 affordable homes. The proposal also included community benefits, such as delivering key infrastructure, providing the site for a new school and generating investment into the area.

Cllr Clifford spoke as the ward member for the application. He expressed concern that the consultation period was still open and so statutory consultees could still object to the application. He also questioned whether new homes were needed in Chickerell specifically, given the Town Council and residents had concern that it was merging with Weymouth. Concerns were also raised about insufficient care given to protecting wildlife in the area and the lack of a health centre being provided by the scheme, which was the preference of the Town Council.

In response to public representations the Development Management Area Manager explained that parking provision on site was policy compliant; an application referenced by one speaker actually referred to the proposed allocation of the site in a previous Local Plan and since then the site had been allocated; in reference to the consultation period still being open, the committee would make a decision to delegate authority to officers to grant the application and if new planning considerations came forward the application would return to committee; there had been extensive engagement over ecology on the site and officers considered that concerns had been satisfactorily addressed through planning conditions.

In response to questions from members officers provided the following responses:

- No comments had been received from the NHS in reference to the provision of a new doctor's surgery.
- Condition 24 secured connectivity to the wildlife corridor for hedgehogs.
- An informal area of play as well as a Locally Equipped Area of Play (LEAP) to include 12 pieces of equipment was included in the proposal and highlighted on plans of the site.
- The cycle paths on site would connect to the wider cycle network.
- If new planning considerations came forward during the consultation period a decision would be made by officers in consultation with the Chair to decide whether the application would need to return to committee.
- Maintenance for public open spaces was calculated through a formula and the Town Council had expressed they were keen to take on maintenance of the public open spaces on site.

- The southern access would be considered the main access into the site and no more than 100 dwellings could be occupied before the construction of the access road was completed.
- A condition was proposed that would agree timetables for the delivery of the phases of the development.
- The proposal included the land for a new school rather than the school itself and it could be delivered either by Dorset Council or the Department for Education. The design code for the school was recommended on the basis that it was on an elevated site.
- The attenuation ponds had been designed in relation to SuDS guidance and in this case because of the low level of permanent water on the site, fencing wasn't being recommended.
- Retaining features would restrict the movement of wildlife on the site, however it was considered that sufficient mitigation was provided in the form of wildlife corridors.
- Heat pumps and solar panels were included in the scheme.
- There had been no objection from the Lead Local Flood Authority and there was no detail about the siting of the buildings on the school site at this stage, however any future application for that site would have to be policy compliant.
- When the Battery Energy Storage System (BESS) application was determined, future residents of this site were considered, and it was deemed acceptable.
- Parking for the dwellings would be allocated and there would be unallocated parking for visitors.
- All roads were designed to the standards that Highways would require and would accommodate two cars passing.
- The Wessex roundabout was outside of the application site and it was not considered necessary to provide improvements to the roundabout.
- Lower Putton Lane would provide a key pedestrian link to the site and there was a small section of that road without a footpath.
- A traffic-controlled junction would allow children to access the school without having to cross the Wessex roundabout.
- Permitted Development rights would restrict raised garden platforms and balconies.
- Officers understood that the school in Chickerell had been oversubscribed in the past, however in the most recent year had not been oversubscribed.
- A management company would maintain signage on site.
- Chickerell Town Council had expressed interest in taking on maintenance of public areas and there would be a fallback position to go to a management company.
- Drainage plans and flood risk data did take into account future projections of rainfall.
- The school would only be provided if there was the need for it and the site allocated for the school couldn't be used for any other use, unless a new application came forward.
- The application site falls outside of the dark skies area and the Dorset National Landscape, so it was not considered necessary to restrict lighting.

The committee agreed to extend the meeting beyond three hours.

The meeting adjourned at 12:38 – 13:25

Cllr Northam returned to the Council Chamber at 13:27, as he was not present for the full debate he did not take part in the rest of the deliberation of the application and left the Council Chamber at 13:31.

Several members raised concerns with the application, in particular the lack of the provision of a health centre, as they agreed with the Town Council that health provision in the area was insufficient. However, officers explained that the NHS had not requested a health centre be provided on the site and so it was difficult to condition and the application would make financial contributions to the NHS.

It was proposed by Cllr Christopher and seconded by Cllr Taylor that the application be delegated to officers in consultation with the Chair to grant planning permission, with additional conditions requiring heat pumps/air conditioning and fencing around the drainage basins, a local connection clause for the affordable housing in the S106 agreement and subject to the amendments to two conditions as per the committee update sheet.

Decision: That

- A) That authority be delegated to the Service Manager for Development Management and Enforcement or the Development Management Area Manager Southern and Western Team, in consultation with the Chair of the committee, and subject to no new material planning objections being received to the amended plans the current subject of consultation to grant planning permission subject to conditions as set out in the appendix to these minutes and the completion of a Section 106 Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (S106 agreement) to secure the following:
- No more than 100 dwellings to be occupied prior to the completion of the central avenue;
 - Provision of 35% affordable housing;
 - Financial contribution of £722 per dwelling towards NHS;
 - Financial contribution of £524.72 per dwelling and £357.77 per flat towards Chesil and the Fleet mitigation;
 - Financial contribution of £1,736.06 per qualifying dwelling (house or flat with 2 or more bedrooms), less land value discount of £482,000, towards primary education; plus a contribution towards SEND provision of £1,487.62 per qualifying dwelling, together with the transfer of land for the school;
 - Financial contribution of £22,524 towards sports pitches and training facilities;
 - Financial contribution of £106,413 towards Weymouth swimming pool;
 - The provision of 0.28ha of play space, which shall include two LAP's, a LEAP, and informal play, together with the transfer of the land to Chickerell Town Council and a financial

contribution of £411.84 per 2 bed unit; £587.34 per 3 bed unit; and £669.24 per 4+ bed unit; less land value discount of £98,800 towards play provision; a financial contribution of £420,000 towards maintenance, and to address the shortfall in play provision, a financial contribution of £50,000 towards enhancing the play facilities at Willowbed Hall and/or towards a skate park within the town;

- Financial contribution of £348,532.80 towards open space maintenance, together with transfer of the land to Chickerell Town Council;
- Financial contribution of £50,000 towards improvements to Willowbed Hall;
- Financial contribution of £81,675.76 towards bus infrastructure; sustainable travel cards to be exchanged for 30 day bus ticket or cycle equipment; updating the walking and cycling maps;
- Financial contribution of £20,000 towards the upgrading of footpath S16/23;
- Financial contribution of £12,000 towards the upgrading of footpath S16/21.

B) That planning permission be refused for the reasons set out in the appendix to these minutes if the S106 agreement is not completed within 6 months from the committee resolution or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management and Enforcement or the Development Management Area Manager within 6 months from the committee resolution.

13. **P/FUL/2025/04039 - Weymouth Bay Holiday Park, Preston Road, Weymouth, DT3 6BQ**

Cllr Northam returned to the Council Chamber at 13:47.

The Lead Project Officer presented the application and identified the site location on a map of the area. Members were shown the extent of Weymouth Bay Holiday Park, with the application site outlined in red. An Ordnance Survey map was displayed identifying nearby heritage assets, including the Grade II* listed St John's Church and the Scheduled Monument comprising the remains of a Roman Temple. Contour mapping was shown, demonstrating that the site was separated from the sea by a rise in levels. It was noted that the Dorset National Landscape lay to the north of the site, while the Jurassic Coast World Heritage Site was located to the east, although the application site itself did not fall within the World Heritage Site. The nearby Isle of Portland Special Area of Conservation and Site of Special Scientific Interest were also identified.

A bird's-eye view of the existing holiday park was shown from the south, illustrating the caravans already present on the site. Members were advised that part of the application area currently comprised grassland used for informal walking. Photographs of the site showed scrubby grassland with a mixture of worn footpaths and marshy ground.

It was explained that the proposal sought full planning permission for 241 holiday caravans across four separate areas of the site, together with associated decking, the relocation of five existing static caravans and supporting infrastructure. This infrastructure included sustainable drainage measures, an attenuation basin, footpaths, access roads, hard and soft landscaping works and the removal of an existing telecommunications mast. The accommodation would operate seasonally from March to January. Plans were displayed showing the four development areas and the River Jordan running through the site towards the sea. A link road from the existing holiday park would provide access to the new areas.

Further details of the proposal were presented, including the use of grey and brown external finishes for the caravans to reduce their visual prominence within the landscape. Photographs of typical caravans, including veranda areas, were shown. A typical cross-section of the site illustrated the relatively flat nature of the land. Members were also shown the proposed landscaping strategy, which included extensive structural planting intended to soften views of the development. Additional landscaping would be provided throughout the site, including planting between caravans to reduce their visual impact.

It was advised that site access had been improved to prevent vehicles queuing on Preston Road. The site was well connected by existing bus routes and a network of footpaths. A number of permissive walking routes were proposed within the development and adjoining open spaces, together with dog waste bins positioned along the paths.

The key planning issues were then summarised. The principle of development was considered acceptable, with Local Plan Policy ECON7 generally supporting the expansion of existing holiday parks. An Environmental Statement had accompanied the application due to the nature and scale of the proposal. The Environmental Statement identified a range of potential adverse impacts but also set out a comprehensive package of mitigation measures.

