



WESTERN AND SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 10 SEPTEMBER 2026

Present: Cllrs Neil Eysenck (Chair), Ryan Holloway (Vice-Chair), Belinda Bawden, Simon Christopher (left at 12:30), Peter Dickenson, Paul Kimber, Craig Monks (left at 13:56), David Northam, Louie O'Leary, Pete Roper and Kate Wheller

Apologies: Cllrs David Taylor

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

Ann Collins (Area Manager – Western and Southern Team), Philip Crowther (Legal Business Partner - Regulatory), James Lytton-Trevers (Lead Project Officer), John Miles (Democratic Services Officer), Robert Piggot (Planning Officer), Megan Rochester (Senior Democratic & Governance Services Officer) and Darren Roger (Senior Planning Officer)

Officers present remotely (for all or part of the meeting): Susan Hetherington (Transport Development Liaison Manager)

21. **Declarations of Interest**

Cllr Belinda Bawden declared an interest to agenda item 8. It was agreed that she would speak as the Local Ward Member and would not take part in the debate or vote.

Cllr Louie O'Leary declared an interest to agenda item 7 in which he was pre-determined. He spoke on behalf of one of the residents who was unable to attend and spoke as the Local Ward Member for the application. He left the room during the debate and vote.

Cllr Peter Dickenson declared an interest in agenda item 7. He spoke as the Local Ward Member for that application and left the room during the debate and vote. He also declared an interest in agenda items 5 and 6. He left the room for the deliberation of those items.

22. **Minutes**

The minutes of the meeting held on Wednesday 15th July were confirmed and signed.

23. **Registration for public speaking and statements**

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

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

With the aid of a visual presentation, including plans and aerial photographs, the Case Officer identified the site and outlined the proposal. Members were shown the existing and proposed plans and elevations, and the relationship of the proposed balcony to neighbouring properties and the harbour.

The Case Officer highlighted that the site was within a conservation area and flood zone, with the works being to a and was a Grade II listed building, in the immediate setting of two adjoining Grade II listed buildings and a Grade II* listed terrace. It was explained that the proposal involved the removal of an existing upper-floor window and that, whilst there would be a minor loss of historic fabric resulting in less than substantial in a low degree of harm, this would be outweighed by the public benefits. The proposal was considered compliant with Policy SUS2, would not appear out of place on the rear elevation, and would preserve the significance of surrounding heritage assets and the wider conservation area. Members were advised that there would be no adverse impact on residential amenity and that flood risk was not considered to be an issue.

The officer recommendation was to grant planning permission, subject to the conditions set out in the officer's report.

Public Participation

There was no public participation.

Members questions and comments

- A question was raised as to whether the proposed windows were timber framed.
- Clarification was sought regarding whether the rear elevation of the property would be visible from the quay.
- A request was made for a visual image showing the view of the properties from the surrounding area.
- A comment was made that the proposal represented a positive enhancement to the business without adversely affecting the historic value of the houses.
- Cllr Wheller expressed concern regarding a perceived lack of consistency in the approach taken to determining similar applications.
- the area was attractive and characterised by slight variations in the appearance of properties.
- It was noted that the Council had a duty to preserve and protect the character and appearance of the area.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting,

a motion to **APPROVE** the officer's recommendation to **GRANT** as recommended, was proposed by Cllr Belinda Bawden, and seconded by Cllr Paul Kimber, subject to conditions set out in the officer report.

Decision: To grant for the reasons set out in Section 15 of the officer's report.

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

Public Participation

There was no public participation.

Members questions and comments

There were no technical questions or comments.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** as recommended, was proposed by Cllr Craig Monks, and seconded by Cllr Paul Kimber, subject to conditions set out in the officer report.

Decision: To grant for the reasons set out in Section 15 of the officer's report.

Cllr Peter Dickenson returned at 10:25

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

The Lead Project Officer presented the application with the aid of plans, aerial photographs and visualisations. Members were shown the application site within Weymouth Bay Holiday Park and were advised of its relationship to nearby heritage and environmental designations, including the Dorset National Landscape and the Jurassic Coast World Heritage Site.

The proposal sought full planning permission for 241 holiday caravans across four areas of the site, together with associated infrastructure including access roads, footpaths, landscaping, sustainable drainage measures, an attenuation basin, the relocation of five existing caravans and the removal of a telecommunications mast. Access would be provided from the existing holiday park.

Members were informed that the principle of development was considered acceptable under Policy ECON7, which supported the expansion of existing holiday parks. An Environmental Impact Assessment had been undertaken and identified a range of impacts together with mitigation measures.

The Officer explained that the principal considerations were landscape and visual impact, effects on the Jurassic Coast World Heritage Site and heritage assets, ecology, flood risk, highways and neighbouring amenity. Whilst the development would introduce additional built form into the landscape and result in a degree of

harm to landscape character, the impact was assessed as being at the lower end of the scale and would reduce over time as the proposed landscaping matured. A degree of less than substantial harm to the setting of heritage assets and the World Heritage Site was also identified.

Ecological impacts, including habitat loss and potential recreational pressure on designated sites, were considered capable of mitigation through habitat creation, wildlife corridor measures, designated walking routes and other ecological enhancements. Flood risk and drainage matters were also considered acceptable, subject to mitigation and the proposed drainage strategy.

