



Western and Southern Area Planning Committee

Date: Thursday, 10 September 2026
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 6)

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

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic & Governance Services Meeting Contact Joshua.kennedy@dorsetcouncil.gov.uk 01305 224710

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda. If you would like to attend this meeting and have any specific requirements please contact the Democratic Services Officer named above.

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Agenda

Item	Pages
1. APOLOGIES	
To receive any apologies for absence	
2. DECLARATIONS OF INTEREST	
To disclose any pecuniary, other registerable or non-registerable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.	
If required, further advice should be sought from the Monitoring Officer	

in advance of the meeting.

3. MINUTES 5 - 18

To confirm the minutes of the meeting held on 15 July 2026.

4. REGISTRATION FOR PUBLIC SPEAKING AND STATEMENTS

Members of the public wishing to speak to the Committee on a planning application should notify the Democratic Services Officer listed on the front of this agenda. This must be done no later than two clear working days before the meeting. Please refer to the Guide to Public Speaking at Planning Committee. [Guide to Public Speaking at Planning Committee](#).

The deadline for notifying a request to speak is 8.30am on Tuesday 08 September.

5. P/FUL/2026/01894 - 13 THE ESPLANADE, WEYMOUTH, DT4 8EB 19 - 30

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.

6. P/LBC/2026/01893 - 13 THE ESPLANADE, WEYMOUTH, DT4 8EB 31 - 38

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.

7. P/FUL/2025/04039 - WEYMOUTH BAY HOLIDAY PARK, PRESTON ROAD, WEYMOUTH, DT3 6BQ 39 - 96

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.

8. P/FUL/2026/01805 - SAILING CLUB, MARINE PARADE, LYME REGIS, DT7 3JF 97 - 114

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

9. P/FUL/2026/00983 - FORMER VEHICLE MAINTENANCE BUILDING, SEC DEPOT & SOUTHERN ELECTRIC DEPOT, WESTWEY ROAD, WEYMOUTH 115 - 134

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.

10. URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972

The reason for the urgency shall be recorded in the minutes.

11. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph 3 of schedule 12 A to the Local Government Act 1972 (as amended).

The public and the press will be asked to leave the meeting whilst the item of business is considered.

There is no scheduled exempt business.

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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

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Agenda Item 5

Application Number:	P/FUL/2026/01894
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	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.
Applicant name:	Mr & Mrs Peirce
Case Officer:	Rob Piggot
Ward Member(s):	Cllr Orrell

- Reason application is going to committee:** The application site is owned by Dorset Council.
- Summary of recommendation:**
Grant subject to the conditions as set out at the end of this report.
- Key planning issues**

Issue	Conclusion
Principle of development	Acceptable, supported by Local Plan policy SUS2.
Scale, design, impact on character and appearance	The development would be acceptable, read as a lightweight addition which would not appear out of place on the rear elevation of the block it sits within.
Impact on the living conditions of the occupants and neighbouring properties	The balcony would not be harmful to residential amenity, given that it would introduce no worse overlooking or noise than existing levels at the rear of 7-15 The Esplanade.
Impact on landscape or heritage assets	There would be some limited harm through the minor loss of historic fabric, however this would be outweighed by economic benefits. The development would not effect the historic or architectural significance of 7-12 The Esplanade, and would retain and conserve the appearance and character of the wider Conservation Area.
Flood risk and drainage	Whilst the development would be located in a flood risk area, it does not involve the erection of an extension or a change of use and is not considered to lead to further risk of flooding at the site or off-site.

Issue	Conclusion
Economic benefits	Enhancement of overnight tourist accommodation, benefiting immediate operator and Weymouth Town Centre.
Environmental Implications	Given the scale and nature of the proposal, it is not considered there would be any environmental or ecological impact.

4. Description of site

4.1 No.13 Esplanade, The Lantana Guest House, is located on the eastern section of The Esplanade, opposite Alexandra Gardens, with Custom House Quay running along the rear boundary, and Weymouth Harbour beyond this to the southeast. No.13 is a 3 storey, mid-terrace property with a lower ground floor and attic space, being Grade II Listed, in a group listing with No.14 and No.15 known as Pulteney Buildings. Immediately to the rear of the property is a two-storey gabled extension, a single storey extension with terrace above, a courtyard and parking area.

4.2 The property is currently operated as overnight tourist accommodation, consisting of 6 separate rooms and a bed and breakfast service.

4.3 The property is within Weymouth Town Centre Conservation Area and the terrace has architectural significance with Georgian architectural detailing. Furthermore, the properties have historic and group significance and as noted within the listing description, the terrace, in conjunction with the neighbouring Devonshire Buildings, provides a worthy starting group for the long Esplanade stretching to the north.

4.4 The site is identified in the Strategic Flood Risk Assessment and the Environment Agency's National Flood Risk Maps for Planning as being at risk of flooding now and in the future.

5. Description of development

5.1 Consent is sought for the removal of an existing upper floor window, and vertical enlargement of the existing opening, in order to add new French doors, giving access onto a new balcony area formed upon the existing roof of the first floor bay window.

5.2 The existing opening would remain the same width, approximately 1m, with fabric being removed below it, down to the level of the roof of the existing bay window, to facilitate the new French doors, being approximately 2m high. The existing roof to the bay window would be replaced, with structural alterations undertaken to accept loading, and a 1.1m high metal balustrade is to be installed above the outer perimeter of the second-floor bay window.

6. Background and relevant planning history

93/00409/LBC - Decision: GRA - Decision Date: 23/03/1994

Replacement windows and installation of iron balustrade on 3rd and 4th floors

P/PAP/2024/00643 - Decision: RES - Decision Date: 17/01/2025

Removal of upper floor window and replace and widen with French doors to give access to new balcony.

7. List of constraints

Grade: II* Listed Building: NUMBERS 7-12 PULTENEY BUILDINGS (TERRACE) List Entry: 1145965; - Distance: 3.12

Grade: II Listed Building: NUMBERS 13, 14 AND 15 PULTENEY BUILDINGS (TERRACE) List Entry: 1145966; - Distance: 9.34

Weymouth Town Centre Conservation Area

Neighbourhood Plan Area - Weymouth

WEY 1; Weymouth Town Centre Strategy; Weymouth Town Centre

SUS2; Defined Development Boundary; Weymouth

ECON4; Town Centre Areas; Weymouth

ENV 4; Area of Archaeological Potential; Town Centre North of Harbour, Weymouth

WEY4; Custom House Quay and Brewery Waterfront; Custom House Quay and Brewery Waterfront

S106 - A Unilateral Undertaking has been made

Dorset Council Land Freehold: 1-8 & 10-15 The Esplanade and Alexandra Gardens, Weymouth - Reference FH004371

Site of Special Scientific Interest (SSSI) impact risk zone

EA - Flood Zone: FZ3

EA - AEP 3.3% 1 in 30 Defended Climate Change: 1 in 30 modelled sea

EA - Annual likelihood of flooding - Rivers and Sea 1 in 30: 1 in 30 modelled sea - Distance: 0

EA - Annual likelihood of flooding - Rivers 1 in 100 Sea 1 in 200: sea - Distance: 0

EA - Annual likelihood of flooding - Rivers and Sea 1 in 1000: sea - Distance: 0

EA - Annual likelihood of flooding - Rivers 1 in 100 Sea 1 in 200: sea - Distance: 0

EA - Annual likelihood of flooding - Rivers and Sea 1 in 1000: sea - Distance: 0

EA - Risk of surface water flooding: Low

EA - Main River Consultation Zone

SFRA - Flood Risk Zone 3a

8. Consultations

All consultee responses can be viewed in full on the website.

Consultees

1. Dorset Council - Conservation Officer:

Initial Response (17/4/26)

Given the significance of this building and its group value within the terrace any alterations should be carefully considered. Therefore, for the avoidance of doubt, please would it be possible for the Agent to provide / confirm:-

- A larger scale sectional drawing of the proposed bay roof build up and materials.
- The submitted proposed section drawing notes "*as per structural engineers design if existing joists are not cantilevered provide new timber joists bolted to the existing joists*". Are further onsite investigations required to confirm this matter?

- Please confirm, as the drawing suggests, that any new timber joists will be within the floor void and not visible from the bedroom below?
- The proposed section drawing includes a note *“upon agreement with the conservation officer no insulation is to be used within the replacement flat roof covering to allow the existing structure and proportions and detailing to be retained”*. Please could the Agent clarify this statement.

Further Response (27/5/26)

Further to my initial comments dated 17 April 2026 regarding the above applications and the subsequent information provided by the Agent (1574/07 - *Horizontal Section Proposed*) I have the following comments:-

The proposal would see minor changes to the historic facade and a minor loss of historic fabric resulting in harm to the significance of the Listed building. However, it is considered that the level of harm would be to the lower end of 'less than substantial harm' and would be offset by the enhanced facilities that would be provided to the visitors of the Guest House.

It is concluded that the proposal would not be detrimental to the special architectural and historic interest of the host building, the neighbouring Listed buildings nor the Conservation Area. There is **no objection** to this application.

2. Dorset Council - Building Control: No comments.

3. Dorset Council - Asset & Property: No comments received.

4. Weymouth Town Council: The Council supports this application and raises no objection.

5. Melcombe Regis Ward Member: No comments received.

9. Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

10. Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted West Dorset and Weymouth & Portland Local Plan:

The following policies are considered to be relevant to this proposal:

INT1: Presumption in favour of sustainable development

ENV1: Landscape, seascape & sites of other geological interest

ENV2: Wildlife and habitats

ENV4: Heritage assets

ENV5: Flood risk

ENV10: The landscape and townscape setting

ENV12: The design and positioning of buildings

ENV13: Achieving high levels of environmental performance

ENV16: Amenity

SUS2: Distribution of development

WEY1: Town Centre Strategy

WEY5: The Esplanade (South)

Made Neighbourhood Plans

Weymouth Neighbourhood Plan 2021 to 2039 (made 29/01/2026)

W14: Development Boundaries

W34: Sustainable Development

W39: Weymouth Town Centre

W44: Design

W45: Heritage Assets

Material considerations

Emerging local plans:

Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework August 2026

Section 1 Purpose of the planning system

Para 15 The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest.