In relation to landscape and visual impact, it was explained that a Landscape and Visual Impact Assessment had been submitted. Twenty-two viewpoints had been agreed, including views from elevated locations within the National Landscape and viewpoints looking towards it. It was noted that the development would often be more visible from longer-distance viewpoints than from locations immediately surrounding the site. Members were shown a selection of representative viewpoints demonstrating the proposal at its most prominent. These visualisations illustrated the effect of the proposed landscaping over time. At several viewpoints the caravans would be highly visible in the first year following construction, but by year eight the planting would begin to provide screening and, by year fifteen, the development would be substantially screened by maturing woodland and landscaping. While the development would introduce visible built form into the landscape and would therefore result in recognisable landscape harm, this harm was assessed as being at the lower end of the scale and only partially compliant with policy. It was advised that this impact would need to be weighed against the benefits of the scheme.

The impact on the Jurassic Coast World Heritage Site was also considered. Although the proposal would not directly harm the World Heritage Site, it would reduce the sense of openness and tranquillity experienced in some views. This harm was likewise assessed as being at the lower end of the scale of less than substantial harm.

Heritage impacts were also addressed. Archaeological investigations had been undertaken on the site through a programme of trial trenching. The proposals included enhancements to the setting of St John's Church through improvements along the church boundary and the relocation of three caravans away from the immediate area. Whilst these measures were beneficial, it was concluded that a degree of harm to the setting of nearby heritage assets would remain.

Ecological matters were considered in detail. Increased use of the nearby Special Area of Conservation had the potential to affect wildlife through recreational pressure. Natural England had agreed that designated dog walking routes and the provision of dog waste bins would assist in mitigating these impacts. It was explained that there would be some reduction in reedbed habitat associated with the River Jordan, although replacement and compensatory reedbed planting was proposed. Two important wildlife corridors, at Bowleaze Gap and along the River Jordan, would be narrowed by the development. Mitigation measures had been provided to maintain these ecological links. Whilst some habitat loss would occur, it was considered that the proposed mitigation could adequately control the impacts.

Flood risk and drainage proposals were also outlined. The sequential test had been applied and, with the mitigation measures proposed, including safe escape routes, the siting of caravans within flood risk areas was considered acceptable. It was concluded that the development could be made safe for its lifetime. An attenuation basin was proposed as part of the drainage strategy and was considered sufficient to address surface water flooding concerns.

Highway matters were discussed, with the Case Officer noting that a significant number of representations had referred to increased traffic, crowded bus stops and existing queues on Preston Road. However, the Highway Authority had not raised any objections subject to conditions securing contributions towards improvements to nearby bus stops and the Beryl Bike scheme.

The impact on neighbouring amenity was also assessed. Area G of the development would be located closest to existing dwellings at Forehill Close. An aerial view of the relationship between the proposed development and neighbouring properties was shown. It was acknowledged that residents' outlook would change substantially, with views that currently extended across open land instead looking towards landscaped woodland associated with the holiday park.

Economic benefits were identified as a significant consideration. The scheme was expected to generate approximately £19.6 million of capital investment over a three-year construction period, support the equivalent of 81 full-time jobs during construction, and generate an estimated £17.9 million Gross Value Added across the construction phase. Once operational, the development was anticipated to generate approximately £5.56 million in visitor expenditure each year and support in excess of 100 full-time equivalent jobs.

In concluding the planning balance, it was advised that no statutory consultee had objected to the application. Concerns had been raised by the Heritage Officer regarding impacts on the World Heritage Site and nearby heritage assets, and it was recognised that the proposal would result in a change to the character of the area. Whilst the relocation of caravans and proposed mitigation measures would provide some improvements, a degree of harm would remain.

The benefits of the scheme were considered to include improved access to public open space, contributions towards bus stop improvements and the Beryl Bike scheme, significant economic benefits and further support for the local tourism economy.

Public representation was received in objection to the application from Geoffrey Skinner, Trevor Lewis and Glenn van der Pas. They raised concerns about the application including; an unacceptable impact on neighbouring amenity, particularly to residents on Forehill Close, who would experience loss of privacy and outlook; increased noise, light and traffic pollution impacting existing residents; impact on wildlife in the area and concern about worsening flooding.

The representative of the applicant, Andy Bell, spoke in support of the application. He stated that Haven employed over 800 people across three parks in Weymouth and that this development would create more jobs. They recognised the concerns over the scale of the proposal, however noted that an independent assessment demonstrated significant economic benefits to the area and would also benefit the local tourism economy.

Cllr O'Leary spoke as one of the local ward members. He expressed concern around area G, which would place a large number of caravans close to a residential cul-de-sac in Forehill Close. In addition, he felt further improvements should be made to road and sewage infrastructure to ensure it could cope with the additional demand.

Cllr Dickenson spoke as a local ward member. He stated that the 241 additional caravans would represent a significant change in the character of the area, due to increased traffic, change in the landscape and community impacts. He recognised the economic benefits from the applicant's assessment, however did not feel that concerns from residents had been appropriately addressed. He suggested that area G be reduced in size to mitigate amenity impacts on neighbouring residents.

Cllr O'Leary and Cllr Dickenson left the Council Chamber at 15:00.

In response to questions from members, officers provided the following responses:

- A condition would require a landscape planting scheme to be submitted for approval, so the size of the trees planted could be controlled.
- Discussions had taken place with the applicant about the size of area G, however the applicant had not reduced the size.
- The economic figures had not been independently assessed and had been taken from the applicant on face value.
- There was a distance of 17m between the nearest proposed caravan to dwellings on Forehill Close, which was considered a sufficient separation distance and there was not considered to be any right to a view in planning terms.

- Weymouth Town Council had initially objected to the application but had since supported the application following re-consultation.
- Condition 6 required details to be submitted and approved by Dorset Council about any caravans being installed, which would ensure that any replacement caravans would have to meet the desired standard.

Cllr Bawden and Cllr Wheller left the meeting at 15:05.

One member raised a concern about the visual impact of the development on the National Landscape and its impact on the World Heritage Site.

It was proposed by Cllr Monks and seconded by Cllr Taylor, to defer the application to allow the committee to conduct a site visit to Forehill Close and area G, in order to better understand the visual impacts of the scheme.

Decision: That the application be deferred to allow members to conduct a site visit.

14. **P/FUL/2025/06223 - Pavement opposite 32 The Esplanade, Weymouth**

The meeting adjourned from 15:33 – 15:41.

Cllr O'Leary returned to the Council Chamber at 15:37.

The Planning Officer presented the full planning and advertisement consent applications for the installation of a BT Street Hub. The site location was shown, identifying the proposed position to the west of the existing sand sculpture. Photographs of the existing payphone kiosk were provided, together with images of a similar BT Street Hub installed elsewhere in the area.

It was advised that the site was located on Dorset Council-owned land, within the Conservation Area and within the setting of nearby Listed Buildings. The proposal involved the removal of the existing kiosk and its replacement with a BT Street Hub. It was explained that the proposed structure would be slightly taller and wider than the existing kiosk, although it would be thinner in profile. Visualisations of the proposed hub were displayed.

The key planning considerations were summarised and it was advised that the principle of the development was supported by Policy SUS2. The proposal would provide public benefits, including free Wi-Fi provision and enhanced 5G connectivity. It was further noted that there would be no adverse impact on residential amenity and that the Highway Authority had raised no objections. Concerns relating to crime and anti-social behaviour had been considered, and it was concluded that the proposal would be no worse in this respect than existing street furniture, with a management plan proposed to address such issues.

The impact on visual amenity and heritage assets was then assessed. It was explained that the location was particularly sensitive, being within the Conservation Area and the setting of Listed Buildings. The proposed hub was considered to have a notable visual impact due to its height, mass and colour. It was also noted that the structure would sit alongside LED advertising panels

installed relatively recently, contributing to the proliferation of illuminated displays along the Esplanade.

Whilst the harm to heritage assets was assessed as less than substantial, it was considered to be towards the higher end of the less than substantial scale. In considering the advertisement consent application, the Planning Officer advised that public safety and highway safety impacts were acceptable. However, the impact on visual amenity was considered unacceptable, and the identified public benefits were not considered sufficient to outweigh the harm arising from the proposal.

It was proposed by Cllr Taylor and seconded by Cllr Roper that the application be refused.

Decision: That the application be refused for the reasons set out in the appendix to these minutes.

15. **P/ADV/2025/06228 - Pavement opposite 32 The Esplanade, Weymouth**

It was proposed by Cllr Taylor and seconded by Cllr O'Leary that the application be refused.

Decision: That the application be refused for the reasons set out in the appendix to these minutes.

16. **P/FUL/2026/01894 - 13 The Esplanade Weymouth, DT4 8EB**

The application was deferred due to time constraints.

17. **P/LBC/2026/01893 - 13 The Esplanade Weymouth, DT4 8EB**

The application was deferred due to time constraints.

18. **Urgent items**

There were no urgent items.

19. **Exempt Business**

There was no exempt business.

20. **Update Sheet**

Decision List

Duration of meeting: 10.00 am - 3.55 pm

Chairman

.....

Western and Southern Area Planning Committee
Wednesday 15 July 2026
Decision List

Application: WD/D/20/002569

Application Site: Land East Of Chickerell And South Of Coldharbour Chickerell

Proposal: An outline application for up to 328 dwellings with full details supplied in respect of 143 dwellings (Phase A) including creation of new accesses onto School Hill and Chickerell Link Road (B3157), including details of the internal spine road, landscaping, drainage, car parking, public open space and associated works for Phase A. All other matters reserved in respect of 185 dwellings (Phases B and C) and land for a primary school, public open space including, landscaping and associated works

Summary of Recommendation: To delegate authority to the Service Manager for Development Management and Enforcement or the Development Management Area Manager Southern and Western Team, in consultation with the Chair of the committee, and subject to no new material planning objections being received to the amended plans the current subject of consultation to grant planning permission.