Members were advised that the Highway Authority had raised no objection, subject to conditions and contributions towards local transport improvements. The proposal would alter the outlook from some neighbouring properties, particularly those at Forehill Close, but was not considered to result in unacceptable harm to residential amenity.

In assessing the planning balance, the Officer noted that no statutory consultees had objected to the application. Significant weight was afforded to the economic benefits of the proposal, including investment, employment opportunities, support for the tourism economy and improvements to public access and sustainable transport infrastructure.

The Officer concluded that, on balance, the benefits of the scheme outweighed the identified harms and recommended that planning permission be granted, subject to the conditions set out in the officer's report.

Public Participation

Mr J Skinner's statement was read out by the Local Ward Member, who was unable to attend and objected to the application. He raised concerns regarding the impact of additional caravans on neighbouring properties, including loss of privacy, outlook and residential amenity, as well as increased noise, light pollution and traffic. Concerns were also expressed regarding residents' wellbeing, safety, and potential impacts on local wildlife. He urged the Committee to refuse the application.

Helen Ashby-Ridgway, speaking as agent, supported the application. She stated that the proposal had been carefully developed to address the sensitivities of the site and noted that the application was recommended for approval, with no objections from consultees. She highlighted the economic benefits of the scheme, including the creation of additional jobs and support for the tourism sector in Weymouth. Reference was made to community and environmental benefits, including the long-term protection and enhancement of a wildlife corridor, improvements to the site setting, acceptable access arrangements, and a sensitive lighting scheme. She concluded that the benefits of the development were not outweighed by any adverse impacts.

Councillor L O'Leary, as Local Ward Member, thanked Members for attending the site visit. He highlighted the proximity of the proposed development to

neighbouring dwellings and the resulting day-to-day impact on residents, noting that some properties would directly overlook the new area. Concerns were raised regarding the busy nature of the road, parking arrangements and the location of a nearby bus stop. He urged Members to refuse the application based on the concerns that had been raised.

Councillor Dickenson, as Local Ward Member, thanked Members for attending the site visit and stated that it had been helpful in understanding the relationship between the site and neighbouring properties. He noted that the existing dwellings had been built to overlook the field and expressed concern about the significant impact the development would have on residents' lives. He urged the applicant to reconsider or reduce the scale of the proposal to lessen its impact on neighbouring properties and asked Members to give due weight to residents' concerns when determining the application.

Cllr Peter Dickenson and Cllr Louie O'Leary left the room at 11:16

Members questions and comments

- Sought clarification on the proposed landscaping scheme, including whether the existing hedgerows in the upper part of the site would be enhanced and the anticipated timescale for hedgerows and trees to establish sufficiently to provide effective screening of the caravans.
- Members queried how any archaeological discoveries made during development would be monitored and managed to ensure appropriate protection measures were implemented.
- Emphasised the importance of maintaining public rights of way and sought assurance that existing walking routes would remain accessible and unrestricted.
- Members raised questions regarding site security and noted that the development would create additional employment opportunities. It was also acknowledged that existing residents had a right to enjoy their homes and quality of life, and that these considerations should be considered.
- Members raised concerns regarding the potential increase in noise arising from the development and sought clarification on whether a noise assessment had been undertaken and what mitigation measures had been considered.
- Requested photographs taken from the site visit viewpoint and noted concerns that parts of the development would be located on rising ground. Concerns were expressed that the scale of the proposal was excessive for the site.
- Clarification was sought regarding the provision of dog waste bins, including the arrangements for their ongoing maintenance and emptying by the applicant.
- Concerns were raised regarding fire risk, noting that no comments had been received from the Fire Service. It was suggested that caravan developments could increase fire risk, particularly given the proximity of neighbouring residential properties.
- Members praised the site visit
- the Case Officer was thanked for the comprehensive report.
- Clarification was sought regarding the extent of the development located within the designated area referred to in the officer's presentation.

- Queried whether the caravans closest to neighbouring residential properties could be repositioned to reduce visual intrusion and impacts on residential amenity.
- Members welcomed the proposed enhancement to the nearby bus stop but noted that no lay-by was proposed. Clarification was sought as to whether the Highway Authority had assessed the implications of buses stopping on the carriageway, particularly during the peak summer season.
- Cllr B Bawden suggested the removal of one caravan pitch to facilitate a wider landscaping buffer, allowing for additional planting to enhance screening of the development and assist in mitigating potential noise impacts on neighbouring properties
- Cllr S Christopher referred to the comments made by the Local Ward Members and stated that, having attended the site visit, concerns remained regarding the cumulative scale of development in the area. It was considered that the proposal would result in unacceptable impacts on neighbouring properties and would have an overall negative effect on the locality.
- It was noted that the site sat within a natural hollow and that views of the development would largely be limited to higher ground. It was acknowledged that there were no objections from statutory consultees. However, concerns were expressed regarding the wider impact on nearby residents, notwithstanding the area's good public accessibility.
- One Member stated that they would support the removal of Area G from the proposal, citing concerns relating to environmental impacts, flood risk, effects on the wildlife corridor, and the impact on neighbouring residents.
- While recognising the merits of the proposed amendment, Cllr K Wheller considered that greater weight should be given to the site's designation and significance as part of the World Heritage Site. Reference was made to the relevant section of the officer's report, and it was argued that the benefits of the additional caravans did not outweigh the importance of protecting the World Heritage Site designation.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** as recommended, was proposed by Cllr Belinda Bawden, and seconded by Cllr David Northam, subject to conditions set out in the officer report, subject to the additional condition that the caravan shown in the identified location shall not be sited in that position and that planting be extended on the site. As well as the amendment to Condition 11 to secure the extension of planting and additional planting within Area G, and to amend Condition 26 to provide that the number shall be no more than 240.