Para 17 Achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure which society needs:

a. **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b. **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c. **An environmental objective** – to support efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, and minimising waste and pollution.

Section 3. Decision-making policies

Determining development proposals

DM3: Determining development proposals

DM6: Use of planning conditions and obligations

Section 4. Achieving sustainable development

National decision-making policies

S3: Presumption in favour of sustainable development

S4: Principle of development within settlements

Section 7. Building a strong, effective economy

National decision-making policies

E2: Meeting the need for business land and premises

Section 14. Achieving well-designed places

DP3: Key principles for well-designed places

Section 18. Managing flood risk and coastal change

National decision-making policies

F4: Assessing flood risk for decision-making

Section 20. Conserving and enhancing the historic environment

National decision-making policies

HE4: Securing the conservation of heritage assets

HE5: Assessing effects on heritage assets

HE6: Proposals affecting designated heritage assets

HE9: Conservation areas

Other material considerations

- Historic England, Statement of Heritage Significance (2019)
- Historic England Advice Notes 2: Making Changes to Heritage Assets
- Historic England: Conservation Principles
- Historic England: Good Practice Advice Note 3: Setting of Heritage Assets

- Historic England: Good Practice advice Note 2: Managing Significance in Decision Taking

National Planning Practice Guidance

All of Dorset:

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Supplementary Planning Documents/Guidance for West Dorset area:

Weymouth & Portland Listed Buildings and Conservation Areas (2002)

Weymouth & Portland Urban Design (2002)

Landscape Character Assessment (Weymouth & Portland)

Conservation Area Appraisals:

Weymouth – Town Centre Conservation Area Appraisal adopted December 2012

Human rights

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

11. Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims: -

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. This proposal is not considered to impact upon persons with protected characteristics.

12. Public Benefits

The proposals would provide a number of financial and non-financial benefits, including public benefits. These are summarised in the table below:

What	Amount / value
Material considerations	
Economic benefits through improved/enhanced accommodation	Not quantifiable.

What	Amount / value
facilities for Bed and Breakfast operation at 13 The Esplanade.	
Non material considerations	
None.	

13. Planning Assessment

Principle of development

14.1 The development would be located within the Weymouth Defined Development Boundary (DDB) and therefore would be supported by policy SUS2 in the Local Plan.

14.2 It is not considered that Local Plan policy ECON6, that relates to Tourist Accommodation, would be applicable to this application, given that the development would not lead to either new accommodation being formed, nor the loss of existing accommodation.

Design and Character

14.3 The proposed alterations would be located on the rear wall of 13 The Esplanade and would be prominently located, given this is on the upper/third floor of the terrace block, where views of it would be possible from Custom House Quay, the adjacent footpath, and the Harbour beyond. It should also be acknowledged that No.13 forms part of a terrace which has historical amenity value, within the wider setting.

14.4 Notwithstanding this, the rear elevation of the terrace block has been subject to various alterations, particularly at ground and first floor, through the form of rear extensions and veranda/decking areas. More specifically, a balcony has been formed at 3rd floor at no.14 The Esplanade, consented in 1993, and an additional bay window has been formed on the rear elevation at no.10 The Esplanade. Thus, sat alongside other rear additions, it is not considered that the proposed balcony would look out of place, further, it would be lightweight, where appropriate material finishes would ensure that it appears in keeping with No.13, and the wider terrace.

14.5 On this basis the scheme is considered to accord with Local Plan policies ENV10, ENV12 and Weymouth Neighbourhood Plan policy W44.

Heritage Impact

14.5 The proposal would involve works to a listed building, 13 The Esplanade (Grade II), being part of a group listing, alongside no.14 and no.15 (LB No: 1145966). No.13 is also within the immediate setting of an adjoining Grade II* terrace block, no.'s 7-12 Pulteney Buildings (LB No: 1145965). Lastly, it is within the Weymouth Town Centre Conservation Area.

14.6 The properties within this terrace have architectural significance with Georgian architectural detailing. Furthermore, the properties have historic and group significance and as noted within the listing description, the terrace, in conjunction with the neighbouring Devonshire Buildings, provides a worthy starting group for the long Esplanade stretching to the north. The property is therefore part of a prominent group of buildings located within the Weymouth Town Centre Conservation Area.

14.7 A Conservation led Pre-Application Enquiry was submitted for the proposed works, with the formation of a balcony and insertion of French doors supported, in principle, subject to further detail on the proposed window, and structural support required to utilise the roof of the existing bay window as a balcony. The Conservation Team's response can be summarised as follows:

The proposed French doors and balcony are considered sympathetic in their scale, design and materials and would not look out of keeping with the street scene nor the wider Conservation Area.

It is considered that changing the window to a door and having a small balcony area would have less impact than the double bay noted on the neighbouring property. It is also considered that the property to the left-hand side has the same arrangement as proposed.

The proposed French doors should be timber multi-paned painted white to match existing.

14.8 The Conservation Officer initially reviewed the proposed works submitted under this application and requested further information, namely section plans showing what structural intervention would be required. Further structural details have been submitted, and the Conservation Officer has submitted a final response, stating that they have no objections, with harm through the loss of historic fabric being outweighed by the enhanced facilities and thus economic benefits which would be achieved.

14.9 The Conservation Officer's view is supported. As is noted in the Conservation Officer's response, there would be a small degree of harm to the listed building by virtue of the loss of historic fabric, below the existing casement window, however, this harm is considered to be outweighed by the public benefits derived from enhancement of the facilities at the Bed and Breakfast being operated at No.13, which would lead to potential economic benefits. It is not considered that the scheme would effect the significance of the neighbouring block, 7-12 Pulteney Buildings, or their setting. Further, it is considered that it would have no adverse impact on the character and appearance of the Conservation Area

14.10 Lastly, it is considered appropriate that detailed drawings are provided for both the French doors proposed, and the balustrade. Conditions requiring these will be applied to the associated listed building consent application.

14.10 On this basis the scheme is considered to accord with Local Plan policy ENV4, Weymouth Neighbourhood Plan policies W39 and W45, and policies HE5, HE6 and HE9 of the NPPF. In reaching this conclusion regard has been had to Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Residential Amenity

14.11 A site visit was carried out to inform this assessment, and it should be noted that no neighbour objections have been received.

14.12 It is accepted that the formation of a new balcony area at the 3rd floor of 13 The Esplanade would introduce a new form of overlooking, given that users of said balcony would be able to stand and/or sit further out from the existing casement window. However, it is not considered that there would be significant adverse harm to neighbouring properties on either side, those being 12 and 14 The Esplanade, given the small size of the balcony, and for the fact that there is already a high degree of overlooking of ground and first floor areas of all properties within the terrace block containing 7-15 The Esplanade. It is accepted that views back toward no.12 maybe possible, however, there is no window immediately adjacent to the proposed balcony, with the other casement window at 3rd floor level of that property being sufficiently distanced, with only indirect views into it available from the balcony. Any new noise which may occur as a result of the use of the proposed balcony is considered to be minor also, given its size, and for the fact that it would not be considered significantly worse than the urban setting it sits within, with a road and busy harbour footpath directly adjacent, to the south.

14.13 On this basis the scheme is considered to accord with Local Plan policy ENV16.

Flooding

14.13 The application site is subject to a higher risk of river or sea flooding, being within Flood Zone 3a in the National Flood Risk Assessment 2. That notwithstanding, the proposal is not for an

extension or a change of use and there would be no increase in impermeable surface area. The proposal is therefore not considered to pose any risk to safety in respect of flood risk or lead to an increase in flood risk off-site and would accord with policy ENV5 of the Local Plan.

14. Environmental implications

15.1 Given the type and small-scale nature of the proposed development it is not considered that there would be any significant environmental impact as a result.

15. Summary of issues and the planning balance

16.1 The proposed works are considered to be acceptable in terms of design and siting, and impact on the historic asset, the listed building, with a low degree of harm which would be outweighed by public (economic) benefits. There would be no effect to the significance of neighbouring heritage assets, or their setting, with the character and appearance of the Conservation Area being retained and conserved. Given the scale and nature of the works, they are not considered to impact on flood risk or have environmental implications. Finally, the works are not considered to lead to significant harm to neighbour amenity, being no worse than existing overlooking or noise. On this basis the scheme is acceptable in planning terms and accords with the development plan with no material considerations indicating that permission should be refused.

16. Recommendation

Grant subject to the following conditions:

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

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

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

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.

Agenda Item 6

Application Number:	P/LBC/2026/01893
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	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
Applicant name:	Mr & Mrs Peirce
Case Officer:	Rob Piggot
Ward Member(s):	Cllr Orrell

- Reason application is going to committee:** The application site is owned by Dorset Council.
- Summary of recommendation:**
Grant subject to the conditions as set out at the end of this report.
- Key planning issues**

Issue	Conclusion
Impact on landscape or heritage assets	There would be harm through the minor loss of historic fabric, however this would be outweighed by economic benefits. The development would not effect the historic or architectural significance of 7-12 The Esplanade, and would retain and conserve the appearance and character of the wider Conservation Area.
Economic benefits	Enhancement of overnight tourist accommodation, benefiting immediate operator and Weymouth Town Centre.

4. Description of site

4.1 No.13 Esplanade, The Lantana Guest House, is located on the eastern section of The Esplanade, opposite Alexandra Gardens, with Custom House Quay running along the rear boundary, and Weymouth Harbour beyond this to the southeast. No.13 is a 3 storey, mid-terrace property with a lower ground floor and attic space, being Grade II Listed, in a group listing with No.14 and No.15 known as Pulteney Buildings. Immediately to the rear of the property is a two-storey gabled extension, a single storey extension with terrace above, a courtyard and parking area.