Decision:

A) To delegate authority to the Service Manager for Development Management and Enforcement or the Development Management Area Manager Southern and Western Team, in consultation with the Chair of the committee, and subject to no new material planning objections being received to the amended plans the current subject of consultation to grant planning permission subject to conditions as set out below and the completion of a Section 106 Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (S106 agreement) to secure the following:

- No more than 100 dwellings to be occupied prior to the completion of the central avenue;
- Provision of 35% affordable housing and a local connection clause;
- Financial contribution of £722 per dwelling towards NHS;
- Financial contribution of £524.72 per dwelling and £357.77 per flat towards Chesil and the Fleet mitigation;
- Financial contribution of £1,736.06 per qualifying dwelling (house or flat with 2 or more bedrooms), less land value discount of £482,000, towards primary education; plus a contribution towards SEND provision of £1,487.62 per qualifying dwelling, together with the transfer of land for the school;
- Financial contribution of £22,524 towards sports pitches and training facilities;
- Financial contribution of £106,413 towards Weymouth swimming pool;
- The provision of 0.28ha of play space, which shall include two LAP's, a LEAP, and informal play, together with the transfer of the land to Chickerell Town Council and a financial contribution of £411.84 per 2 bed unit; £587.34 per 3 bed unit; and £669.24 per 4+ bed unit; less land value discount of £98,800 towards play provision; a financial contribution of £420,000 towards maintenance, and to address the shortfall in play provision, a financial

contribution of £50,000 towards enhancing the play facilities at Willowbed Hall and/or towards a skate park within the town;

- Financial contribution of £348,532.80 towards open space maintenance, together with transfer of the land to Chickerell Town Council;
- Financial contribution of £50,000 towards improvements to Willowbed Hall;
- Financial contribution of £81,675.76 towards bus infrastructure; sustainable travel cards to be exchanged for 30 day bus ticket or cycle equipment; updating the walking and cycling maps;
- Financial contribution of £20,000 towards the upgrading of footpath S16/23;

1. Financial contribution of £12,000 towards the upgrading of footpath S16/21.

Additional conditions relating to air source heat pump/air conditioning provision and the fencing of drainage basins.

Conditions:

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

Received 28th Oct 2024:

LOC-00 Rev C Location Plan

Received 31st March 2026:

2602-02-FMOB Full Matters & Outline Boundary Plan

P932/01 G Southern Access

P932-02 G Northern Access

Received 1st April 2026:

P18_2525_EN_52 Rev A Site Location Plan

P932-84 E Phase A General Arrangement Plan 4 of 4

P932-88 E Phase A Proposed Levels and Contours Plan 4 of 4

P932-92 C Phase A Main Drainage Plan 4 of 4

P932-96 C Phase A Swept Path Analysis 4 of 4

P932-97 C Phase A Longitudinal Sections 1 of 4

P932-98 D Phase A Longitudinal Sections 2 of 4

P932-99 D Phase A Longitudinal Sections 3 of 4

P932-100 D Phase A Longitudinal Sections 4 of 4

P932-101 B Phase A Adoptable Construction Details

P932-103 A Phase A Adoptable Drainage Details

P932-104 B Phase A Fire Tender Plan Sheet 1 of 2

P932-105 B Phase A Fire Tender Plan Sheet 2 of 2

Received 22 April 2026:

2602-02-HT-So(mid)-2Br a Solway (mid) Plans & elevations

2602-02-HT-So(mid)-1Br a Solway (mid) Plans & elevations

2602-02-HT-So(end)-3Br a Solway (end) Plans & elevations
 2602-02-HT-So(end)-2Br a Solway (end) Plans & elevations
 2602-02-HT-So(end)-1Br a Solway (end) Plans & elevations
 2602-02-HT-Sh-2St+C a Sherwood Plans & elevations
 2602-02-HT-Re(mid)-3Br a Rendlesham (mid) Plans & elevations
 2602-02-HT-Re(end)-3Br a Rendlesham (end) Plans & elevations
 2602-02-HT-Lb-3Br a Lambridge Plans & elevations
 2602-02-HT-Kn-3Br a Knebworth Plans & elevations
 2602-02-HT-Kn-1Wb a Knebworth Plans & elevations
 2602-02-HT-Hd(mid)-2Br a Haldon (mid) Plans & elevations
 2602-02-HT-Hd(end)-3Br a Haldon (end) Plans & elevations
 2602-02-HT-Hd(end)-2Br a Haldon (end) Plans & elevations
 2602-02-HT-Hd(end)-1Wb a Haldon (end) Plans & elevations
 2602-02-HT-Hd(end)-1Br a Haldon (end) Plans & elevations
 2602-02-HT-Gd(end)-3Br a Grizedale (end) Plans & elevations
 2602-02-HT-Ga(mid)-3Br a Galloway (mid) Plans & elevations
 2602-02-HT-Ga(end)-3Br a Galloway (end) Plans & elevations
 2602-02-HT-Ga(end)-2St+C a Galloway (end) Plans & elevations
 2602-02-HT-Da(end)-3Br a Danbury (end) Plans & elevations
 2602-02-HT-Da(end)-2Br a Danbury (end) Plans & elevations
 2602-02-HT-Da(end)-1Br a Danbury (end) Plans & elevations
 2602-02-HT-Ct-3Br a Chiltern Plans & elevations
 2602-02-HT-Cd-3Br a Charndale Plans & elevations
 2602-02-HT-Cd-1R a Charndale Plans & elevations
 ARo_2602-02-HT-Br-3Br a Brampton Plans & elevations
 2602-02-HT-Br-2St+C a Brampton Plans & elevations
 2602-02-HT-Br-2Br a Brampton Plans & elevations
 2602-02-HT-Bi-1Wb a Birkdale Plans & elevations
 2602-02-HT-Be-3Br a Barndale Plans & elevations
 2602-02-HT-Be-2St+C a Barndale Plans & elevations
 2602-02-HT-Be-1Wb a Barndale Plans & elevations
 2602-02-HT-Be-1R a Barndale Plans & elevations
 2602-02-HT-Al(mid)-3Br a Alnmouth (mid) Plans & elevations
 2602-02-HT-Al(mid)-1Br a Alnmouth (mid) Plans & elevations
 2602-02-HT-Al(end)-3Br a Alnmouth (end) Plans & elevations

Received 9th June 2026:

P932-83 H Phase A General Arrangement Plan 3of4

P932-85 G Phase A Proposed Levels and Contours Plan 1of4

P932-86 G Phase A Proposed Levels and Contours Plan 2of4

P932-87 G Phase A Proposed Levels and Contours Plan 3of4
 P932-89 E Phase A Main Drainage Plan 1of4
 P932-90 E Phase A Main Drainage Plan 2of4
 P932-91 E Phase A Main Drainage Plan 3of4
 P932-93 E Phase A Swept Path Analysis 1of4
 P932-94 E Phase A Swept Path Analysis 2of4
 P932-95 E Phase A Swept Path Analysis 3of4
 P932-04 O Proposed Surface Water Drainage Strategy
 P932-20 K Proposed Foul Water Drainage Strategy
 P932-32 A Detention Basin Cross Sections
 P932-37 Non-Motorised Access Arrangements
 P932-81 H Phase A General Arrangement Plan 1of4
 P932-82 H Phase A General Arrangement Plan 2of4

Received 11 June 2026:

2602-02-HT-Al(end)-1Wb Alnmouth (end) plans & elevations
 2602-02-HT-Al(end)-2R Alnmouth (end) plans & elevations
 2602-02-HT-Al(end)-2S Alnmouth (end) plans & elevations
 2602-02-HT-Al(end)-3S Alnmouth (end) plans & elevations
 2602-02-HT-Al(mid)-2R Alnmouth (mid) plans & elevations
 2602-02-HT-Al(mid)-2S Alnmouth (mid) plans & elevations
 2602-02-HT-Be-2R+C Barndale plans & elevations
 2602-02-HT-Be-2Wb+C Barndale plans & elevations
 2602-02-HT-Bi-2R Birkdale plans & elevations
 2602-02-HT-Bi-2Wb Birkdale plans & elevations
 2602-02-HT-Br-2R Brampton plans & elevations
 2602-02-HT-Br-2Wb+C Brampton plans & elevations
 2602-02-HT-Ct-1Wb b Chiltern plans & elevations
 2602-02-HT-Ct-2Wb Chiltern plans & elevations
 2602-02-HT-Da(end)-2R Danbury (end) plans & elevations
 2602-02-HT-Da(end)-2Wb Danbury (end) plans & elevations
 2602-02-HT-Da(mid)-2R Danbury (mid) plans & elevations
 2602-02-HT-Gar(d+t) b Garage (double/twin) plans & elevations
 2602-02-HT-Gar(single) b Garage (single) plans & elevations
 2602-02-HT-Ha(mid)-1Wb Haldon (mid) plans & elevations
 2602-02-HT-Kn-2R Knebworth plans & elevations
 2602-02-HT-Lb-2Wb Lambridge plans & elevations
 2602-02-HT-Re(mid)-2Wb Rendlesham (mid) plans & elevations
 2602-02-HT-Rk-2Wb Rockcliffe plans & elevations
 2602-02-HT-Sh-3Br b Sherwood plans & elevations