Decision: To grant for the reasons set out in Section 17 of the officer's report, subject to the additional condition that the caravan shown in the identified location shall not be sited in that position and that planting be extended on the site. As well as the amendment to Condition 11 to secure the extension of planting and additional planting within Area G, and to amend Condition 26 to provide that the number shall be no more than 240, with the final wording to be agreed under delegated powers, in consultation with the Chair of the Committee.

Cllr Louie O’Leary and Cllr Peter Dickenson returned at 12:28

27. P/FUL/2026/01805 - Sailing Club, Marine Parade, Lyme Regis, DT7 3JF

With the aid of a visual presentation, including site plans, elevations, 3D images, aerial photography and site photographs, the Case Officer identified the application site and outlined the proposed development. Members were guided through the relevant planning history and policies applicable to the determination of the application.

The Case Officer identified the site location and highlighted the numerous listed buildings and heritage assets situated within the surrounding area. Existing plans were presented, including the current floor and roof layouts and the existing south, west, north and east elevations. A 3D image of the existing platform was also shown to provide context.

Members were presented with the proposed site layout, which included an extension towards the rear of the site and a modest increase in the height of the platform. It was explained that the space beneath the extended structure was intended for boat storage. Proposed floor plans, elevations and details of the detachable canopy sails were also displayed. Additional 3D visualisations demonstrated the appearance of the completed development, together with proposed roof plans showing the structure both with and without the canopy sails.

Google Earth imagery was used to illustrate the wider setting of the site, including the beach and harbour. Photographs taken from around the harbour identified the surrounding buildings and neighbouring catering establishments, whilst further images showed views from the harbour frontage, access arrangements to the site and conditions within the site itself.

The Case Officer advised Members that the premises operated under a premises licence and drew attention to the key planning considerations. It was explained that the proposal would result in moderate harm to designated heritage assets and that the identified public benefits were not sufficient to outweigh that harm. Whilst there were acknowledged economic benefits associated with the proposal, officers considered that the development would have a harmful impact on residential amenity.

Members were advised that no adverse impacts had been identified in relation to highways, ecology, flood risk or coastal risk management matters.

Having assessed the proposal against the relevant development plan policies and material considerations, the Case Officer confirmed that the officer recommendation was to refuse planning permission for the reasons set out in Section 17 of the report.

In accordance with Procedural Rule 8.1 the committee voted to extend the duration of the meeting.

Public Participation

Matthew Dalton-Aram, speaking as agent, stated that the report did not adequately demonstrate harm arising from the proposal and argued that any impact would be limited. He noted the mixed-use harbour setting and that the platform was present when Cobb House was listed. He highlighted that the sailing club was a volunteer-run, non-profit organisation with around 400 members that hosted Lyme Regis Sea School, providing social, educational and economic benefits to the community. He considered that any limited harm was outweighed by the significant public benefits of the proposal and noted that the canopy was removable if required. He requested that the committee reconsider the officer recommendation and grant.

Councillor Philip May, speaking on behalf of Lyme Regis Town Council, expressed strong support for the application. He stated that the Town Council had considered the proposal and concluded that any harm to the conservation area would be limited and minor in nature. He noted that the sail canopies were removable and highlighted the educational, social and economic benefits provided by Lyme Regis Sailing Club, including opportunities for training, bursaries and support for young people. He also referred to the club's contribution to coastal tourism, the enjoyment of both residents and visitors, the hosting of major events, and the positive impact on local businesses. He concluded by emphasising the club's importance to the town and reiterated the Town Council's support for the application.

Councillor Belinda Bawden, as Local Ward Member, spoke in support of the application. She referred to the principles of sustainable development and noted that members had been offered to undertake a site visit. She expressed concern regarding the assumption that the proposal would harm the heritage asset, stating that she considered it would instead enhance the area. She noted that the proposed railings would be in keeping with the character of the locality and that the canopies were visually attractive. She further stated that there were no permanent residents within Cobb House, that the existing harbour environment was already characterised by a degree of noise and activity, and that the Sailing Club would not materially add to this. She considered licensing matters to be irrelevant to the determination of the application and emphasised the benefits the proposal would provide to the local community.

Cllr Belinda Bawden left the room at 13:02

Members questions and comments

- Referenced the Conservation Area Statement and sought clarification on how its findings and recommendations had been considered in the assessment of the application.
- Sought clarification regarding the specific aspects of residential amenity that were affected by the proposed development and the extent of any resulting harm.