4.2 The property is currently operated as overnight tourist accommodation, consisting of 6 separate rooms and a bed and breakfast service.

4.3 The property is within Weymouth Town Centre Conservation Area and the terrace has architectural significance with Georgian architectural detailing. Furthermore, the properties have

historic and group significance and as noted within the listing description, the terrace, in conjunction with the neighbouring Devonshire Buildings, provides a worthy starting group for the long Esplanade stretching to the north.

5. Description of works

5.1 Consent is sought for the removal of an existing upper floor window, and vertical enlargement of the existing opening, in order to add new French doors, giving access onto a new balcony area formed upon the existing roof of the first floor bay window.

5.2 The existing opening would remain the same width, approximately 1m, with fabric being removed below it, down to the level of the roof of the existing bay window, to facilitate the new French doors, being approximately 2m high. The existing roof to the bay window would be replaced, with structural alterations undertaken to accept loading, and a 1.1m high metal balustrade is to be installed above the outer perimeter of the second-floor bay window.

6. Background and relevant planning history

93/00409/LBC - Decision: GRA - Decision Date: 23/03/1994

Replacement windows and installation of iron balustrade on 3rd and 4th floors

P/PAP/2024/00643 - Decision: RES - Decision Date: 17/01/2025

Removal of upper floor window and replace and widen with French doors to give access to new balcony.

7. List of constraints

Grade: II* Listed Building: NUMBERS 7-12 PULTENEY BUILDINGS (TERRACE) List Entry: 1145965; - Distance: 3.12

Grade: II Listed Building: NUMBERS 13, 14 AND 15 PULTENEY BUILDINGS (TERRACE) List Entry: 1145966; - Distance: 9.34

Weymouth Town Centre Conservation Area

Neighbourhood Plan Area - Weymouth

LP - ENV 4; Area of Archaeological Potential; Town Centre North of Harbour, Weymouth

S106 - A Unilateral Undertaking has been made

Dorset Council Land Freehold: 1-8 & 10-15 The Esplanade and Alexandra Gardens, Weymouth - Reference FH004371

1. Consultations

All consultee responses can be viewed in full on the website.

Consultees

1. Dorset Council - Conservation Officers:

Initial Response (17/4/26)

Given the significance of this building and its group value within the terrace any alterations should be carefully considered. Therefore, for the avoidance of doubt, please would it be possible for the Agent to provide / confirm:-

- A larger scale sectional drawing of the proposed bay roof build up and materials.

- The submitted proposed section drawing notes “*as per structural engineers design if existing joists are not cantilevered provide new timber joists bolted to the existing joists*”. Are further onsite investigations required to confirm this matter?
- Please confirm, as the drawing suggests, that any new timber joists will be within the floor void and not visible from the bedroom below?
- The proposed section drawing includes a note “*upon agreement with the conservation officer no insulation is to be used within the replacement flat roof covering to allow the existing structure and proportions and detailing to be retain*”. Please could the Agent clarify this statement.

Further Response (27/5/26)

Further to my initial comments dated 17 April 2026 regarding the above applications and the subsequent information provided by the Agent (1574/07 - *Horizontal Section Proposed*) I have the following comments:-

The proposal would see minor changes to the historic facade and a minor loss of historic fabric resulting in harm to the significance of the Listed building. However, it is considered that the level of harm would be to the lower end of 'less than substantial harm' and would be offset by the enhanced facilities that would be provided to the visitors of the Guest House.

It is concluded that the proposal would not be detrimental to the special architectural and historic interest of the host building, the neighbouring Listed buildings nor the Conservation Area. There is **no objection** to this application.

2. Dorset Council - Building Control: No comments.

3. Dorset Council - Asset & Property: No comments received.

4. Weymouth Town Council: The Council supports this application and raises no objection.

5. Melcombe Regis Ward Member: No comments received.

8. Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (Listed Buildings Act) requires that special regard is had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses when considering whether to grant listed building consent.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

9. Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted West Dorset and Weymouth & Portland Local Plan:

The following policies are considered to be relevant to this proposal:

ENV4: Heritage assets

Made Neighbourhood Plans

Material considerations

Emerging local plans:

Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework August 2026

Section 3. Decision-making policies

Determining development proposals

DM3: Determining development proposals

DM6: Use of planning conditions and obligations

Section 20 Conserving and enhancing the historic environment

National decision-making policies

HE4: Securing the conservation of heritage assets

HE5: Assessing effects on heritage assets

HE6: Proposals affecting designated heritage assets

HE9: Conservation areas

• Other material considerations

- Historic England, Statement of Heritage Significance (2019)
- Historic England Advice Notes 2: Making Changes to Heritage Assets
- Historic England: Conservation Principles
- Historic England: Good Practice Advice Note 3: Setting of Heritage Assets
- Historic England: Good Practice advice Note 2: Managing Significance in Decision Taking

National Planning Practice Guidance

All of Dorset:

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Supplementary Planning Documents/Guidance For West Dorset area:

Weymouth & Portland Listed Buildings and Conservation Areas (2002)

Conservation Area Appraisals:

Weymouth – Town Centre Conservation Area Appraisal adopted December 2012

10. Human rights

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

11. Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims: -

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. This proposal is not considered to impact upon persons with protected characteristics.

12. Public Benefits

The proposals would provide a number of financial and non-financial benefits, including public benefits. These are summarised in the table below:

What	Amount / value
Material considerations	
Economic benefits through improved/enhanced accommodation facilities for Bed and Breakfast operation at 13 The Esplanade.	Not quantifiable
Non material considerations	
None.	

13. Assessment

13.1 Heritage Impact

13.2 The proposal would involve works to a listed building, 13 The Esplanade (Grade II), being part of a group listing, alongside no.14 and no.15 (LB No: 1145966). No.13 is also within the immediate setting of an adjoining Grade II* terrace block, no.'s 7-12 Pulteney Buildings (LB No: 1145965). Lastly, it is within the Town Centre Conservation Area.

13.3 The properties within this terrace have architectural significance with Georgian architectural detailing. Furthermore, the properties have historic and group significance and as noted within the listing description, the terrace, in conjunction with the neighbouring Devonshire Buildings, provides a worthy starting group for the long Esplanade stretching to the north. The property is therefore part of a prominent group of buildings located within the Weymouth Town Centre Conservation Area

13.4 A Conservation led Pre-Application Enquiry was submitted for the proposed works, with the formation of a balcony and insertion of French doors supported, in principle, subject to further detail on the proposed window, and structural support required to utilise the roof of the existing bay window as a balcony. The Conservation Team's response can be summarised as follows:

The proposed French doors and balcony are considered sympathetic in their scale, design and materials and would not look out of keeping with the street scene nor the wider Conservation Area.

It is considered that changing the window to a door and having a small balcony area would have less impact than the double bay noted on the neighbouring property. It is also considered that the property to the left-hand side has the same arrangement as proposed.

The proposed French doors should be timber multi-paned painted white to match existing.

13.5 The Conservation Officer initially reviewed the proposed works submitted under this application and requested further information, namely section plans showing what structural intervention would be required. Further structural details have been submitted, and the Conservation Officer has submitted a final response, stating that they have no objections, with any harm through the loss of historic fabric being outweighed by the enhanced facilities and thus economic benefits which would be achieved.

13.6 The Conservation Officer's view is supported. As is noted in the Conservation Officer's response, there would be a small degree of harm to the listed building by virtue of the loss of historic fabric, below the existing casement window, however, this harm is considered to be outweighed by the public benefits derived from enhancement of the facilities at the Bed and Breakfast being operated at No.13, which would lead to potential economic benefits.- It is not considered that the scheme would effect the significance of the neighbouring block, 7-12 Pulteney Buildings, or their setting. Further, it is considered that it would have no adverse impact on the character and appearance of the Conservation Area

13.7 Lastly, it is considered appropriate that detailed drawings are provided for both the French doors proposed, and the balustrade. Conditions requiring these will be applied.

13.8 On this basis the scheme is considered to accord with Local Plan policy ENV4, Weymouth Neighbourhood Plan policies W39 and W45, and policies HE5, HE6 and HE9 of the NPPF. In reaching this conclusion regard has been had to Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

14. Summary of issues and the balance

14.1 The proposed works are considered to be acceptable in terms of their design and siting, and impact on the historic asset, the listed building, with a low degree of harm which would be outweighed by public (economic) benefits. There would be no effect to the significance of neighbouring heritage assets, or their setting, with the to the character and appearance of the Conservation Area being retained and conserved. On this basis the scheme is acceptable and complies with the duty under s16 of the Listed Buildings Act.

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 work 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.

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Application Number:	P/FUL/2025/04039
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	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.
Applicant name:	Haven Leisure Limited
Case Officer:	James Lytton-Trevers
Ward Member(s):	Cllr O'leary and Cllr Dickenson

1. Reason application is going to committee:

1.1 This application is being re-reported to the planning committee due to the decision by members to defer the application at the planning committee meeting on 15 July 2026 for a committee site visit. That committee site visit took place on 2nd September 2026.

2. Summary of recommendation:

A) 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 as set out at the end of this report and the completion of a legal agreement 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 BNG for 30 years;
- Advance planting (at least 2 years in advance) Mixed species native advance 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;

B) Refuse planning permission for the reasons set out below if the S106 agreement is not completed by 17 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 Team. The reasons for refusal relating to the failure to secure the necessary obligations are set out in full at the end of this report.