2602-02-HT-AI(end)-1Br Alnmouth (end) plans & elevations
 2602-02-HT-AI(end)-1S Alnmouth (end) plans & elevations
 2602-02-DD(A1) b Dwelling Distribution Plan_Phase A1
 2602-02-DD(A2) b Dwelling Distribution Plan_Phase A2
 2602-02-FG b Figure-Ground Diagram
 2602-02-MAT(A1) b Character Areas & Materials Plan_Phase A1
 2602-02-MAT(A2) b Character Areas & Materials Plan_Phase A2
 2602-02-PH b Phasing Plan
 2602-02-PRoW b Public Rights of Way Diversion Plan_Phase A
 2602-02-RSBS(A1) b Refuse Strategy + Bicycle Storage Plan_Phase A1
 2602-02-RSBS(A2) b Refuse Strategy + Bicycle Storage Plan_Phase A2
 2602-02-SH(A1) b Storey Heights Plan_Phase A1
 2602-02-SH(A2) b Storey Heights Plan_Phase A2
 2602-02-SP(A1) b Sustainability Plan_Phase A1
 2602-02-SP(A2) b Sustainability Plan_Phase A2
 2602-02-SS b Proposed Street Scenes_Phase A
 2602-02-SS_2 b Proposed Street Scenes_2_Phase A
 2602-02-SS_3 a Proposed Street Scenes_3_Phase A
 2602-02-SSec_2 Proposed Site Sections_2
 2602-02-TP(A1) b Tenure Plan_Phase A1
 2602-02-TP(A2) b Tenure Plan_Phase A2
 2602-02-BT(A1) c Boundary Treatment Plan_Phase A1
 2602-02-BT(A2) c Boundary Treatment Plan_Phase A2

Received 17 June 2026:

2602-02-HT-FB(37-42)-2R a Flat block 37-42 - plans & elevations
 2602-02-HT-FB(63-66)-1Wb b Flat block 63-66 - Plans & elevations
 2602-02-HT-FB(96-99)-2Wb a Flat block 96-99 - Plans & elevations
 2602-02-HT-FB(106-114)-1Wb b Flat block 106-114 - Plans & elevations
 P18-2525_42 C Dark Zone, Ecological Buffer - Interconnectivity
 2602-02-HP(A1) a Hybrid Plan_Phase A1
 2602-02-HP(A2) a Hybrid Plan_Phase A2
 2602-02-MP(+B+C) b Masterplan -Whole site inc Phases B+C
 2602-02-SSec c Proposed Site Sections
 2602-02-SSec_3 Proposed Site Sections_3
 P18-2525_29 P Strategic Landscape Masterplan
 P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4
 P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4
 P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4
 P18-2525_37_4 N Detailed Public Open Space Landscape Proposals 4 of 4

P18-2525_57 B Concept On Plot

Received 26 June 2026:

2602-02-HT-Sh-2Wb Sherwood plans & elevations

Received 29 June 2026

P932/116 Pond Sections

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

Commencement – Detailed element

2. The detailed element of this development to which this hybrid permission relates, as identified on drawing 2602-02-FMOB and referred to as phase A and D on drawing 2602-02-PH, 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).

Commencement – Outline element

3. Approval of the details of the access, layout, scale, appearance and landscaping (hereinafter called the Reserved Matters) of the relevant phase of the development outside of the full permission (granted for Phase A and D of this hybrid permission and as identified on drawing 2602-02-FMOB) shall be obtained from the Local Planning Authority in writing before any development of the relevant phase is commenced other than on Phase A and D of the development.

Reason: To ensure the satisfactory development of the site.

4. An application for approval of any 'reserved matter' must be made not later than the expiration of five 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.

5. 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).

6. Not more than 185 dwellings in total shall be constructed under the outline element of the permission.

Reason: The assessment of the impacts of the scheme are based on a maximum of 328 dwellings across the whole site and additional dwellings would require further assessments of impacts.

Phasing Plan

7. No application for Reserved Matters shall be approved until a Phasing Plan for the development has been submitted to, and approved in writing by, the Local Planning Authority. The Phasing Plan shall generally accord with drawing 2602-02-PH b Phasing Plan but shall include anticipated delivery timescales, including timescales for the delivery of the school. Thereafter, development shall be brought forward in accordance with the Phasing Plan.

REASON: To allow the development to proceed on a phased basis.

Design Code – phases B and C

8. No application for reserved matters shall be approved until a Design Code has been submitted to and approved in writing by the Local Planning Authority for phase B and C. Each subsequent reserved matters application for development within phase B and C should be accompanied by a written statement which sets out how proposed development in that phase has complied with the principles set out in the approved Design Code. The Design Code shall include details of the following in respect of each Character Area:

- Minimum and maximum residential densities;
- a palette of materials to be used in the construction of external surfaces;
- a palette of architectural features to be incorporated into the design of buildings;
- a palette of means of enclosure;
- how affordable housing will be dispersed throughout each character area;
- typical street scenes;
- information of how level changes will be addressed;
- parking design;
- the location of and minimum amounts of landscaped areas within and between development parcels;

All subsequent applications for the approval of reserved matters shall be in conformity with the approved Design Code unless justification is provided and an alternative is agreed in writing by the Local Planning Authority.

REASON: To ensure the provision of a high quality development in accordance with the provisions of Policies ENV1, ENV10, ENV11, ENV12 and ENV15 of the West Dorset Weymouth and Portland Local Plan.

Design Code – School phase

9. No application for reserved matters for the school shall be approved until a Design Code has been submitted to and approved in writing by the Local Planning Authority for the 'school phase', as identified on drawing 2602-02-PH b 'Phasing Plan'. The subsequent reserved matters application for development within the 'school phase' should be accompanied by a written statement which sets out how proposed development in that phase has complied with the principles set out in the approved Design Code. The Design Code shall include details of the following:

- proposed massing and height, with consideration given to the massing of the school from the valley (from the north)
- a palette of materials to be used in the construction of external surfaces;
- a palette of architectural features to be incorporated into the design;
- a palette of means of enclosure;
- information of how level changes will be addressed;
- the design of parking and access, which focusses on prioritising pedestrians and cyclists, and which seeks to avoid the dominance of parking from the street scene. Details shall include entrances for children/visitors (accessible from the public

street/public area), and shall take account of school drop off/collection and the transition from the street into the managed space of the school;

- the location of and minimum amounts of landscaped areas;
- information on how the school will respond to public spaces and contribute to wider placemaking having regard to building lines and frontages;
- how the design responds to Secure By Design Guide for Schools (2014)

All subsequent applications for the approval of reserved matters shall be in conformity with the approved Design Code unless justification is provided and an alternative is agreed in writing by the Local Planning Authority.

REASON: To ensure the provision of a high quality development in accordance with the provisions of Policies ENV1, ENV10, ENV11, ENV12 and ENV15 of the West Dorset Weymouth and Portland Local Plan.

Materials

10. Prior to development above damp proof course of each phase, details and samples of all external facing materials for the walls and roofs for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development of each phase shall proceed in accordance with such materials as have been agreed.

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

Strategic Landscape Phasing Plan

11. Notwithstanding the submitted Landscape Plans (drawing numbers P18-2525_29 P Strategic Landscape Masterplan; P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4; P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4, P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4, P18-2525_37_4 N Detailed Public Open Space Landscape Proposals 4 of 4' received 17 June 2026), prior to commencement of development hereby approved, a Strategic Landscape Phasing Plan shall first be submitted to, and agreed in writing by, the Local Planning Authority. The Strategic Landscape Phasing Plan shall identify strategic planting in and around the site, including along the northern and eastern boundaries, and shall include an implementation timetable making provision for strategic planting to be carried out in advance of the development. Thereafter after all strategic planting shall be carried out in accordance with the phasing and timetables agreed within the Strategic Landscape Phasing Plan.

Reason: To ensure the provision and establishment of strategic planting to a reasonable standard of landscape to reduce the impact of the development on longer views, in accordance with Local Plan policy CHIC2.

Strategic Soft Landscaping and Planting Scheme

12. Notwithstanding the submitted Landscape Plans (drawing numbers P18-2525_29 P Strategic Landscape Masterplan; P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4; P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4, P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4, P18-2525_37_4 N Detailed Public Open Space Landscape Proposals 4 of 4' received 17 June 2026), prior to the commencement of development, a Strategic Soft Landscaping and Planting Scheme for that phase shall be submitted to, and agreed in writing, by the Local Planning Authority. The Strategic Soft Landscaping and Planting Scheme shall include:

- identification of all strategic planting in and around the site, including along the northern and eastern boundaries;
- planting plans, written specifications and schedules of all strategic planting (including hedge, shrubs and trees), noting species, planting sizes, position and proposed numbers/densities where appropriate together with implementation timetables (which shall accord with the Strategic Landscape Phasing Plan agreed under condition 11).
- no fewer trees, shrubs and hedges than those shown on the submitted Landscape Plans (drawing numbers P18-2525_29 P Strategic Landscape Masterplan; P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4; P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4, P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4, P18-2525_37_4 N Detailed Public Open Space Landscape Proposals 4 of 4' received 17 June 2026);
- the retention of all trees/hedges proposed to be retained as identified on the Tree Retention and Removal Plan, drawing no. BHA_506_01 and BHA_506_02, submitted within the Arboricultural Method Statement, and as shown on the Strategic Landscape Masterplan, drawing no. P18-2525_29 P.
- tree pit designs where applicable;
- stock proof fence protection installed to woodland buffer and native shrub planting within open space areas until established
- underground modular support systems where applicable;
- earthworks showing existing and proposed finished levels or contours;
- means of enclosure and retaining structures;
- proposed and existing functional services above and below ground infrastructure and services;
- the location of streetlighting;
- precise tree locations and indication of mature canopy spread;
- visibility splays.
- provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 10 years.
- implementation timetable

The Strategic Soft Landscaping and Planting Scheme, as has been agreed, shall be implemented in full in accordance with the agreed implementation timetable within the Strategic Landscape Phasing Plan (agreed under condition 11).