- Queried what amendments would be required to make the proposal acceptable, specifically whether this would be achieved through the removal of the canopy, alterations to the decking area, or a combination of both elements.
- Members noted that the proposal would provide a community benefit by bringing increased activity and vibrancy to the area. Members considered that these benefits outweighed the identified harm to the conservation area and accepted the officer's conclusion that the development would result in less than substantial harm to heritage assets.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representations; and what they had heard at the meeting, a motion to **REFUSE**, was proposed by Cllr David Northam, and seconded by Cllr Craig Monks.

Decision: That planning permission be granted contrary to the officer recommendation on the grounds that, whilst the proposal would result in harm to the setting and significance of the Conservation Area and the listed building, the economic and community benefits arising from the development, when considered within its marine and commercial setting, were considered to outweigh that harm.

Furthermore, whilst it was acknowledged that the proposal would give rise to some noise and disturbance for nearby residential properties, Members considered that this impact was acceptable in this location and was outweighed by the economic and community benefits associated with the scheme, subject to the following conditions:

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

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

- **Condition 2:** The development hereby permitted shall be carried out in accordance with the following approved plans:
 - PP-14753929v1 Location Plan
 - LRSCSPPRO 1.2 Proposed Site Plan
 - LRSCPRO4 1.3 Proposed Floor Plan
 - LRSCPRO3 1.2 Proposed North & East Elevations
 - LRSCPRO2 1.2 Proposed South & West Elevations
 - LRSCPRO1 1.2 Proposed Roof Plan
 - LRSCPRO1v2 1.2 Proposed Roof Plan

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

- **Condition 3:** The extended raised platform hereby approved shall not be used outside the hours of 9.00am to 11.00pm on any day, and no amplified

or other music shall be played on the extended raised platform hereby approved.

Reason: To safeguard the amenity of occupiers of neighbouring residential properties from undue noise and disturbance.

- **Condition 4:** Prior to the installation of the railings and sails to the decking hereby approved, details of their materials, finish and colour shall be submitted to and approved in writing by the Local Planning Authority. The railings and sails shall thereafter be installed in accordance with the approved details and retained and maintained as such thereafter.

Reason: In the interests of the setting of the adjacent listed building and the character and appearance of the Conservation Area.

28. **P/FUL/2026/00983 - Former Vehicle Maintenance Building, Sec Depot & Southern Electric Depot, Westwey Road, Weymouth**

The Case Officer presented the application using plans, aerial photography and site photographs. Members were advised that the site was located within the Weymouth Town Centre Strategy area, with residential properties to the north and west and the former gas works site to the south.

The proposal sought the relocation of the existing highways depot from Lynch Lane and the change of use of the site and building to a sui generis highways maintenance depot. Members were informed of the site's planning history, including the grant of permission for 23 dwellings in October 2021.

The key planning considerations were the principle of development, flood risk and drainage. The Officer advised that a flood evacuation plan would be secured by condition. It was noted that the site already had an industrial character and, as no physical alterations were proposed, no harm would arise to the character and appearance of the area. No objections had been raised on highways grounds, with no concerns identified in relation to access, parking provision or highway safety.

Having assessed the proposal against relevant planning policies, the Officer recommended that planning permission be granted, subject to the conditions set out in the officer's report.

Public Participation

There was no public participation.

Members questions and comments

- Queried whether there should be a proposed fixed period of use and sought clarification on what consultation had taken place with the Council's regeneration team
- Members referred to the access arrangements set out in Condition 7 and requested that additional wording, as suggested by Councillor Kimber, be considered.

- Raised questions regarding contaminated land matters and sought confirmation that no additional contaminated land conditions would be imposed.
- Members discussed flood mitigation measures, with Councillor Bawden suggesting the inclusion of permeable surfacing as part of the scheme.
- Queried the comments within the report relating to public benefits arising from the development.
- Members expressed support for the proposal, noting that relocation to the new site would make use of Council-owned land and could reduce costs, whilst highlighting the importance of ensuring the development was future-proofed and did not result in substantial harm.
- Sought clarification as to whether the relocation of the site would result in financial savings for the Council.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** as recommended, was proposed by Cllr Kate Wheller, and seconded by Cllr Louie O'Leary, subject to conditions set out in the officer report and an amendment to condition no. 7 to allow for use of the site in the event of an emergency.

Decision: To grant for the reasons set out in Section 17 of the officer's report.

29. **Urgent items**

There were no urgent items

30. **Exempt Business**

There was no exempt business

31. **Update Sheet**

Decision List

Duration of meeting: 10.00 am – 15.22pm

Chairman

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Western and Southern Area Planning Committee
Thursday 10 September 2026
Decision List

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: That the application be granted subject to the conditions set out below:

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

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

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

Location Plan 1574/01

Block Plan 1574/02

Second Floor Plan and Roof Plan 1574/05

Elevations 1574/06

Section Plan 1574/07

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

Informatives:

1. National Planning Policy Framework Statement

In accordance with Policy DM3 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:

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

2. 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.

- 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).

Read more about Biodiversity Net Gain at <https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

3. 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.

4. Any works would need to be authorised by the owner/operator of the land which is under development and as such the applicant is advised to contact Dorset Council Assets.