3. Key planning issues

Issue	Conclusion
Principle of development	The proposal would comply with local plan Policy ECON7, Neighbourhood Plan (NP) policy W41 and the National Planning Policy Framework (NPPF). This is subject to site specific consideration.
Landscape and appearance – Dorset National Landscape	The proposals are considered to partially comply with local plan policies ENV1, ENV3, ECON7, DNLP Policies A1d, Policy A2a and the NPPF. These are considerations in the planning balance at the end of the report.
Landscape and appearance – World Heritage Site (WHS)	The proposal is considered to partially comply with local plan policy ENV1 and NPPF policy N4. These are considerations in the planning balance at the end of the report.
Heritage assets	The proposal would not fully comply with local plan Policy ENV4 or Neighbourhood Plan Policy W45, as it would not conserve the significance of heritage assets. However, the identified level of harm is limited and, subject to the consideration of public benefits, may be capable of being justified in accordance with policies H4 & HE6 of the NPPF.
Biodiversity	The proposal is considered to partially comply with local plan policy ENV2, ENV3, NP policies W02, W03, W04, W05 & W07 and the NPPF. These are considerations in the planning balance at the end of the report.
Flood risk & drainage	Subject to conditions and detailed design of the swales and attenuation basin the proposal is considered to comply with local plan policy ENV5 and the NPPF in respect of surface water drainage. Whilst the sequential test has not been passed the proposal is considered to pass the exceptions test and subject to conditions would not increase the risk of flooding elsewhere and safe access and egress can be achieved in the event of a flood.
Trees and hedgerows	The proposal is considered to avoid damage or significant loss of trees, woodland, orchards or hedgerow and will be replaced with new planting. It

Issue	Conclusion
	would comply with local plan policy ENV5, NP Policy W06 and the NPPF.
Highway safety	The proposal is considered to not lead to an unacceptable impact on highway safety and would comply with local plan policy COM7, NP policies W41, W46 and W47 and the NPPF.
Amenity	The proposal is considered to safeguard amenity. The proposal would comply with local plan policy ENV16 and the NPPF.
Economic consideration	In light of local plan policy ECON7 and NPPF policies E4 and S5 support, there would be economic benefits which are considerations to be weighed in the planning balance.
Environmental Implications	It is considered that the proposal would go some way towards meeting the aims of NP policy W000 in so far as a development of this type for caravans.

4. Description of site

- 4.1 The proposed development site occupies a group of pastoral fields to the south and east of the existing Weymouth Bay and Seaview holiday parks and the north and west of Waterside Holiday Park. The settlement of Overcombe lies to its west, Preston and Sutton Poyntz to its north, Osmington further to its east and the town of Weymouth further to its southwest.
- 4.2 Access to the Site is provided from Preston Road (A353) to the north. This provides the singular vehicular guest access to the existing Park. Gated service access to the Park is provided from Church Road.
- 4.3 Informal pedestrian access at the southwest of the Site, is available from Forehill Close. This gated access also provides vehicular access for maintenance operators to a telephone mast within the existing Park.
- 4.4 The River Jordan runs through the centre of the site marking its low point at approximately 10m AOD with ground levels then rising within the site to 50m AOD in the southwest and northeast. Some parts of the site are within Flood Zones 2 and 3 and some parts of the site are at high risk of flooding from surface water.
- 4.5 The fields which make up the site are mainly bounded by hedgerows with occasional hedgerow trees though there are some larger trees and shelter belts around the fields in the central portion of the site and within the neighbouring holiday parks.
- 4.6 The site lies in the Dorset Ridge and Vale Landscape Character Type (LCT) and the Weymouth and Portland Osmington Ridge and Vale Landscape Character Area (LCA).

- 4.7 The site lies within an area of identified as Land of Local Landscape Importance within the West Dorset, Weymouth and Portland Local Plan.
- 4.8 The boundary of the Dorset National Landscape (Area of Outstanding Natural Beauty, AONB) lies just to the north and east of the site. The coastal strip to its south is within the Dorset and Northeast Devon World Heritage Site (WHS), and also within the Isle of Portland to Studland Cliffs Special Area of Conservation (SAC), and the South Dorset Coast Site of Special Scientific Interest (SSSI).
- 4.9 Two Scheduled (Ancient) Monuments (SAM), the remains of a Roman Temple and a Roman Villa, lie just to the south and north of the site respectively and there are a cluster of listed buildings including the Grade II* Church of St Andrew just to the north of the site within the Sutton Poyntz Conservation Area. Chalbury Hillfort SAM lies to the northwest of the site on higher ground and there are numerous SAMs along the chalk ridge/escarpment to the site's north including the Osmington White Horse.
- 4.10 There are a number of Public Rights of Way (PRoW) within the site and on its boundaries and a network of PRoW on the higher ground to its north and along the Coastal Strip to its south. The Hardy Way runs through the centre of the site and the South West Coast Path and The Monarch's Way King Charles III footpath run to its north along the chalk ridge/escarpment and both to its south along the coastal strip respectively. The public footpaths are S1/19, S1/18, S1/87 (leading to S1/86); and S1/26 (leading to S1/20). There are further informal footways within the site, for example to the southern boundary of the existing Park. Local residents have been allowed to use some of the connections from the adjacent residential areas to the public rights of way on a permissive basis.
- 4.11 The site contains associated services and entertainment facilities which include:
- 750 static caravans, of which c.60% are owned and 40% are retained by Haven as part of its rental fleet;
 - Adventure Village, including high ropes course and climbing wall;
 - Adventure golf;
 - Indoor pool, outdoor pool and lazy river;
 - Three distinct food and beverage facilities;
 - Entertainment venue and Show Bar;
 - Outdoor play area; and,
 - Creative studio, including pottery.
- 4.12 The Park employs c.100 full-time staff all year round. It employs an additional 100 part-time staff during the low season and a total of 330 part-time staff in the high season. All staff live in Weymouth and the surrounding area.

5. Description of development

- 5.1 This is a full planning application proposing the installation of 241 no. static caravans and associated decking, the relocation of 5 No. static caravans, and associated infrastructure including Sustainable Urban Drainage (SuDs), an attenuation basin, foul water drainage, internal access roads and car parking spaces, footpaths and hard and soft landscaping as well as the removal of an existing telecommunications mast and associated infrastructure.

5.2 The proposed development comprises:

Installation of bases for the siting of 241 static caravans, with associated decking, located at:

Area B (to the southeast of Weymouth Holiday Park): 56 bases;

Area D (between Weymouth and Seaview Holiday Parks): 31 bases;

Area E (to the south of Seaview Holiday Park): 99 bases; and,

Area G (to the southwest of Weymouth Holiday Park): 55 bases.

Relocation of bases for the siting of static caravans to elsewhere in the existing park:

3 from the west of St Andrew's church;

1 from the west of Area D;

1 static caravan from the north of Area E;

Associated infrastructure, to include but not limited to:

Level for level flood compensation;

Attenuation basin and related sustainable drainage systems;

Foul drainage system;

Internal access roads and car parking spaces;

Formal and informal footpath routes; and,

Hard and soft landscaping.

Removal of a telecommunications mast and associated infrastructure from Area G.

5.3 In line with the existing site licence for the Park, it is intended that the scheme will provide holiday accommodation between 1 March in any one year and 14 January in the following year.

5.4 The development is "EIA development" for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The application is accompanied by an Environmental Statement (ES).

5.5 The application is supported by the following documents:

The ES & Addendum, which includes sections on:

Landscape and Visual Impact Assessment (LVIA);

Ecology;

Heritage;

Transport;

Drainage;

Cumulative Assessment; and,

Mitigation & Monitoring.

5.6 Other supporting documents, including:

Plans;

Socio-economic Assessment;
 Planning Statement & Addendum;
 Statement of Community Involvement;
 Design & Access Statement;
 Exterior Lighting Design Proposals;
 Biodiversity Statement;
 Tree Survey & Impact Assessment;
 Biodiversity Net Gain Statement;
 Transport Assessment;
 Geophysical Archaeology Report; and,
 Archaeological trenching.

- 5.7 The applicant, Haven Leisure Ltd, part of the Bourne Leisure Group, owns and operates Weymouth Bay Holiday Park under the “Haven” brand. Established in 1964, Bourne Leisure operates a total of more than 50 holiday sites. Bourne Leisure is the largest owner/operator of holiday parks in the UK and employs some 3,500 full time staff and 8,700 seasonal/part time staff. The business now generates some £1 billion turnover and has a leisure asset base in excess of £2.5 billion. Nationally, Bourne Leisure’s parks attract over 3.5 million visitors per year.

6. Relevant planning history

94/00233/FUL - Decision: REFUSED - Decision Date: 29/06/1994

Extension to caravan park and provision of sports field and sports pitch.

Reasons: Loss of important greenspace, archaeology, flood plain and expansion which were restricted under the local policy at the time.

06/00018/FUL- Decision: REFUSED & APPEAL DISMISSED- Decision Date: 01/03/2006

New static caravan community comprising 30 bases relates to Seaview Holiday Park, which is adjacent to, but not part of Weymouth Bay Holiday Park.

Reason: Harm to character and appearance of the area on account of the lack of screening at the time, reasons which were upheld on appeal.

WP/20/00570/PRE - Decision: RESPONDED - Decision Date: 02/02/2021

Pre Application consultation: Proposed Masterplan development at Weymouth Bay and Seaview Holiday Parks. Site meeting (Covid-19 restrictions permitting) and write up.

P/PAP/2023/00379 - Decision: RESPONDED -Decision Date:
 22/09/2023

Masterplan for expansion of Weymouth Bay and Seaview Holiday Parks

P/ESC/2024/07573 - Decision: RESPONDED & EIA required -Decision Date: 09/01/2025

Request for EIA screening opinion

P/ESC/2025/01127 - Decision: RESPONDED & EIA required -Decision Date: 06/03/2025

Request for EIA Screening Opinion under Regulation 6 (The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)) for installation of 240 bases for the siting of static caravans, relocation of 5 static caravans and associated infrastructure.