Reason: To ensure the provision and establishment of strategic planting to a reasonable standard of landscape in the interest of visual amenity.

Internal Soft Landscaping and Planting Scheme

13. Notwithstanding the submitted Landscape Plans (P18-2525_29 P Strategic Landscape Masterplan; P18-2525_57 B Concept On Plot), prior to the commencement of development within each phase hereby approved, a Soft Landscaping and Planting Scheme for that phase shall be submitted to, and agreed in writing, by the Local Planning Authority. The Internal Soft Landscaping and Planting Scheme shall include:

- planting plans, written specifications and schedules of all planting within that phase (including hedge, shrubs, trees, ornamental on plot planting and planting for the crib walls), noting species, planting sizes, position and proposed numbers/densities where appropriate together with implementation timetables (which, in relation to any

strategic planting, shall accord with the Strategic Landscape Phasing Plan agreed under condition 11).

- no fewer street trees than those shown on the submitted landscape drawings: P18-2525_29 P Strategic Landscape Masterplan; P18-2525_57 B Concept On Plot;
- tree pit designs where applicable;
- underground modular support systems where applicable;
- earthworks showing existing and proposed finished levels or contours;
- means of enclosure and retaining structures;
- proposed and existing functional services above and below ground infrastructure and services;
- the location of streetlighting;
- precise tree locations and indication of mature canopy spread;
- visibility splays
- provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 10 years.
- implementation table

The Internal Soft Landscaping and Planting Scheme for each phase, as has been agreed, shall be implemented in full in accordance with the agreed implementation timetable.

Reason: To ensure the provision and establishment of planting to a reasonable standard of landscape in the interest of visual amenity.

Landscapes Management and Replacement

14. The planting and landscaping shown within the Strategic Soft Landscaping and Planting Scheme and Internal Soft Landscaping and Planting Scheme for each phase (agreed under condition 12 and 13) shall be carried out in full in accordance with the implementation timescales agreed; and in any case not later than the termination of the first planting season following the commencement of that particular phase of the development. In the ten year period following the completion of the strategic soft landscaping and planting scheme of that particular phase of the development any trees or plants that are removed without the written consent of the Local Planning Authority or which die or become (in the opinion of the Local Planning Authority) seriously diseased or damaged, shall be replaced as soon as reasonably practical and not later than the end of the first available planting season, with specimens of such size and species and in such positions as may be agreed with the Local Planning Authority.

Reason: To ensure the provision and establishment of strategic planting to a reasonable standard of landscape in the interests of visual amenity.

Rights of Way Management Plan

15. No development within any phase of development shall commence until a Rights of Way Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Rights of Way Management Plan should be prepared in conjunction with the Public Open Space Management Plan required under condition 16 and shall include:
- detailed design of the access and public rights of way routes, including details of their surfacing, widths, gradients, landscaping, and structures;
 - any proposals for diversion and closures of public rights of way and alternative route provision; and

- provisions taking on board advice contained within the Rights of Way informatives listed on the decision notice.

Thereafter the development shall proceed in strict accordance with the Rights of Way Management Plan as has been agreed. Any subsequent changes to the Rights of Way Management Plan, owing to the outcome of the Footpath Diversion Order(s), must be agreed in writing by the Local Planning Authority.

Reason: In the interests of ensuring public rights of way are retained at an appropriate standard.

Public Open Space Management Plan

16. Prior to commencement of development of each phase a Public Open Space Management Plan for that phase shall be submitted to and agreed in writing by the Local Planning Authority. The Public Open Space Management Plan shall cover details of hard landscaping and should be prepared in conjunction with the Rights of Way Management Plan required under condition 15. It shall have regard to the 'Advice Note for Practical Design and Management of Greenspace' and recommendations set out in 'Secure by Design', and it shall include:
 - detailed design of all other footways/cycleways not considered under the Rights of Way Management Plan, including details of their surfacing, widths, gradients, landscaping, and structures. The footway proposed along the western corridor of the site shall be surfaced using bound material;
 - details of access and crossing points (in accordance with the Active Travel Movement Plan required under condition 27 and details of crossing points required under condition 32)
- 3.1. minor artefacts and structures (e.g. furniture, bollards, cycle facilities, refuse, signage/wayfinding);
 - details of a viewing area to be provided within the northern public open space;
- 3.2. proposed and existing functional services above and below ground and location of inspection areas (e.g. drainage, power, communications cables, pipelines, etc indicating lines, manholes, supports, etc);
 - details of how surveillance of public areas shall be maximised having regard to the siting of landscaping;
 - details of lighting of public areas;
 - access and management arrangements;

Thereafter the development of each phase shall proceed in strict accordance with the Public Open Space Management Plan as has been agreed. Any subsequent changes to the Public Open Space Management Plan, must be agreed in writing by the local planning authority.

Reason: In the interests of ensuring public open space is provided to an appropriate standard.

Play spaces

Prior to the development of areas of play, a comprehensive Play Strategy shall be submitted to and agreed in writing by the Local Planning Authority. The Play Strategy shall have been prepared having regard to 'Secure by Design' principles and 'Design for Play' Guidance and shall have had regard to recommendations by Fields in Trust and the Green Infrastructure Planning and Design Guide. The Play Strategy shall include:

- details, including to scale plans and elevations, of proposed play experiences/equipment at each area of play;

- a detailed specification and plans for each area of play, including details of surfacing, impact absorbing surfaces beneath and around play equipment, boundary treatment, location of entry/exit points;
- minor artefacts and structures (e.g. furniture, refuse, signage/wayfinding);

The Local Equipped Area for Play shall include a minimum of 12 play experiences/equipment, including a minimum of 2 inclusive play experiences/equipment and features that support contact with nature and natural play. Signage shall be incorporated at each formal play space indicating that the area is for children's play and dogs are not welcome.

Thereafter, development shall proceed in strict accordance with such details as have been agreed within the Play Strategy.

Reason: In the interests of safety by design and in the interests of ensuring meaningful play spaces are created to serve the proposed development.

A Landscape and Ecological Management Plan

17. Notwithstanding the submitted Landscape and Ecological Management Plan (LEMP), prior to commencement of development of each phase, a revised/updated LEMP for that phase shall be submitted to and approved in writing by the Local Planning Authority, and shall include:

- long term design objectives, management responsibilities, and maintenance schedules;
- for all landscaped areas (other than small, privately owned domestic gardens), a Strategic Soft Landscape Scheme (as per condition 12) and an Internal Soft Landscape Scheme (as required by condition 13) for each phase, to include where practicable planting of large canopy trees at E-W ecological corridors;
- the mitigation, compensation and enhancement measures detailed in the Ecology and Nature Conservation Chapter (chapter 7) of the Environmental Statement, together with a timetable for their implementation and/or phasing (implementation of landscaping to align with the details submitted in relation to condition 11 and 13);
- identification of east-west 'wildlife corridors' to support ecological connectivity;
- evidence of compliance for each phase of development including photographic evidence, to be supplied to the Local Planning Authority prior to the substantial completion of each phase of development;
- a timetable for implementation and/or phasing (implementation of landscaping to align with the details submitted in relation to condition 11 and 13).

Each phase of development shall subsequently be implemented entirely in accordance with the approved LEMP and agreed implementation timetables, unless any modifications to the approved LEMP as a result of the requirements of a European Protected Species Licence has first been submitted to and agreed in writing by the Local Planning Authority. Thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation significance and to mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

Protection of trees

18. The development hereby permitted shall be undertaken in accordance with the approved Arboricultural Method Statement (AMS) by Barton Hyett Associates, dated Mar 2026 and Tree Protection Plan (TPP) drawing no. BHA_506_03 Rev A sheet 1 and 2, which also shows protected hedgerows to be retained. The tree and hedgerow

protection measures for each phase shall be installed prior to commencement of development of that phase, and shall be retained until the development of that phase is complete. Dated photographic evidence of the erected tree/hedge protective measures fencing must be supplied to the Local Planning Authority at least 5 days prior to the commencement of works and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority.

Reason: In the interests of safeguarding and enhancing the character and amenity of the site and locality and to avoid any irreversible damage to retained trees and hedgerows.

Services near trees and hedges

19. Prior to commencement of works (including site clearance and any other preparatory works) a plan showing final service routes, including the position of soakaways and a method for installation near trees and hedges shall be submitted to and agreed in writing with the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

Construction Environmental Management Plan

20. Prior to the commencement of development on each phase, a Construction Environmental Management Plan (CEMP) for that phase must be submitted to and approved in writing by the local Planning Authority. The CEMP must include the following:

Risk assessment of potentially damaging construction activities. This should relate to impacts on ecology as well as impacts upon amenity through matters relating to noise, air quality and other construction related activities;
detail construction hours in respect of various activities;
the public display of site contacts;
details of waste management plans;

- Identification of “biodiversity protection zones”;
- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- The location and timing of sensitive works to avoid harm to biodiversity features and the amenity of the area;
- The times during construction when specialist ecologists need to be present on site to oversee works;
- Responsible persons and lines of communication;
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- Use of protective fences, exclusion barriers and warning signs to safeguard both biodiversity and amenity; and
- protocols in the event unexpected land contamination is found on site.

Thereafter, the development of each phase shall take place strictly in accordance with the approved CEMP.

Reason: To protect biodiversity and amenity during the construction phase.