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: Grant subject to the following conditions:

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

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

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

Location Plan 1574/01
Block Plan 1574/02
Second Floor Plan and Roof Plan 1574/05
Elevations 1574/06
Section Plan 1574/07

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

3. Prior to their installation detailed drawings and specifications showing the design, construction and finished external paint colour of the external French doors (at a scale no less than 1:10) shall be submitted to the Local Planning Authority and agreed in writing. Thereafter, the works shall be carried out in accordance with the agreed details.

Reason: To preserve or enhance the character and appearance of the heritage asset.

4. Prior to their installation detailed drawings and specifications showing the design, construction and finished colour of the proposed balustrading (at a scale no less than 1:10) shall be submitted to the Local Planning Authority and agreed in writing. Thereafter, the works shall be carried out in accordance with the agreed details.

Reason: To preserve or enhance the character and appearance of the heritage asset.

Informatives:

1. National Planning Policy Framework Statement

In accordance with Policy DM3 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:

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

2. Any works would need to be authorised by the owner/operator of the land which is under development and as such the applicant is advised to contact Dorset Council Assets.

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:

A:

To delegate authority to the Service Manager for Development Management & Enforcement or the Development Management Area Manager Southern & Western 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:

A contribution of £43,500 towards enhanced facilities at westbound and eastbound bus stops on the A353 by Weymouth Bay access and at Fisher Bridge;

A contribution of £10,900 towards a Beryl bike bay and the purchase of 4 new bikes;

The additional recreational enhancement measures as set out in paragraph 4.7 of the submitted document ref 31473/04/JFB/HAR and the annotated drawing of the proposed Footpath and Dog Walking Routes (Ref 106/09 February 2026) including footpath signage, 12 information boards, welcome pack and 5 rubbish bins (including dog waste);

A Habitat Management and Monitoring Plan to secure the maintenance and monitoring of the gains for 30 years;

Advanced planting: Mixed species native advanced stock and feathered trees planted between caravans and at the edges of development and areas of native scrub around the edges of area G and south of area E shown on plans AP01D, AP02D & AP03E; and,

subject to the following conditions:

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

106/01 C Site location plan

106/05 G Proposed site plan

106/06 Existing & proposed site levels & cross sections

106/07 Existing & proposed site levels & cross sections

106/08 Proposed site levels

2392-KC-XX-YTREE-TPP01 E Tree protection plan

MP01 N Landscape masterplan

AP02 D Advanced proposals - Area 2

LP02 F Landscape proposals - Area B

LP03 F Landscape proposals - Area D

LP05 J Landscape proposals - Area G - West

LP06 G Landscape proposals - Area G - East

LP04 F Landscape proposals - Area E

LP01 M Soft landscape parameters plan

LPP01 H Landscape phasing plan

AP01 D Advanced proposals - Area 1

AP03 E Advanced proposals - Area 3

FP01 G Footpath plan

106-09 Footpath & Dog walking route proposals

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

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

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

- 3 No development shall commence until a phasing plan for the development has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved phasing plan.

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

4. The caravans hereby approved shall be occupied for holiday purposes only; shall not be occupied as a person's sole, or main place of residence; and the owners/operators must maintain an up-to-date register of the names of all owners/occupiers of the caravans and of their main home addresses, and must make this information available at all reasonable hours at the request of a duly authorised officer of the Local Planning Authority.

Reason: To ensure that approved caravans are not used for unauthorised permanent residential occupation.

5. The following shall be removed and the land made good in accordance with a scheme which shall have first been submitted to and approved in writing by the Local Planning Authority in consideration of the relevant phase of the development:

3 caravans and bases from the west of St Andrew's church;

1 caravan and base from the west of Area D;

1 caravan and base from the north of Area E; and,

The telecommunications mast and associated infrastructure from Area G.

Reason: To secure the improvements to the appearance of the development.

6. Prior to the siting of the first caravan on any of the bases hereby permitted, parameters for the caravans shall be submitted to and agreed in writing by the local planning authority. Thereafter, any caravan sited must comply with the parameters agreed. The parameters shall include the external dimensions, finish and colour of the walls and roof of the caravan including details of all decking.

Reason: In the interests of the appearance of the development.

7. No development of any phase of development shall commence unless and until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which shall have first been submitted to and approved in writing by the Local Planning Authority. This scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results. Thereafter the development shall proceed strictly in accordance with the agreed programme.

Reason: To safeguard the archaeological remains in and around the site.

8. The development shall be carried out in accordance with the submitted Flood Risk Assessment (prepared by Thinkurban, Issue D dated January 2026) in conjunction with the Technical Note (prepared by Thinkurban, dated 25th November 2025), and the following specific details:

1. Finished site levels shall be set at least 300mm above the design flood level including climate change.

2. Caravan finished floor levels shall be set at least 600mm above the finished site level.

3. Caravans shall be "anchored" to the finished slab.

4. Compensatory floodplain storage shall be provided as shown in FRA Appendix H (drawing 172854_BL_SK_006 Revision D). The compensatory storage shall be completed prior to commencement of the associated proposed floodplain infill (western end of Area B).

These mitigation measures shall be fully implemented prior to first occupation of the development and in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent increased flood risk elsewhere by ensuring that compensatory storage of flood water is provided.