7. List of constraints

Grade: II Listed Building: GROUP OF 4 MONUMENTS APPROXIMATELY 4 METRES NORTH WEST OF TOWER OF CHURCH OF ST ANDREW List Entry: 1135149;

Grade: II Listed Building: Lych gate to Church of St Andrew List Entry: 1135142;

Grade: II Listed Building: Northern section of churchyard wall Church of St Andrew List Entry: 1135145;

Grade: II Listed Building: Rooke Monument approximately 3 metres north of the vestry Church of St Andrew List Entry: 1135153;

Grade: II* Listed Building: Church of St Andrew List Entry: 1135140;

Grade: II Listed Building: Two monuments approximately 5 metres south of south door to aisle of Church of St Andrew List Entry: 1135156;

Grade: II Listed Building: Two monuments approximately 1.5 metres south of south aisle door to Church of St Andrew List Entry: 1135154;

Grade: II Listed Building: Group of 5 monuments approximately 10 metres south of aisle window to Church of St Andrew List Entry: 1135151;

Article 4 Directions

S106

Wessex Water Treatment Works Catchment

Rights of Way: Footpaths S1/19, S1/18, S1/87, S1/86, S1/26, S1/28, S1/20, S1/25 & S1/143

Medium pressure gas pipeline 12.5m or less from 12.5m Buffer on Regional Medium Pressure Pipelines (75 mbar – 2 bar)

Existing ecological network

Higher Potential ecological network

National Landscape (Area of Outstanding Natural Beauty AONB): Dorset;

Special Area of Conservation (SAC) (5km buffer): Isle of Portland to Studland Cliffs (UK0019861)

Site of Special Scientific Interest (SSSI) impact risk zone;

Scheduled Monument: Preston Roman villa (List Entry: 1002704);

Scheduled Monument: Romano-Celtic temple and associated remains at Jordan Hill (List Entry: 1013371);

Scheduled Monument: Multi-period archaeological landscape centred on and including a slight univallate hillfort called Chalbury, two bowl barrows, part of a Bronze Age urnfield and a series of medieval strip fields (List Entry: 1002711);

Main River Consultation Zone

Flood Zones 2, 3, 3a & 3b

Risk of Surface Water Flooding Extent 1 in 30. 1 in 100 & 1 in 1000

Spatial Flood Defences

8. Consultations

All consultee responses can be viewed in full on the website. Following receipt of the ES Addendum there has been full re-consultation.

Consultees

Statutory:

- **Active Travel England** – No reply
- **Environment Agency** – No objection subject to condition.

The Flood Risk Assessment (FRA) adequately demonstrates the level-for-level floodplain compensation scheme. The Technical Note addresses the matter of finished site and floor levels.

Condition requiring:

The development in accordance with the submitted Flood Risk Assessment.

- **Historic England** – No objection

The proposals affect the setting of several designated heritage assets: Preston Roman Villa, The Romano-Celtic temple and associated remains at Jordan Hill and the Grade II* Church of St Andrew.

Preston Roman Villa & the Romano Celtic Temple benefit from far reaching views in almost every direction. A general sense of an isolated, coastal, rolling, rural landscape can still be appreciated. The current application would contribute to that gradual erosion of isolation and rurality, extending the caravan park in a southerly direction and bringing development closer to the monument and will be seen in the context of the existing park.

The views out from the church and back towards the church tower from within open countryside contributes to the appreciation and understanding of the origins of the church as a rural parish church and its close connection with the landscape. Whilst the proposals will contribute to the erosion of the surrounding rurality and connection with the agricultural landscape, visibility to the application site is limited.

There will be a low level of less than substantial harm to the significance (as contributed by their setting) of the Roman Temple and Church of St Andrew. That harm is drawn from the piecemeal erosion of their rural setting and, in the case of the temple - sense of isolation.

- **Natural England** – No objection subject to conditions/obligations.

The revised scheme provides for significant new permitted footpath routes along with additional recreational enhancement measures which would avoid adverse impacts through additional recreational use of land within the Isle of Portland to Studland Bay SAC to be secured by planning obligation.

The additional information provided includes a comprehensive invertebrate survey of the land holding to be secured for the duration of the scheme through a Habitat Management and Monitoring Plan (HMMP).

Loss of 5% of the existing reedbed would be enhanced to a higher ecological condition through targeted enhancement measures and new areas created to be secured by a LEMP and HMMP.

The enhanced habitat mitigation measures proposed would help to mitigate the loss of the extent of the natural habitats within the Bowleaze Gap ecological corridor which is well used by foraging bats and is likely to be used by migratory birds.

The proposals would benefit from significantly increased tree planting within both the existing Holiday Park as well as throughout the proposed extension to be secured by condition.

- **Jurassic Coast World Heritage** – Comments.

Taken in isolation the proposed development would not necessarily represent significant impacts to the setting of the World Heritage Site (WHS). However, concerned about the overall cumulative impact in this area following a number of changes and developments since 2001. This trajectory of development around Bowleaze is having the following effects;

Disrupting the visual connectivity between the coast and the ridge and vale character of the landscape;

Diminishing the transition from urban to undeveloped coast by increased urbanisation, changes in land use, and encroachment onto the WHS itself;

The proposed extension to Weymouth Bay Holiday Park introduces further loss of open, undeveloped land, reduces the important fragmented character of the urban fringe and impacts the transition to undeveloped open coastline and rural setting for the WHS.

- **Wessex Water** – No reply

External:

- **Dorset Fire & Rescue Service** – No reply
- **Dorset Police Architectural Liaison Officer** – No reply.
- **Dorset Wildlife Trust** – No reply.
- **Public Health Dorset** – No reply.
- **Ramblers Association** – Comment:

Concerned about the cumulative effect on the settings of the World Heritage Site and Dorset National Landscape;

Impact on local infrastructure, in particular local roads.

Internal (Dorset Council):

- **Arboricultural Team** – No reply.
- **Archaeology** - No objection subject to condition.
Remains that would be affected by the development should be recorded by condition.
- **Building Control West Team** – No comment.
- **Caravan, camping and park home sites** – No reply.
- **Conservation** – No objection
The scheme has been assessed on its effect toward identified designations.
- **Coastal Risk Management** - No comment.
- **Dorset National Landscape (AONB)** – No objection subject to conditions.

In consideration of the mitigation that is proposed the visual impacts within the National Landscape are not expected to be 'significant' from the outset and are expected to materially reduce in the medium-long term.

Conditions are recommended for:

Provision of the majority of planting;

Planting proposals close to and within the caravans;

Ongoing management of the proposed landscaping, i.e. a LEMP;

The scale and appearance of the caravans;

Control over the location and type of lighting for all external spaces, as well as any external fitting for the caravans.

The officer says they have not identified overriding harm and consider that the development's effects on Dorset National Landscape would not be significant at the outset and should reduce to relatively low levels in the long term, as proposed planting matures.

- **Economic development & Tourism** – No objection
The provision of additional accommodation in this location would be appropriate and beneficial to the local economy, plus supporting the council's ambition to increase visitor spend to Dorset by 5% by 2029.
- **Emergency Planning** – No reply
- **Environmental Assessment** – Comment:
Habitat Regulations Assessment prepared which concluded that adverse effects on the integrity of the Isle of Portland to Studland Cliffs SAC designated site can be mitigated.
The application has not assessed alternative sites, an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases).
- **Environmental Services – Protection** – No reply
- **Flood Risk Management** – No objection subject to conditions.

The information provided is adequate to address a surface water strategy based upon an assessment of site characteristics.

Recommend conditions:

A detailed surface water management scheme; and,

Details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system.

- **Highways** – No objection subject to conditions/obligations

The new connection to Forehill Close;

Cycle parking; and,

Construction Traffic Method Statement.

A financial contribution of £43,500 towards enhanced facilities at westbound and eastbound bus stops on the A353 by Weymouth Bay access and at Fisher Bridge and £10,900 towards a Beryl bike bay and the purchase of 4 new bikes.

- **Housing Standards, Caravan Licensing Team** – Comment subject to conditions.

Planning and site licence (Caravan Sites and Control of Development Act 1960 & s5 Model standards 1989 Holiday Caravan sites) is for caravans to be for holiday use only with restricted occupancy between 1st March and 14th January.

If EV charging points are to be provided between units, consideration needs to be given in terms of fire risk.

Condition restricting use and occupation of the units to holiday use only.

- **Landscape** – No objection

Initially the proposed development would clearly have an adverse landscape and visual impact related to the caravans, but the coloured materials would mitigate this impact to some extent. Subject to establishment and with time, the proposed mitigatory planting would likely become the dominant landscape and visual feature and have a significant beneficial effect on the landscape and visual impact of existing development. The existing holiday related development surrounding the proposed development harms the character, special qualities, and natural beauty of the Dorset National Landscape and the heritage coast. In the context of this existing harm the development, as currently proposed, would be unlikely to result in additional harm to landscape character or visual quality of a great enough significance to warrant an objection.

- **Natural Environment Team/BNG** – No objection subject to conditions/obligation.

Implementation of the habitat creation;

Implementation of interior and external lighting;

Submission of a Construction Ecological Management Plan (CEMP);

Submission of a Precautionary Working Method Statement (PWMS) for reptiles;

Submission of a Landscape and Ecological Management (LEMP).

Submission of a Biodiversity Net Gain Plan and Habitat Management and Monitoring Plan (HMMP); and,

s106 to secure the maintenance and monitoring of the BNG for 30 years.

- **Policy - Urban Design** – No comment
- **Public Health Doret** – No reply

- **Rights of Way Officer** – No reply
- **Trees** – No objection subject to conditions.

Conditions for arboricultural Method Statement and tree protection.

Town & Parish councils:

- **Bincombe Parish Council** - No reply
- **Crossways Parish Council** – No reply
- **Osmington Parish Council** – Initial objection on following grounds (no comment following re-consultation):

Size;

Impact on local services especially during peak tourism dates.