Dormouse Mitigation Strategy

21. Prior to commencement of development or any clearance of habitat capable of supporting dormice on the site, as identified on p14 of The Hazel Dormouse Mitigation Handbook (Wells, D., Chanin, P. & Gubert, L., The Mammal Society, 2025) a dormouse mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. As a minimum, the Strategy shall include:
- the provision of a dormouse bridge to be positioned within the wildlife corridor to the south of the site;
 - stock fencing of dormouse habitat, in accordance with details to be submitted;
 - a methodology statement for the dormouse bridge; and
 - implementation timetables, a management plan and monitoring schedule.

The development shall thereafter take place fully in accordance with the approved details and the mitigation shall be maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of securing appropriate biodiversity mitigation.

Dormouse Bridge

22. Prior to commencement of development or any clearance of habitat capable of supporting dormice on the site, as identified on p14 of The Hazel Dormouse Mitigation Handbook (Wells, D., Chanin, P. & Gubert, L., The Mammal Society, 2025), details of the dormouse bridge (as required as part of the Dormouse Mitigation Strategy (condition 22)) including to scale plans, and details of its positioning (which shall take into account the position of street lighting) shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the dormouse bridge shall be installed and maintained in line with the details within the Dormouse Mitigation Strategy agreed under condition 22.

Reason: In the interests of securing appropriate biodiversity mitigation and in the interests of highway safety.

Small Mammal/amphibian Mitigation Strategy

23. Prior to commencement of development or any clearance of habitat capable of supporting small mammals or amphibians on the site, a Small Mammal and Amphibian Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include provision for a minimum of 7 tunnels running under the north-south central avenue, and shall provide details of their siting and design together with a methodology statement, implementation timetable, management plan and monitoring schedule. It shall also make provision for hedgehog holes within boundary fences. The development shall thereafter take place fully in accordance with the approved details and the mitigation shall be maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of securing appropriate biodiversity mitigation and in the interests of highway safety.

Lighting Strategy

24. Prior to the commencement of development on each phase, a Lighting Strategy for that phase shall first be submitted to and agreed in writing by the Local Planning Authority. The Lighting Strategy will seek to, wherever practicable:

- keep lighting to less than 0.5 lux within the Wildlife Corridors (as identified within the submitted Landscape and Ecological Management Plan (condition 18));
- avoid all-night lighting;
- have regard to siting street lighting columns at the greatest distance possible from the dormouse bridge (as required by condition 23) and wildlife corridors; and
- include details of any lighting within areas of public open space.

The Strategy shall include:

- details of the design of the columns and their height, position, direction of lighting, use of accessories such as cowls or hoods and details of the lights;
- the proposed locations of all street trees and their mature canopy spread;
- the hours the lights will be turned off

Thereafter, each phase shall proceed in strict accordance with such details as have been agreed.

Reason: In the interests of securing appropriate biodiversity mitigation and in the interests of highway safety.

Badgers

25. Prior to the commencement of development on each phase a badger sett survey of the development site for that phase and immediately adjacent areas shall be undertaken. A report detailing the results of the survey shall be submitted to the Local Planning Authority. If surveys show that specific relevant works require a licence to disturb a badger sett, a copy of a valid licence is to be submitted to the Local Planning Authority prior to the commencement of the relevant works within that phase.

Reason: In the interests of securing appropriate biodiversity mitigation.

Active Travel Movement Plan

26. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development of each phase, an Active Travel Movement Plan for that phase shall be submitted to and agreed in writing by the Local Planning Authority.

The Active Travel Movement Plan shall include:

- a plan indicating desire lines throughout the site;
 - details of the position of footway and cycle links within that phase having regard to desire lines;
 - details of crossing points (including type and colour of hard surfacing proposed) within the phase, which shall, as far as practicable, avoid the use of raised tables or other highway features that require all-night lighting;
- 3.3. details of the position of crossing points, having regard to desire lines/footway/cycle links. This shall include appropriately located crossing points connecting any public open space (i.e.. either side of the central avenue); and
 - provision of an east-west cycle route linking the central avenue with Lower Putton lane.

Thereafter, the development of each phase shall take place strictly in accordance with the details as have been agreed.

Reason: In the interests of highway safety

Access Arrangements

27. No part of the development shall be Page 29 until the access onto School Hill,

including a 6.5m wide vehicle carriageway access with shared use paths on either side, as indicated on Phase A General Arrangement Plan sheet 1 of 4 (Drawing P932/81 Rev H) has been provided in accordance with details to be first agreed in writing by the Local Planning Authority.

REASON: To ensure that sustainable modes are prioritised and safe and suitable access to the site is provided for all users, in accordance with Paragraph 115 of the National Planning Policy Framework.

28. No more than 50 dwellings shall be occupied until the connection for pedestrians and cycles to the western boundary of the site in vicinity of School Close and Mariners Way has been provided and open for use to a specification which shall have first been agreed in writing by the Local Planning Authority.

REASON: To prioritise sustainable transport modes and ensure that safe and suitable access to the site is provided for all users, in accordance with Paragraph 115 and 117 of the National Planning Policy Framework.

29. No more than 100 dwellings shall be occupied until the upper connection to Lower Putton Lane, as indicated in the Non-motorised Users Access arrangements (Drawing P932/37 Rev #) and Phase A general Arrangement sheet 2 (Drawing P932/82 Rev H) has been provided and open for use in accordance with a specification to be first agreed in writing by the Local Planning Authority.

REASON: To prioritise sustainable transport modes and ensure that safe and suitable access to the site is provided for all users, in accordance with Paragraph 115 and 117 of the National Planning Policy Framework.

30. No more than 300 dwellings shall be occupied until the lower connection to Lower Putton Lane, as indicated in the Non-motorised Users Access arrangements (Drawing P932/37 Rev #) and Phase A general Arrangement sheet 2 (Drawing P932/82 Rev H), has been provided and open for use in accordance with a specification to be first agreed in writing by the Local Planning Authority.

REASON: To prioritise sustainable transport modes in accordance with Paragraph 115 and 117 of the National Planning Policy Framework.

Crossing points

31. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development of each phase, details of crossing points (including type and colour of hard surfacing proposed) within that phase shall have been submitted to and agreed in writing by the Local Planning Authority. These shall, as far as practicable, avoid the use of raised tables or other highway features that require all-night lighting, respond positively to placemaking, and ensure pedestrian and cycle priority at junctions. Thereafter, the development of each phase shall proceed in strict accordance with such details as have been agreed.

Reason: In the interests of highway safety, placemaking and biodiversity.

32. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development for phase A, plans showing the proposed estate roads, footways, footpaths, tactile paving, cycleways, verges, junctions, including revised layout of junction of Central Avenue with road 5), street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking, and street furniture shall be submitted to and approved by the Local Planning Authority. Thereafter, the estate roads and parking areas in Phase A shall be laid out in accordance with the details as have been agreed.

Reason: In the interests of highway safety, residential amenity and to provide safe and suitable access.

Bus stops

33. Prior to commencement of development, details of bus stop location and layout shall have been submitted to and agreed in writing by the Local Planning Authority. This shall include details of the siting of the stops, appropriate passenger waiting facilities, hard surfacing and proposed infrastructure (including to scale plans of the bus shelters and poles, lighting and display information), and a timetable for implementation. Thereafter, the development shall proceed in strict accordance with such details as have been agreed.

Reason: In the interest of highway safety and ensuring appropriate provision is made to support the use of the route as a bus route.

Visitor Parking

34. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development for phase A, amended plans showing enhancement of the visitor parking layout shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with such details as have been agreed.

Reason: To ensure provision of adequate visitor parking

Cycle Parking

35. Prior to first use or occupation of each phase of development hereby approved, a scheme showing details of the proposed cycle parking facilities for that phase shall be submitted to and agreed in writing by the Local Planning Authority. This shall include details, including to scale plans, of on-plot bike storage facilities and cycle facilities to be provided within public areas of open space. Thereafter the development shall proceed in strict accordance with such details as have been agreed and cycle facilities serving public spaces shall be maintained and kept free for the purpose specified.

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

Turning and Parking

36. Before development within each phase is first occupied or utilised the estate road details, including geometric requirements, turning and vehicular parking areas shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, these areas must be provided on site, 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.

Construction Traffic Management Plan

37. Prior to commencement of each phase of development hereby approved a Construction Traffic Management Plan and programme of works relating to that phase 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)
 - a programme of construction works and anticipated deliveries
 - timings of deliveries so as to avoid, where possible, peak traffic periods
 - a framework for managing abnormal loads
 - location of construction site access
 - contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
 - wheel cleaning facilities
 - vehicle cleaning facilities
 - inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
 - a scheme of appropriate signing of vehicle route to the site
 - a route plan for all contractors and suppliers to be advised on
 - temporary traffic management measures where necessary

The development of each phase shall thereafter be carried out strictly in accordance with the approved Construction Traffic Management Plan for that phase.

Reason: In the interests of road safety.

Travel Plan

38. Notwithstanding the submitted Residential Travel Plan, no part of the development shall be occupied until an updated Travel Plan, details of travel plan co-ordinator and timetable of implementing measures, broadly reflecting the details in the March 2026 Residential Travel Plan prepared by PFA Consulting dated Mar 2026, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the Travel Plan shall be implemented in accordance with the agreed details.

REASON: To ensure that opportunities to promote walking, cycling and public transport in accordance with paragraph 109 of the National Planning Policy Framework.