9. No development of any phase of development shall commence unless and until a Flood Warning and Response Plan (FWRP) which must include an emergency evacuation plan has been submitted to and approved in writing by the Local Planning Authority. The development thereafter shall be carried out in accordance with the approved FWRP and shall be managed and maintained in accordance with it.

Reason: In order to safeguard and minimise the risk posed to the site and its users from flooding.

10. Prior to the commencement of development, a Landscape Management Plan, detailing management responsibilities and maintenance schedules for all proposed landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Landscape Management Plan shall be implemented as approved and the landscaping managed and maintained in accordance with it and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

11. No development of any phase of development shall commence until details of the proposed planting and a timetable for planting implementation for the soft landscaping works detailed on the following approved drawings has been submitted to and approved in writing by the Local Planning Authority:

Landscape Masterplan dwg MPO Rev N

Advanced proposals dwgs APO1 rev D, APO2 rev d, APO3 rev E

Soft Landscaping Parameters Plan dwg LPO1 rev M

Landscape Phasing Plan dwg LPP01 rev H

Landscape proposals Area B dwg LPO2 rev F

Landscape proposals Area D dwg LPO3 rev F

Landscape proposals Area E dwg LPO4 rev F

Landscape proposals Area G dwg LPO5 rev J

Landscape proposals Area G dwg LPO6 rev G

The details to be submitted shall include additional proposed soft landscaping to Area G in the area where a caravan shall not be sited in accordance with condition no. 27.

The planting proposals shall be carried out in accordance with the approved details and timetable for implementation and prior to development commencing for each phase.

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

12. No development of any phase of development shall commence unless and until details of the hard surfacing/paving, fences and other external structures shall have been submitted to and approved in writing by the Local Planning Authority for that phase. Thereafter the development shall be carried out in accordance with the approved details and retained as such.

Reason: To ensure satisfactory hard landscaping of the site and appearance of the development.

13. No development of any phase of development shall commence unless and until a detailed Arboricultural Method Statement (AMS) for that phase shall have been submitted to and approved in writing by the Local Planning Authority. The statement shall include details of how the existing trees are to be protected and managed before, during and after development and shall include information on traffic flows, phased works and construction practices near trees. The development shall thereafter accord with the approved statement.

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

- 14 No development of any phase of development shall commence unless and until, all existing trees and hedges shown on approved plan 106/05G for that phase to be retained, shall have been fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction

works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity.

15. No part of Area G shown on drawing no. 106/09 shall be occupied until details of the footpath connection to Forehill Close has been submitted to and approved in writing by the Local Planning Authority. Details shall be at a scale of not less than 1:50 showing the access layout, appropriate signage and any fencing. The development shall be carried out in accordance with the approved details, and the footpath shall be provided and be open for use prior to the occupation of any part of area G and shall be maintained and retained as such thereafter in accordance with the approved details.

Reason: To ensure safe and suitable access is provided onto Forehill Close.

16. No development of any phase of development shall commence unless and until a Construction Traffic Management Statement has been submitted to and approved in writing by the Planning Authority. This shall include:

- a programme of construction works and anticipated deliveries.
- construction vehicle details (number, size, type and frequency of movement).
- a framework for managing abnormal loads (if applicable).
- location of construction site access.
- details of how construction plant and vehicles will, as much as possible, be contained within the site.
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage. If applicable).

The development must be carried out strictly in accordance with the approved Construction Traffic Statement.

Reason: To minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway

17. The development hereby permitted must not be first occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities for the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme must be constructed before the development

is occupied and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To prioritise sustainable transport modes.

18. Before the development of each phase is occupied or utilised details of Electric Vehicle charging infrastructure for each caravan for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and the infrastructure shall thereafter be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper construction of the EV facilities and to encourage the use of sustainable transport modes.

19. The development shall strictly accord with the detailed biodiversity mitigation, compensation and enhancement strategy set out within the following measures:

The habitat creation and enhancement as described in the Additional Habitat Enhancement Strategy (v2) (Baker Consultants, 12th November 2025) and in 4.27 of the Environmental Statement (ES) Addendum (Lichfields, March 2026) .

The development hereby approved must not be first brought into use unless and until:

- i) the mitigation, compensation and enhancement measures detailed in the approved measures have been completed in full, in accordance with any specified timetable, unless any modifications to the approved measures as a result of the requirements of a European Protected Species Licence have first been issued to the Local Planning Authority in writing, and
- ii) evidence of compliance, including photographic evidence, in accordance with section F of the approved Biodiversity Plan has been supplied to the Local Planning Authority prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved Biodiversity Plan and thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

Reason: To mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

20. The detailed biodiversity mitigation, compensation and enhancement strategy set out within the following measures:

The interior and external lighting as set out in the Exterior Lighting Design Proposals document (Lumenata, 12th November 2025);

must be strictly adhered to during the carrying out of the development and retained thereafter.

Reason: To mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

21. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out strictly in accordance with the approved CEMP.

Reason: In the interests of the environment, ecology and biodiversity.

22. No development shall commence until a Precautionary Working Method Statement (PWMS) for reptiles, to be informed by the recommendations in Chapter D: Ecology of the Environmental Statement has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out strictly in accordance with the approved PWMS.