- **Weymouth Town Council** – Initial objection on following grounds (responded to say they supported the application following re-consultation):

Traffic generation;

Previous planning and appeal decisions;

In a [National Landscape] Area of Outstanding Natural Beauty (AONB)

Amenity (overshadowing, loss of privacy, noise disturbance and loss of outlook for residents);

Loss of wildlife corridor;

Encroachment onto the historic landscape;

Density and layout.

- **Ward member Cllr O’Leary Littlemoor & Preston** – Objection:

Overlooking, noise, overshadowing and loss of privacy from Area G;

Loss of open green space enjoyed by local residents, tourists and deer;

Access and parking for an extra 400 vehicle journeys a day on this stretch of road along with a 3% increase in local traffic. There is already issues with parking on Halstock close and Cedar Drive from the park. No extra parking provision for the employees (the 100 extra jobs);

Drainage, sewage and flooding;

There is no plan for extra facilities to be built as part of this site;

Litter;

A 33% increase in the size of the camp that will greatly change the very character of the area affecting the visual appearance of the area which will have a negative impact on the tourism trade;

The economic benefits of this plan are far outweighed by the impact it will have on the natural environment, the landscape, and lives of the local residents nearest.

Representations received

Total - objections	Total - No objections	Total - comments
116	1	4

Petitions objecting	Petitions supporting
0	0

Summary of comments of objections:

The representations are nearly all from the local neighbourhood. Numbers in brackets represent the number of representations on each issue.

Main

Additional traffic/queues at entrance/danger to road users/use of Church Road (80)

Harm to wildlife (63)

Noise (from traffic, music, people, pets, car doors, gardeners, 'fairground' type attractions, construction work, etc) (58)

Loss of open space for recreation/dog walking/ambience (42)

Harm to character and appearance (and National Landscape) (40)

Excessive/overdevelopment/enough caravans/developer profiteering/community pays (33)

Flooding (surface water drainage impeded and collecting on proposed sites) (32)

Insufficient local infrastructure (GP surgeries, emergency services) (31)

Sewerage (unable to cope/overflows) (29)

Pollution (mainly light) (29)

Bus service unable to cope (18)

Overlooking (18)

Harm to heritage assets (15)

Antisocial behaviour (12)

Facilities on site insufficient (10)

Other

Litter (9)

Employment seasonal only (8)

No community/Weymouth benefits (8)

Overshadowing (5)

Insufficient parking (including for staff) (5)
Waste (4)
Water supply adequacy (4)
Access for emergency services (3)
Overbearing (3)
Crime (3)
Effect (negative) on house prices (3)
Gas pipeline (3)
Previous refusals (3)
Competition with other businesses (3)
The use of the gate via Cedar Drive and Forehill for works and access vehicles (3)
Foot traffic down Cedar Drive & Maple Close (2)
Dog fouling (2)
Telecom mast loss of phone signals (2)
Further precedent (1)
No cycle routes (1)
Need for higher quality accommodation not justified (1)
Safety from Calor gas tanks (1)
Trees inappropriate in this open landscape (1)
Wildfires (1)
Carbon footprint/sustainability (1)
Land reprofiling (1)
Loss of view (1)
Proximity of Area G & proposed footpath to Forehill Close (1)

Summary of comments of support:

Useful for visitors (1)
Additional planting (1)

9. Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National

Landscape (formerly known as Areas of Outstanding Natural Beauty) when making any decision which affects such land.

10. Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted West Dorset and Weymouth & Portland Local Plan:

The following policies are considered to be relevant to this proposal:

- INT 1. PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT
- ENV 1. LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST
- ENV 2. WILDLIFE AND HABITATS
- ENV 3. GREEN INFRASTRUCTURE NETWORK
- ENV 4. HERITAGE ASSETS
- ENV 5. FLOOD RISK
- ENV 10. THE LANDSCAPE AND TOWNSCAPE SETTING
- ENV 15. EFFICIENT AND APPROPRIATE USE OF LAND
- ENV 16. AMENITY
- SUS 2. DISTRIBUTION OF DEVELOPMENT
- ECON 7. CARAVAN AND CAMPING SITES
- COM 7. CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK
- COM 9. PARKING STANDARDS IN NEW DEVELOPMENT

Made Neighbourhood Plans

Weymouth Neighbourhood Plan 2021 to 2039 (made 29/01/2026)

- Policy W00: Environmental Objectives
- Policy W02: Conservation of the Natural Environment
- Policy W03: Wildlife Habitats and Areas 1.
- Policy W04: Wildlife Corridors
- Policy W05: Ecological Impact of Development
- Policy W06: Trees, Woodlands, and Hedgerows
- Policy W07: Rights of Way and Access to the Countryside
- Policy W14: Development Boundaries
- Policy W34: Sustainable Development
- Policy W41: Sustainable Tourism Development

- Policy W44: Design
- Policy W45: Heritage Assets
- Policy W46 Transport and Travel
- Policy W47: Public Transport
- Policy W48: Off-Street Parking
- Policy W49: Vehicle Charging Facilities
- Policy W50: Cycle Routes

Material considerations

Emerging draft Dorset Council Local Plan:

Policy DM4: Emerging development plan proposals of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of compliance of the relevant policies in the emerging plan with the policies for plan-making in the NPPF (the closer the policies in the emerging plan to the policies of the NPPF, the greater the weight that may be given to them).

The emerging Dorset Local Plan is being prepared in accordance with plan-making processes set out in the Levelling Up and Regenerating Act 2023 and Local Planning Regulations (2026). As the plan is still at an early stage of the plan making process, limited weight can be attached to it when taking decisions on planning applications. Decisions on planning applications should continue to be assessed against the policies in adopted development plans, national planning policy and any other relevant material considerations.

Local Nature Recovery Strategy

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

National Planning Policy Framework 17 August 2026

The National Planning Policy Framework (NPPF), published on 17 August 2026, sets out the Government's national planning policies for both plan-making and decision-making in England.

When determining development proposals decision-makers are required to take a positive and proactive approach and to seek to approve sustainable development where possible.

The NPPF introduces a permanent presumption in favour of sustainable development, through Policies S3 to S5 (which replaces the former "tilted balance" contained in paragraph 11 of the previous NPPF) and sets out the principles for development within and outside settlements. The Framework also confirms that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Relevant NPPF chapters and policies include:

- Chapter 3: Decision making policies. DM3: Determining development proposals Local planning authorities should approach decision making positively, proactively and proportionately. They should work with applicants through pre-application engagement and consultations and aim to resolve concerns through planning conditions or obligations where possible to avoid delay and to enable an approval rather than a refusal. Applications that accord with the development plan, the NPPF and other material considerations should not be refused where they can clearly be approved.
 - DM3 Determining development proposals
 - DM6 Use of planning conditions and obligations
 - DM7 Relationship with other regulatory regimes
- Chapter 4: Achieving Sustainable Development. The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.
 - S3 Presumption in favour of sustainable development
 - S5 Principle of development outside settlements
 - S6 Neighbourhood plans and the presumption
- Chapter 5: Meeting the challenges of climate change. Planning decisions should support climate change mitigation and adaptation, including reducing greenhouse gas emissions, increasing resilience to climate impacts and directing development away from areas at unacceptable risk from flooding.
 - CC2 Mitigation of climate change
 - CC3 Adaptation to climate change
- Chapter 7: Building a strong, effective economy. Planning decisions should enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally.
 - E2 Meeting the need for business land and premises
 - E4 Rural business development
- Chapter 14: Achieving well-designed places. Development should be high quality, respect and enhance local character, deliver sustainable and attractive places, and accord with relevant design policies. Proposals that demonstrate good design and place-making should be supported, while those that fail to meet established design standards should be refused unless clearly justified.
 - DP3 Key principles for well-designed places
- Chapter 15. Promoting sustainable transport. The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.
 - TR3 Locating development in sustainable locations
 - TR6 Assessing transport impacts
 - TR8 Public rights of way

- Chapter 18: Managing flood risk and coastal change. Development proposals should minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.

- F4 Assessing flood risk for decision-making
- F5 The sequential test
- F6 Development in areas at risk of flooding from rivers or the sea
- F7 Ensuring development is safe from flooding
- F8 Sustainable drainage systems and watercourses

Chapter 19: Conserving and enhancing the natural environment: Development should conserve and enhance the natural environment by protecting important landscapes, habitats, biodiversity and trees, while maximising opportunities for nature recovery, green infrastructure and biodiversity net gain. Proposals should avoid significant environmental harm, prioritise land of lower environmental value where possible, and be sensitively designed in protected landscapes and coastal areas. Development causing unacceptable impacts on designated sites, irreplaceable habitats or biodiversity that cannot be adequately avoided, mitigated or compensated for should be refused.

- In National Landscapes substantial weight should be placed on the importance of conserving and enhancing their natural beauty.
- Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation
- Improving the natural environment biodiversity is to be protected and encourage net gains for biodiversity.
- N2 Improving the natural environment
- N3 Trees in new development
- N4 Protected Landscapes
- N5 Maintaining the character of the coast
- N6 Areas of particular importance for biodiversity and geodiversity
- Chapter 20: Conserving and enhancing the historic environment – Great weight should be given to the conservation of heritage assets. Development that preserves or enhances designated or non-designated heritage assets should be approved. While any harm must be clearly justified and weighed against the public benefits of the proposal. Proposals causing substantial harm to, or loss of, heritage assets should only be permitted in exceptional circumstances where overriding public benefits outweigh the harm.
- HE4 Securing the conservation of heritage assets
- HE6 Proposals affecting designated heritage assets
- HE8 World Heritage Sites

Other material considerations

National Planning Practice Guidance

All of Dorset:

Dorset AONB Landscape Character Assessment

The Dorset National Landscape Management Plan 2026-31 (DNLP)

Policy A1c Enhance coastal, river and wetland ecosystems for biodiversity and resilience
Policy A1d Expand sustainably managed woodlands and greater numbers of trees outside woodlands
Policy A2a Conserve and celebrate Dorset's historic environment
Policy A3a Implement nature-based solutions for climate adaptation and resilience

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Supplementary Planning Documents/Guidance for the Weymouth and Portland area:
Weymouth & Portland Listed Buildings and Conservation Areas (2002)
Landscape Character Assessment (Weymouth & Portland)

Other relevant statute

The Operational Guidelines for the Implementation of the World Heritage Convention Paragraph 112 describes the essential role that effective management of Setting plays in supporting a Site's Outstanding Universal Value.