Surface water scheme prior to commencement

39. Prior to the commencement of development, a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The Surface Water Scheme shall provide clarification of how drainage is to be

managed during construction, shall include a timetable for implementation of the scheme, and a methodology for pond reconfiguration of the Highway Authority drainage features at the south of the site. The design should generally be in accordance with the recommendations and designs within the report 'Flood Risk Assessment and Drainage Strategy, by PFA Consulting, Ref P932, issue 14 and dated June 2026' and the design shown on drawing 'Proposed Surface Water Drainage Strategy, by PFA Consulting, ref P932/04, rev O and dated 5 June 2026'. The scheme should have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS). The surface water scheme shall be implemented in accordance with the approved details including the timetable for implementation.

Reason: To prevent the increased risk of flooding and to protect water quality and to take into account current national standards for SuDS.

Maintenance and management of the surface water scheme

40. Prior to the occupation of the development, details of maintenance and management of the surface water sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS). 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 the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding and to take into account current national standards for SuDS.

Amenity

41. Prior to first occupation of each phase of development hereby approved, details of retaining structures, including to scale plans of the crib walls and details of how they abut the street scene, shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development of each phase shall proceed in accordance with such details as have been agreed.

Reason: In the interests of the amenity of occupiers and visual amenity of the area.

42. No dwelling shall be occupied until the boundary treatment for that plot, as shown on the approved drawings shall have been erected. Thereafter, the boundary treatment, where shown to be at a height of 1.8m on the approved plans shall be retained at that height and no lower.

Reason: In the interests of safeguarding the amenity of neighbouring occupiers, particularly given the difference in levels between plots.

43. Notwithstanding the submitted plans 2602-02-HT-SH-2Wb and 2602-02-HT-Ga(end)-3Br a, no development above damp proof course shall commence until revised plans and elevations showing a side facing window within the dwellinghouses at plots 29, 46 and 115 shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with the details as have been agreed.

Reason: In the interests of safety by design and to ensure improved surveillance of car parking court yards.

Garden Gate Design

44. Garden gates providing side or rear access to property gardens shall be a minimum height of 1.8m and capable of being securely locked with key operated access from both sides.

Reason: In the interests of safety by design.

Earthworks

45. Prior to the commencement of each phase of development, full details of earthworks for that phase shall be submitted to and approved in writing by the Local Planning Authority. These details shall be based on a site survey showing the existing ground levels including at the boundaries at the adjoining properties and shall include proposed grading and mounding of land including the levels and contours to be formed (in both private and public spaces, including property gardens, roads, footpaths and open space) and showing the relationship of the proposed mounding to the existing vegetation, surrounding landforms and built development. In addition, the heights of all retaining structures will be confirmed. No part of each phase of development shall be occupied until the works are completed in accordance with the approved details.

Reason: In the interests of maintaining the amenity value of the area.

Finished floor levels

46. Prior to commencement of each phase of development, full details of the finished floor level(s) of all the building(s) within that phase 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. Thereafter, the development of each phase shall be carried out in accordance with the approved details for that phase.

Reason: In the interests of visual amenity.

Air Source Heat Pumps

47. Prior to occupation of each phase, details (including design, scale, positioning, noise output and mitigation measures where necessary, and an assessment against the Microgeneration Installations Standards: MCS-20) of any air source heat pumps shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the air source heat pumps shall be installed in accordance with the details as have been agreed and any mitigation measures permanently retained.

Reason: In the interests of the residential amenity.

Land Contamination

48. Prior to the commencement of the development hereby approved the following information shall be submitted to and agreed in writing by the Local Planning Authority:
- 1) a 'desk study' report documenting the site history.
 - 2) a site investigation report detailing ground conditions, a 'conceptual model' of all potential pollutant linkages, and incorporating risk assessment.

- 3) a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when this developed.
- 4) a detailed phasing scheme for the development and remedial works (including a time scale).
- 5) a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time.

The Remediation Scheme as agreed in writing by the Local Planning Authority, shall be fully implemented in accordance with the approved detailed phasing scheme for the development and remedial works and before the development within any phase first comes in to use or is occupied. A written confirmation that all works were completed in accordance with the agreed details and phasing scheme shall be submitted to the Local Planning Authority.

Reason: To ensure potential land contamination is addressed.

Verification

49. If contamination remediation is required, prior to the first occupation or use of each phase of development hereby permitted as set out in the detailed phasing scheme approved under condition 49 a verification certificate to confirm that the land subject to that phase is fit for purpose following remediation shall be submitted to the Local Planning Authority.

Reason: To ensure potential land contamination is addressed.

Unexpected Land contamination

50. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

Archaeology

- 3.4. No works shall take place within each phase until the implementation of a programme of archaeological work for that phase has first been secured, in accordance with a written scheme of investigation which has been submitted to, and approved in writing by, the Local Planning Authority. This scheme shall cover additional archaeological fieldwork to the trial trench evaluation reported within the Archaeological Evaluation Report dated 2016 together with post-excavation work and publication of the results and shall include a timetable for implementation. Thereafter, works for that phase shall proceed in accordance with the programme of archaeological work and agreed implementation timetable.

Reason: In the interests of securing and recording archaeological evidence.

Golf strike zone

51. Prior to occupation of any dwelling, a Strategy for addressing risk from golf strike shall be submitted to and agreed in writing by the Local Planning Authority. This shall include a plan clearly identifying the golf course to the east of the site and the golf strike risk zones within the development site. Within the golf strike risk zones, there shall be no residential development, and the Strategy shall set out the detailed design and landscaping proposed for this area, aimed to deter public access, and including the provision of fencing and the provision for signage to be installed indicating risk from ball strike. The details as have been agreed shall be implemented prior to occupation of any dwelling. Thereafter, the mitigation measures set out in the Strategy shall be retained.

Reason: To ensure risks from ball strike are minimised.

Informatives

1. S106
This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated ## ## relating to [Insert key matters covered in the agreement].
2. National Planning Policy Framework Statement
In accordance with paragraph 39 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 applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.In this case, a Planning Performance Agreement was made which facilitated design workshops and regular reviews. The applicant/agent was consequently updated of any issues and provided with the opportunity to address issues identified by the case officer.
3. Electric vehicle charging points
The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.
4. Street Naming and Numbering
The Council is responsible for street naming and numbering within our area. This helps to effectively locate property to deliver post and for access by emergency services. New or changed addresses must be registered with the Council. This link has more information. <https://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering/street-naming-and-numbering>.
5. Water Supplies for Fire Fighting
The proposed development should be served by the necessary water supply and fire hydrants for use in the event of a fire. It is recommended that these requirements are established prior to commencement of development. This ensures a firefighting water supply is in place during the construction phase, hydrants are connected at the right locations, and at the right time.
6. Sprinkler systems
The Dorset and Wiltshire Fire and Rescue Service would recommend that the developer looks to provide at least a 32mm minimum diameter water main which would enable the installation of sprinkler systems within the approved dwelling(s). Further, Dorset and Wiltshire Fire and Rescue Service would recommend that the proposed school is also fitted with a sprinkler system. The Council considers this to be a key element in reducing

the impact of fires. The Council believes there is compelling evidence that sprinklers systems are a cost effective way of not only reducing the number of fire deaths and injuries, but also reducing the economic, social and environmental impact of fires.

7. Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Dorset Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in full in a subsequent informative below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply.

- The application for planning permission was made before 12 February 2024.

Read more about Biodiversity Net Gain at

<https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

8. Biodiversity Net Gain exemptions

Statutory Exemptions and Transitional Arrangements in respect of the Biodiversity Gain Plan

1. The application for planning permission was made before 12 February 2024.

2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and

(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or

(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

i) the application for planning permission was made before 2 April 2024;

ii) planning permission is granted which has effect before 2 April 2024; or

iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure)

(England) Order 2015. A “householder application” means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* “original planning permission means the permission to which the section 73 planning permission relates” means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

9. Hazel dormice

The applicant is advised that Hazel dormice are protected in the UK by Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Part 3 of the Conservation of Natural Habitats and Species Regulations 2017 (2019 EU exit) and they are a European Protected Species. Work should proceed with caution and if any Hazel dormice are found, all work should cease, the area in which the Hazel dormouse/dormice have been found should be made secure and advice sought from Natural England (tel: 0300 060 3900), website www.naturalengland.org.uk before proceeding. More information on development planning and Hazel dormice is available here <https://www.gov.uk/guidance/hazel-or-common-dormice-surveys-and-mitigation-for-development-projects>

10. Nesting Birds

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

The Natural Environment Team, Dorset Council recommends that vegetation, hedge, shrubs and tree removal; translocation or cutting back avoids the bird nesting season which runs from mid-February to 31st August. This is in order to avoid impacts to nesting birds and infringement of the legislation.

Vegetation or site clearance as a result of this development should be undertaken outside of the nesting season specified above. In some seasons the nesting period may start before or extend beyond these dates, so the applicant should be aware that the dates are a guide only.

If clearance work has to be undertaken during the nesting season, a breeding bird survey needs to be carried out by a suitably qualified person no more than 48 hours

before clearance /cutting works commence. Any active nests identified should be protected by a 5m exclusion zone until the young have left the nest.

As a general rule, it should be assumed that birds will be nesting in trees, scrub, reeds or substantial ditch side vegetation during the core breeding period, unless a survey had shown this not to be the case. In addition, some species are ground nesting, such as the skylark and lapwing, both of which can occur on grassland areas and cleared sites where there is a time lapse between demolition and development.