Reason: To mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

23. No development shall commence until a Landscape and Environmental Management Plan (LEMP), to be informed by the recommendations in the Chapter D: Ecology of the ES; has been submitted to and approved by the Local Planning Authority. Thereafter, the development shall be carried out strictly in accordance with the approved LEMP.

Reason: To mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

24. No development of any phase of development shall commence unless and until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction and a timetable for implementation, has been submitted to, and approved in writing by the local planning authority. The detailed design of the surface water management scheme shall be in accordance with the National Standards for SuDS. The surface water scheme shall be fully implemented in accordance with the submitted details including the timetable for implementation.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

25. No development of any phase of development shall commence unless and until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to

and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

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

26. The development hereby approved shall not exceed the installation of a total of 240 no. static caravans and associated decking.

Reason: For clarity over the extent of the planning permission.

27. Notwithstanding the details shown on the approved plans listed in condition no. 1, no caravan shall be sited on the site of the most north western caravan base, closest to 27 Forehill Close, shown on drawing no. LP05 Rev J. That area shall instead be soft landscaped in accordance with details required to be submitted and approved by condition no. 11.

Reason: In the interests of residential amenity.

Informatives:

1. In addition to this permission, the applicant is advised that any works to the vehicle crossing to Forehill Close (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

1. This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated ## ##.

3. 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 the development of land in England is deemed to have been granted subject to the condition "(the 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 below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Read more about Biodiversity Net Gain and Biodiversity Gain Plans at <https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain> and <https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan>

4. 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.

5. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

On or within 8 metres of a main river (16 metres if tidal)

On or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)

On or within 16 metres of a sea defence

Involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert

In the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental-permits> or contact our National Customer Contact Centre on 03708 506 506. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

6. In accordance with Policy DM3 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:

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

B:

Refuse planning permission for the reasons set out below if the s106 agreement is not completed by 15 January 2027 or such extended time as agreed by the Service Manager for Development Management and Enforcement or the Development Management Area Manager Southern & Western:

1. In the absence of a suitable s106 agreement to secure financial contributions of £43,500 for bus stops on the A353 and a contribution of £10,900 towards a Beryl bike bay and the purchase of 4 new bikes; the proposal would fail to contribute to the provision of sustainable transport options (active travel) for those staying and working at the site which would therefore likely result in a significant increase in the use of and reliance on travel by car, having regard to the location of the site, contrary to the environmental objectives of sustainable development. This would be contrary to West Dorset, Weymouth & Portland Local Plan (2015) policies INT1, ECON7 and COM7, Weymouth Neighbourhood Plan (2025) policies W00 and W46 and policies DP3, TR3 and TR4 of the NPPF (2026).

2. In the absence of a suitable s106 agreement to secure provision of the recreational mitigation measures and ecological/biodiversity enhancements the proposal would fail to provide adequate mitigation for the recreational impacts of the development on the Isle of Portland to Studland Cliff Special Area of Conservation (SAC) and the ecological impacts of the development contrary to West Dorset, Weymouth & Portland Local Plan (2015) policies INT1 and ENV2, Weymouth Neighbourhood Plan (2025) policies W00, W02, W03, W04, W05 and W41 and policies N2 and N6 of the NPPF (2026).

3. In the absence of a suitable s106 agreement to secure advanced planting the proposal would fail to provide adequate landscape mitigation such that the development would have an unacceptable impact on the appearance of the area, landscape character and the setting of the Dorset National Landscape contrary to West Dorset, Weymouth & Portland Local Plan (2015) policies INT1, ENV1 and ECON7, Weymouth Neighbourhood Plan policy (2025) W41 and policies N2 and N4 of the NPPF (2026).

Application: P/FUL/2026/01805

Application Site: Sailing Club Marine Parade Lyme Regis DT7 3JF

Proposal: Construction of extension to existing raised platform, including detachable shade canopy structure

Summary of Recommendation: Grant

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

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

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

PP-14753929v1 Location plan

LRSCSPPRO 1.2 Proposed site plan

LRSCPRO4 1.3 Proposed floor plan

LRSCPRO3 1.2 Proposed north & east elevations

LRSCPRO2 1.2 Proposed south & west elevations

LRSCPRO1 1.2 Proposed roof plan

LRSCPRO1v2 1.2 Proposed roof plan

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

3. The use of the extended raised platform hereby approved shall not be used outside of the following hours – 9am – 11pm on any day and there shall be no Amplified or other music played on the extended raised platform hereby approved.

Reason: To safeguard the amenity of occupiers of neighbouring residential property from undue noise and disturbance.

4. Prior to the installation of the railings and sails to the decking hereby approved, details of their material, finish and colour shall be submitted to and approved in writing by the Local Planning Authority. Thereafter they shall be installed in accordance with the approved details and retained and maintained as such thereafter.

Reason: In the interests of the setting of the adjacent listed building and the character of the Conservation Area.

Informatives:

1. Informative: National Planning Policy Framework

In accordance with policy DM3 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:

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

2. 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 permission which has been granted is for development which is exempt being:
- 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).

Read more about Biodiversity Net Gain at

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

Application: P/FUL/2026/00983

Application Site: Former Vehicle Maintenance Building, Sec Depot & Southern Electric Depot, Westway Road, Weymouth

Proposal: Change of use of land and buildings from vehicle maintenance and electricity depots to Highways depot with siting of shipping containers for storage purposes and electric vehicle charging points

Summary of Recommendation: Grant subject to conditions.