"112. Effective management involves a cycle of short, medium and long-term actions to protect, conserve and present the nominated property. An integrated approach to planning and management is essential to guide the evolution of properties over time and to ensure maintenance of all aspects of their Outstanding Universal Value. This approach goes beyond the property to include any buffer zone(s), as well as the wider setting. The wider setting may relate to the property's topography, natural and built environment, and other elements such as infrastructure, land use patterns, spatial organization, and visual relationships.

It may also include related social and cultural practices, economic processes and other intangible dimensions of heritage such as perceptions and associations. Management of the wider setting is related to its role in supporting the Outstanding Universal Value. Its effective management may also contribute to sustainable development, through harnessing the reciprocal benefits for heritage and society."

11. Human rights

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

12. Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have "due regard" to this duty. There are 3 main aims: -

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people

- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

In considering this application, the potential impacts on groups with protected characteristics have been identified as follows:

Disability and Mobility Impairment

The development includes the provision of accessible holiday accommodation, specifically two adapted caravans designed for people with mobility impairments. The internal layout, accessible bathroom facilities and potential use of assistive features (such as trapeze lift handles) within these units would contribute positively to inclusive access. There are 7 ‘accessible’ caravans at Weymouth Bay.

The layout of the development includes footpaths and routes, which subject to detailed design are intended to accord with inclusivity mobility principles, including gradients and rest areas. However, the site is relatively expansive and located on undulating land, which may present practical accessibility challenges for some users, particularly those with limited mobility or visual impairments. The degree to which accessibility is achieved will therefore depend on the detailed delivery of pathways, gradients, surfacing and internal transport arrangements.

Older Persons

Older Persons may benefit from increased availability of holiday accommodation and accessible units. However, the reliance on walking routes, gradients and distances within the park, and the wider location relative to services, may affect ease of use for older visitors, particularly those with reduced mobility or health conditions.

Families with young children / pregnancy and maternity

- The provision of safe pedestrian routes, open space and recreational opportunities would support family use.
- The extent to which the development is safely accessible for those with prams or pushchairs will depend on the detailed design and maintenance of footways and gradients across the site.

Access to services and sustainable transport

Some protected groups (including older persons and disabled persons) may be more likely to rely on public transport and local services within walking distance;

The availability and quality of sustainable transport options is therefore an important consideration in advancing equality of opportunity.

The site is served by bus stops on the A353 and has connections to Weymouth town centre and surrounding destinations.

Financial contributions are secured to improve bus stop facilities and real-time information, which may benefit users who rely on public transport.

However, the site remains a car-dependent location, particularly for day-to-day access to services, healthcare and shops, which are located primarily in Weymouth.

This may place those without access to private vehicles — including some disabled persons, younger people and older persons — at a relative disadvantage.

13. Public Benefits

The proposals would provide a number of financial and non-financial benefits, including public benefits. These are summarised in the table below:

What	Amount / value
Material considerations	
Beryl bike bay and purchase of 4 new bikes	£10,900
New planting, permissive paths, signage & dog waste bins.	Not known
Enhanced facilities at westbound and eastbound bus stops on the A353.	£43,500
The Park employs c.100 full-time staff all year round. It employs an additional 100 part-time staff during the low season and a total of 330 part-time staff in the high season.	59 new jobs
Contribution to tourism	Increase in visits to other attractions and facilities
Construction	Employment by specialist caravan fabricators and on-site contractors during the construction phase of the development.
Non material considerations	
The applicant, Haven Leisure Ltd, part of the Bourne Leisure Group, owns and operates Weymouth Bay Holiday Park under the "Haven" brand. Established in 1964, Bourne Leisure operates a total of more than 50 holiday sites. Bourne Leisure is the largest owner/operator of holiday parks in the UK.	The business now generates some £1 billion turnover and has a leisure asset base in excess of £2.5 billion. Nationally, Bourne Leisure's parks attract over 3.5 million visitors per year, according to the applicant.
Business rates	Not known

14. Planning Assessment

Environmental statement

- 14.1 The proposal is Environmental Impact Assessment (EIA) development for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and so this application is supported by an Environmental Statement (ES).
- 14.2 EIA is governed by the Town and Country Planning (Environmental Impact Assessment) Regulations, and the latest EIA Regulations came into force on 16th May 2017. The ES was prepared in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).
- 14.3 The ES assesses the likely significant environmental effects of the development across a range of topic areas including ecology and biodiversity, landscape and visual impact, heritage, transport and drainage.
- 14.4 The ES identifies a number of potential adverse environmental effects, including:

- Short-term landscape and visual impacts, particularly during the early phases of development before mitigation planting has established.
 - Temporary disturbance to ecological receptors and loss of some grassland habitats during construction.
 - Archaeological impacts, including the potential loss of below-ground remains of local significance.
 - Increased activity and traffic associated with the operation of the extended holiday park.
- 14.5 The ES also sets a comprehensive package of embedded and additional mitigation measures, including:
- Extensive structural landscaping and advance planting to assimilate development into the landscape over time.
 - Habitat retention, enhancement and creation, supported by long term ecological management and Biodiversity Net Gain.
 - Construction and operational management plans (including Construction Environmental Management Plan and Framework Travel Plan).
 - Archaeological investigation and recording where necessary; and
 - Sustainable drainage measures to control runoff and protect water quality.
- 14.6 Subject to the implementation of these measures the ES concludes that residual environmental effects will not be significant in EIA terms, with some topics (notably biodiversity and landscape) expected to experience long-term beneficial effects as mitigation planting matures and habitat enhancements take effect.
- 14.7 The ES has neither considered alternative sites for the development, nor has it considered emissions as highlighted by the comments of the Environmental Assessment officer. Whilst these deficiencies are noted, taken as a whole it is considered that the ES is adequate and does not require amendment.
- 14.8 The conclusions of the ES are an important material consideration and are addressed in detail in relevant sections of this report, including those relating to landscape, heritage, ecology, highways and drainage.
- 14.9 The Non-Technical Summary and addendum of the Environmental Statement, plus the full Environmental Statement is available to view on the Council's website.

Principle

- 14.10 This is a full planning application proposing the installation of 241 no. static caravans and associated decking within four new areas immediately adjacent to the existing park known as areas B, D, E and G. A number of ancillary proposals are required to facilitate the development. Namely: the relocation of 5 No. static caravans and Sustainable Urban Drainage (SuDs), an attenuation basin, foul water drainage, internal access roads and car parking spaces, footpaths and hard and soft landscaping as well as the removal of an existing telecommunications mast.
- 14.11 Local Plan Policy ECON7 (Caravan and Camping Sites) provides in principle support for the proposed development, stating that, proposals for the expansion, intensification or reorganisation of existing sites *"must clearly demonstrate that the development forms part of a long term management plan to improve the quality and appearance of the accommodation and site"*. It also states that development proposals must include an

appropriate landscape scheme and provision for its ongoing maintenance. NPPF policy S5 recognises that certain forms of development should be approved outside settlements, including tourism. NPPF policy E4 supports facilities to support rural leisure and tourism. The applicant has made investment in relation to leisure facilities in the last five or so years, but aside from routine maintenance of the site and facilities and replacement of caravans at the end of their useable life, there has been no significant investment. The caravan pitches at the park are generally small and are laid out uniformly and densely usually just surrounded by grass with little other planting. The applicant states that this proposal would deliver 241 high-quality pitches set within landscaping and that this would then allow Haven to reinvest elsewhere across the park. This would form a long-term management plan for the park.

- 14.12 The proposal would form an expansion and partial reorganisation of an existing site. It includes a comprehensive landscaping scheme, with advanced planting ahead of development proceeding, which would also serve to improve the screening of the existing park. The ongoing maintenance of the landscaping has already been indicated. The site is already in a rural location adjacent to the existing town.
- 14.13 Therefore, in principle the proposal would comply with policy ECON7, NP policy W41 and the NPPF. This is subject to site specific consideration of other matters below.

Landscape and appearance

- 14.14 The site lies within an area of identified as Land of Local Landscape Importance within the West Dorset, Weymouth and Portland Local Plan. The boundary of the Dorset National Landscape (formerly known as Area of Outstanding Natural Beauty, AONB) lies just to the north and east of the site around 300m away.
- 14.15 Consideration is therefore given as to whether the proposed development would have a significant impact on or harm to the National Landscape's statutory purpose. Relevant to this is the duty on public bodies to 'seek to further the purposes of conserving and enhancing the natural beauty of the National Landscape when making any decision which affects such land (S85 of the Countryside and Rights of Way Act, CROW, 2000). The Planning Practice Guidance confirms that this duty also applies to proposals outside the designated area but impacting on its natural beauty.
- 14.16 NPPF policy N4 recognises that development proposals within Protected Landscapes should be limited in scale and extent and sensitively located and designed to avoid harm to the statutory purposes and special qualities of the Protected Landscape. Substantial weight should be placed on the importance of conserving and enhancing the natural beauty of these areas.