11. Badgers

Badgers are protected under the Badger Act 1992. Section 3 of the Act states:

“A person is guilty of an offence... by doing any of the following things... -

- a) damaging a badger sett or any part of it;
 - b) destroying a badger sett;
 - c) obstructing access to, or any entrance of, a badger sett;
 - d) causing a dog to enter a badger sett; or
 - e) disturbing a badger when it is occupying a badger sett,
- intending to do any of these things or being reckless as to whether his actions would have any of those consequences” If a badger(s) or badger sett is discovered during works; all work should stop and advice sought from Natural England by calling 0300 060 3900 or Dorset Council Natural Environment Team by calling 01305 221697 / net@dorsetcouncil.gov.uk, before proceeding.

12. Rights of Way (PRoW)

The footpaths running across the site (footpaths S16/21, S16/22 and s1623) must be diverted by legal order and that order must be confirmed before any works obstructing the path are commenced. Obstruction of the PROW by the developer before the confirmation and certification of an Order for the diversion or extinguishment of the PROW, or in the absence of such an order will in normal circumstances result in the Council using the powers available to it under the Highways Act 1980 to act to remove the obstruction and return the PROW to a satisfactory condition.

13. Rights of Way (PRoW)

Prior to the occupation of those units to be constructed on the original line of the PROW, the new route of the PROW will have to be provided to a certifiable standard, certified by the appropriate officer and the Definitive Map and Statement amended to reflect the new alignment.

14. Rights of Way (PRoW)

The site access and any public rights of way crossed by vehicles shall be maintained in a good state of repair and kept clean and free of mud and debris and all times.

15. Rights of Way (PRoW)

Provision shall be made for the installation and maintenance of a drainage system to ensure that no slurry or water from the development area flows onto the PROW.

16. Rights of Way (PRoW)

Prior to the commencement of the development, the developer is advised that the definitive line of the RoW should be marked out on site, along with proposed new alignments and temporary alternative routes constructed with appropriate safety fencing at an appropriate unobstructed width.

17. Rights of Way (PRoW)

No excavating or tipping of or storage of material shall occur within 2m of the RoW or temporary routes.

18. Rights of Way (PRoW)

Landscaping and or planting schemes will consider the proximity of the PRow, including the required width when mature so as not to obstruct free passage and prevent light and air reaching the PRow surface.

19. Rights of Way (PRow)

Investigations such as for utilities, archaeological, ecological, geological, etc should be conducted away from the line of the PRow or temporary route, follow safe working practices, and include appropriate safety fencing. A temporary closure of the PRow or temporary route may be needed.

20. Rights of Way (PRow)

Tree works or vegetation removal close to or within falling distance of a PRow may require a temporary closure whilst the works takes place.

21. Rights of Way (PRow)

Site occupation by construction staff, i.e. site compounds, should be segregated from the PRow or temporary route.

22. Rights of Way (PRow)

'Construction nuisances' should be avoided or mitigated prior to commencement.

23. Rights of Way (PRow)

As the development will result in the irreversible obstruction of the PRow and therefore requires the PRow to be diverted before development may lawfully proceed, we will not make an order to temporarily close the PRow until an order to divert or extinguish has been confirmed. The application for a temporary closure should be made at least 13 weeks prior to when the closure is required via this link [Temporary traffic restrictions for works and activities - Dorset Council](#). The initial closure period can be 6 months and extension can be applied for via the Secretary of State. A fee is applicable to this application.

24. Rights of Way (PRow)

Any new infrastructure will adhere to the British Standard BS5709:2018, minimum widths and surfacing specifications as given by Dorset Council.

25. Rights of Way (PRow)

Structures known as 'limitations' cannot be certified within the development area on a Public Right of Way.

26. Rights of Way (PRow)

A specification may be provided for simple structures by the PRow Officer. The structure required will be subject to the County Council's technical approval process the cost of which is to be met by the developer.

27. Rights of Way (PRow)

For any new structure, it is expected that the responsibility for the maintenance of the structure will rest with the management company who will put in place appropriate measures for its inspection and maintenance. The Council will not contribute to the costs of maintaining or inspecting the structure but requires that records of inspection and maintenance are made available on request.

- B) Refuse planning permission for the reasons set out below if the S106 agreement is not completed within 6 months from the committee resolution or such extended time as agreed

by the Corporate Director for Planning, the Service Manager for Development Management and Enforcement or the Development Management Area Manager within 6 months from the committee resolution. The reasons for refusal for failure to secure the necessary obligations are set out below:

1. In the absence of a mechanism to secure 35% affordable housing provision on site, the proposed development would fail to provide an appropriate level of affordable housing contrary to policy HOUS1 of the West Dorset, Weymouth and Portland Local Plan (2015).
2. In the absence of a mechanism to secure financial contributions towards mitigating the likely significant impacts of development on the European Protected Habitat: Chesil and the Fleet, designated as a Special Area of Conservation (SAC), Special Protection Area (SPA) and a Ramsar site in recognition of its exceptional ecological importance, the proposed development would result in unacceptable harm arising from recreational pressures, contrary to the provisions of policy ENV2 and COM1 of the West Dorset, Weymouth and Portland Local Plan (2015) and paragraph 193 of the NPPF .
3. In the absence of a mechanism to secure and facilitate the provision of on-site infrastructure (including land for a school; public open space and play facilities; and a connecting central avenue); and in the absence of a mechanism to secure off-site infrastructure contributions (including contributions towards NHS; education; sports provision; play provision and maintenance; open space maintenance; improvements to Willowbed Hall, bus infrastructure and the upgrading of footpaths), the proposed development would result in unacceptable harm to existing and future residents, and place unacceptable pressure on local infrastructure, contrary to the provisions of policy COM1 and COM7 of the West Dorset, Weymouth and Portland Local Plan (2015) and paragraphs 96, 100, 105, 115 and 135.

Application: P/FUL/2025/04039

Application Site: Weymouth Bay Holiday Park Preston Road Weymouth DT3 6BQ

Proposal: Removal of a telecommunications mast and associated structures and installation of bases for the siting of static holiday caravans with decking and associated access, landscaping, drainage and other related infrastructure works.

Summary of Recommendation: To delegate authority to the Service Manager for Development Management & Enforcement or the Development Management Area Manager Southern & Western Team to grant planning permission subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (S106 agreement)

Decision: That the application be deferred to allow members to conduct a site visit.

Application: P/FUL/2025/06223

Application Site: Pavement Opposite 32 The Esplanade Weymouth

Proposal: Installation of 1no. BT Street Hub and removal of associated BT payphone

Summary of Recommendation: Refuse.

Decision: That the application be refused for the following reason:

The proposed BT Street Hub would be a harmful addition to the historically sensitive and significant Esplanade promenade within the Weymouth Town Centre Conservation Area, given its siting, scale, design, appearance and colour with inbuilt LED screens being visually intrusive, adding to the proliferation of street furniture and being read alongside existing LED advertising screens which have been installed along the Esplanade. Whilst it is noted that there would be public benefits from the proposed hub, namely increased coverage of 5G and the provision of Wi-Fi, this is not considered to outweigh the less than substantial harm to the setting of Edwardes Statue and The Promenade Shelter, and the character and appearance of the Conservation Area, which the hub would cause. Furthermore, it has not been demonstrated or evidenced that suitable alternatives, which would cause less harm to visual amenity and the Conservation Area, for the provision of Wi-Fi and 5G have been considered. Therefore, the proposal would be contrary to Policies COM10, ENV4, ENV10, ENV12, ENV14 and WEY1 of the West Dorset, Weymouth and Portland Local Plan (2015) and Weymouth Neighbourhood Plan (2026) policies W39, W44 and W45 and chapters 10 and 16 of the National Planning Policy Framework.

Application: P/ADV/2025/06228

Application Site: Pavement Opposite 32 The Esplanade Weymouth

Proposal: Installation of 1no. internally illuminated double sided LCD display screen.

Summary of Recommendation: Refuse.

Decision: That the application be refused for the following reason:

The proposed BT Street Hub would be a harmful addition to the historically sensitive and significant Esplanade promenade within the Weymouth Town Centre Conservation Area, given its siting, scale, design, appearance and colour with inbuilt LED screens being visually intrusive, adding to the proliferation of street furniture and being read alongside existing LED advertising screens which have been installed along the Esplanade. Whilst it is noted that there would be public benefits from the proposed hub, namely increased coverage of 5G and the provision of Wi Fi, this is not considered to outweigh the less than substantial harm to the setting of Edwardes Statue and The Promenade Shelter, and the character and appearance of the Conservation Area, which the hub would cause. Furthermore, it has not been demonstrated or evidenced that suitable alternatives, which would cause less harm to visual amenity and the Conservation Area, for the provision of Wi-Fi and 5G have been considered. Therefore, the proposal would be contrary to Policies COM10, ENV4, ENV10, ENV12, ENV14 and WEY1 of the West Dorset, Weymouth and Portland Local Plan (2015) and Weymouth Neighbourhood Plan (2026) policies W39, W44 and W45 and chapters 10 and 16 of the National Planning Policy Framework.

Application: P/FUL/2026/01894

Application Site: 13 The Esplanade, Weymouth, DT4 8EB

Proposal: Removal of existing upper floor window and enlargement of opening in order to add new french doors giving access onto a new balcony area formed upon the existing bay window roof.

Summary of Recommendation: Grant subject to conditions.

Decision: To defer the application.

Application: P/LBC/2026/01893

Application Site: 13 The Esplanade Weymouth DT4 8EB

Proposal: Internal and external alteration to facilitate the removal of existing upper floor window and enlargement of opening in order to add new French doors giving access onto a new balcony area formed upon the existing bay window roof

Summary of Recommendation: Grant subject to conditions.

Decision: To defer the application.

This page is intentionally left blank