Decision: That the application be granted subject to the following conditions:

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Location plan ref. Issue 1 received 23/06/26.
 - Access route ref. A1.
 - Block plan ref. Option 1.
 - Shipping containers specifications received 24/03/26.
 - Waste container specifications received 13/04/26.

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

3. Prior to the commencement of the development hereby approved, a noise report prepared by a suitably qualified person shall be submitted to and agreed in writing by the Local Planning Authority. This shall contain details of any necessary mitigation measures, to ensure acceptable noise levels for neighbouring residential properties. Thereafter, the development shall proceed in full accordance with the agreed details, and any mitigation measures shall be in place before the development is brought into first use. The mitigation measures shall be retained and maintained for the lifetime of the development.

Reason: to safeguard the amenity of nearby residential properties.

4. Prior to the commencement of the development hereby approved, the following information in respect of contamination of the site shall be submitted to and agreed in writing by the Local Planning Authority:
 1. Up-to-date Preliminary Risk Assessment (PRA) and conceptual model following the results of an exploratory investigation.
 2. A detailed site investigation report based on the results from part 1 of this condition to provide information for a detailed risk assessment to all receptors that may be affected, including those off-site and also detailing ground conditions and a 'conceptual model' of all potential pollutant linkages.
 3. A tiered risk assessment using the results of the site investigation referred to in part 2 of this condition.
 4. An options appraisal including sustainability and treatability studies of the remediation measures required and how they are to be undertaken.
 5. A Remediation Strategy and detailed scheme for remedial works, including measures to be taken to avoid risk from contaminants/gases when the site is developed and a verification plan providing details of the

data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete. The information shall also include a monitoring and maintenance scheme to include monitoring of the long-term effectiveness of the proposed remediation over an appropriate period of time, including monitoring of pollutant linkages and arrangements for contingency action.

6. A detailed phasing scheme for the development and remedial works (including a timescale).

The agreed Remediation Strategy and detailed scheme for remedial works shall be implemented fully before the development hereby permitted is brought into first use. A verification report demonstrating the completion of the works set out in the approved Remediation Strategy and detailed scheme for remedial works and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The verification report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the remediation criteria have been met.

If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: to ensure potential land contamination is addressed, and the development does not contribute to and is not part of unacceptable risk from or adversely affected by unacceptable levels of water pollution.

5. The site shall be used as a highways depot (sui generis use) only. It shall be permanently laid out in accordance with the approved block plan, including a maximum of eight shipping containers and one waste container only in the approved positions shown on the plan.

Reason: to define the approved use and to ensure that the layout continues to accord with the approved block plan. This is in the interests of residential amenity, visual amenity and ensuring the retention of parking and turning spaces.

6. No new drainage systems are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: to ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants.

7. Unless in an emergency, the site shall operate only between the hours of 0700 – 1730 Mondays to Fridays; 0700 – 1230 on Saturdays; and not at any time overnight or on bank holidays or Sundays.

Reason: in the interests of residential amenity.

8. Before the development is first brought into use, the flood evacuation plan submitted to the Local Planning Authority on 23/06/26 shall be permanently displayed in a visible location within the former garage building. It shall be kept updated with details of the procedure to follow during a flood event, including a map showing the escape route and any access codes for any gates. Thereafter the development shall operate in accordance with it.

The applicant shall sign up to the Environment Agency's flood warning service for the lifetime of the development prior to first use of the site.

Reason: to make clear the procedure during flood events.

9. Before the development is first brought into use, the turning/manoeuvring and parking shown on the submitted Block Plan Drawing Number Option 1 must have been constructed. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

10. The vehicular access onto Granville Road shall only be used for emergencies and for access by the emergency services.

Reason: to ensure that the access onto Westwey Road is the primary point of access and egress for vehicles, in the interests of the amenity of residential occupiers on Granville Road.

11. The development shall be undertaken in full compliance with the mitigation measures set out in the Ecological Assessment Report V1 received by the Council on 19/02/26. All enhancement measures detailed therein shall be undertaken in full before the development is brought into first use, and these measures shall be retained and maintained for the lifetime of the development.

Reason: to ensure the delivery of biodiversity mitigation and enhancement measures.

Informatives

National Planning Policy Framework Statement

In accordance with Policy DM3 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:

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

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.

- 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).

Read more about Biodiversity Net Gain at
<https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

Statutory exemptions and transitional arrangements for BNG

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.

EV charging

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.

Gas pipeline

There is a high-pressure gas pipeline in the vicinity of the site. Southern Gas Networks requests the applicant take account of the following:

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence.

1. No mechanical excavation is allowed within 3 metres either side of pipeline.
2. No plant or storage of equipment shall be made within any easement strip.
3. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
4. All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
5. No thrust boring shall take place within 3 meters of the pipeline.
6. All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.
7. Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high pressure gas pipelines can then be discussed.
8. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
9. This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would look to you for remedial action at no cost to SGN.
10. Intrusive construction methods will require an agreed method statement prior to work starting.
11. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.
12. Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.

Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.