The Landscape and Visual Impact Assessment

- 14.17 To inform a decision on the impacts on landscape, the application is supported by a Landscape and Visual Impact Assessment (LVIA). The LVIA has been undertaken by the applicant, including 22 viewpoints, 14 of which are within, or very close to the boundary of the Dorset National Landscape. These viewpoints were agreed with the council in order to be a representative sample.
- 14.18 Visualizations have been produced for viewpoint (VP) 9, VP13, VP15, VP19 & VP20. Overall, the range of viewpoints and selected photography is sufficient to appraise the

development proposals. The viewpoints are taken from all directions around the proposed site, from various distances away, and on high as well as low ground. The viewpoints are taken from publicly accessible locations. The information provided enables a reasonably good understanding of the likely extent and appearance of the expansion that is proposed, as well as an understanding of the effects of planted mitigation from the outset, at year 8 and at year 15, both in summer and winter seasons.

- 14.19 Concerning the approach of the LVIA to landscape and visual receptor sensitivity, the 'high' classification for the National Landscape Setting is appropriate. In terms of visual receptors, which are people engaged in various activities that bring them to see and potentially appreciate the landscape, the 'high' sensitivity has been applied to users of promoted walking routes (the South West Coast Path and South Dorset Ridgeway), whereas users of other footpaths and bridleways may have been ascribed a lower sensitivity. Therefore, a 'high' sensitivity has been allocated to receptors at some locations (VPs 2, 3, 4, 5, 8 & 20) and 'medium' at other locations (VPs 1, 6, 7, 9, 10, 11 & 19).

Mitigation Measures Identified within the LVIA

- 14.20 The conclusions of the LVIA in relation to the setting of the National Landscape needs to be considered alongside the proposed mitigation measures, as described within section E5.0 of the LVIA, including:
- Comprehensive planted landscaping, as per the Landscape Masterplan and more detailed planting plans, including:
 - Mixed species native advanced stock and feathered trees planted between caravans and/or at the edges of development and areas of native scrub around the edges of area G and south of area E; and,
 - Areas of wildflower grassland in the two large pastoral fields on the eastern side of the site, to be managed as meadow grassland and areas of wildflower grassland/margins within the areas of proposed caravan development;
 - New hedgerows along the route to Bowleaze Cove and also to enclose area G.
 - Retention and protection of the majority of existing hedgerows and individual trees and the reinforcement of existing landscape boundaries;
 - Utilisation of muted-colour caravans with dark roofs; and,
 - Use of dark skies compliant lighting.

These measures are intended to reduce visual prominence and integrate the development into the surrounding landscape over time.

Assessment of Landscape Effects

- 14.21 The LVIA concludes that the potential effects on landscape receptors within the Dorset National Landscape during construction and initial years of operation would be adverse, reflecting the introduction of built form into currently open land and the extension of the influence of the existing holiday park development.
- 14.22 These effects are identified as generally 'minor' adverse reducing over time to 'minor to negligible' adverse in the medium term and 'negligible' adverse in the long term, as the proposed mitigation planting establishes which would notably soften the impacts of the development as perceived from locations within the designated area.

- 14.23 However, it is important to recognise that this assessment is dependent on the successful implementation and maturity of mitigation planting. In landscape terms, the development would result in a permanent change to the baseline character of the site, and the extent to which the effects are reduced over time relies on the effectiveness of the proposed landscape strategy.

Assessment of Visual Effects

- 14.24 Concerning visual impacts, the impacts appraised by the LVIA are considered below.
- 14.25 The LVIA assesses that impacts on longer distance views from the north, in the vicinity of the South Dorset Ridgeway and Osmington White Horse, will not exceed a minor level from the outset, considering the distance, the context of a broader area of mixed residential and leisure development and because only parts of the proposed development would be visible. Furthermore, it is anticipated that the initial impacts will reduce to some degree in the longer-term, due to factors including the maturing of proposed planting.
- 14.26 VP 9 reflects the view from the A353, outside of the National Landscape, but very close to its boundary. For travellers heading westbound, there is a sweeping coastal view, partly across the development site, toward the coast at Bowleaze and beyond to Portland (these coastal areas being outside of the National Landscape). The LVIA foresees a 'minor-moderate' adverse impact in the short term, reducing to 'minor' adverse in the medium-term and 'negligible' in the long-term.
- 14.27 VP 10 – 12 reflect a sequence of locations from footpaths within the coastal hinterland, close to the Eweleaze Farm seasonal campsite. The assessment notes that the proposed development is often partially or fully obscured by landform and vegetation, but it would sometimes be visible. The LVIA considers that the effects will not exceed a 'minor' adverse level from the outset, with this reducing in the longer-term, due to the landscaping.
- 14.28 VPs 19 & 20 reflect footpaths and open access land around Chalbury Hill Fort. The LVIA judges a range of effects in the short-term, ranging from 'negligible to minor' adverse, to 'minor-moderate' adverse, again reducing in the longer-term when landscaping matures.
- 14.29 These conclusions are broadly accepted. However, it is noted that the LVIA findings are predicated on the effectiveness of mitigation planting over time, and the initial introduction of development in this landscape would give rise to perceptible adverse effects, particularly in views from within and near the national Landscape. Whilst these effects are not assessed as "significant" in EIA terms, these nevertheless represent a change to landscape character and visual amenity which must be considered in the context of the statutory duty under section 85.

Consideration of the Dorset National Landscape

- 14.30 The proposed development is within the setting of the Dorset National Landscape (AONB). This designation reflects the high value and sensitivity of the landscape including its scenic quality, undeveloped character and cultural significance.
- 14.31 The site currently contributes to this setting as predominantly open land, albeit influenced by surrounding residential and tourism related development. The proposed development would extend the extent and influence of this built form into presently open land. This would

result in a further erosion of the undeveloped character of the site and its contribution to the setting of the Dorset National Landscape.

- 14.32 It is noted that the Dorset National Landscape Officer has considered the proposed development and concludes that, subject to a number of planning conditions regarding mitigation, they have not identified overriding harm and consider that the development's effects on the Dorset National Landscape would not be significant at the outset and should reduce to relatively low levels in the long term, as proposed planting matures.

Role and Limitations of Mitigation

- 14.33 The scheme incorporates substantial landscape mitigation, including advance planting, structural woodland belts and long-term habitat management. These measures would:

- Reduce visual prominence of the development;
- Introduce new landscape structure and ecological value; and
- Assist in integrating development into the surrounding landscape over time.

However, these measures are primarily mitigatory in nature and do not avoid the fundamental change arising from the introduction of development into open land.

- 14.34 The scheme incorporates a range of design measures intended to reduce the visual prominence of the development. In particular, the external appearance of the caravans would utilise a muted and recessive colour palette, including olive grey, medium grey, light grey brown and medium dark grey. This approach would assist in reducing contrast with the surrounding landscape when viewed from within and near the National Landscape.
- 14.35 Notwithstanding this in the initial stages of the development the visual impact would inevitably be influenced by the presence of static caravans and associated infrastructure and would represent a perceptible change in currently open views. The use of recessive colours would mitigate this impact to some extent but would not remove it.
- 14.36 Over time, and subject to successful establishment, the proposed structural planting and landscape mitigation would increasingly filter and soften views of the development. It is anticipated that as planting matures, vegetation would become the dominant landscape and visual features, thereby reducing the prominence of built form within the wider landscape.
- 14.37 Application of Section 85 Duty of the Countryside and Rights of Way (CROW) Act 2000
- 14.38 In applying the duty under Section 85, it is necessary to consider whether the proposal would conserve or enhance the natural beauty of the Dorset National Landscape in respect of its setting, given the site's location outside of the National Landscape.
- 14.39 The proposal would not conserve the existing character of the site. The introduction of additional caravan development would represent a continuation of the pattern of tourism related development and would further alter the landscape from its current pastoral character. Whilst the proposed planting and landscape strategy would, over time, soften the visual effects and introduce ecological and structural benefits, these would arise alongside the permanent change in land use and character, which would impact on the setting of the Dorset National Landscape.

Overall Conclusion on Dorset National Landscape Impacts

14.40 It is therefore concluded that:

- The proposal would result in short to medium term harm to the setting of the Dorset National Landscape. This harm would be characterised as moderate to minor adverse.
- The harm would be reduced over time through mitigation planting but not entirely removed.

14.41 The extent of harm is moderated by the presence of existing development in the surrounding area, which has already altered the landscape baseline. In this context, the additional impact of the proposal is assessed as limited in scale and not significant in EIA terms. It is also noted that neither the Council's Landscape Officer nor the Dorset National Landscape Officer objects to the proposed development. They accept that there will be some impacts but that they would not be so significant as to warrant the refusal of the application.

14.42 The acceptability of this harm, and the degree to which it is outweighed by the benefits of the proposal is a matter to be addressed in the overall planning balance.

Cumulative Effects

14.43 Clearly the proposed development would have a cumulative impact in conjunction with existing development, including recent residential developments. Subject to its establishment and maturing, the proposed planting would mitigate this cumulative impact to a significant degree. However, this does not negate the incremental change in landscape character resulting from the continued expansion of tourism-related development in this location.

14.44 With reference to the year 15 visualisations, the proposed landscaping would have a significant beneficial effect on the landscape and visual impact of existing and proposed development. However, the development would change the landscape and visual character of the wider site from holiday related development within a pastoral landscape setting to holiday related development within a woodland setting. This change would not amount to an enhancement of landscape character and appearance but rather represent a change to landscape character.

14.45 The proposal would introduce development into the Green Infrastructure Network (Land of Local Landscape Importance) designated within the local plan. It was also identified in the document: Urban Wildlife Corridors and Stepping Stones: Weymouth & Portland Borough – Addendum (September 2020). This land was designated for both as an urban key wildlife corridor and nature conservation area, which is given separate consideration later in this report.

Securing mitigation

As many of the assessments rely upon the efficacy of mitigation measures, it is particularly important that these measures are secured. Conditions and legal agreement on the following would be required:

- Provision of the majority of planting, particularly the strategic landscaping, in advance of the caravan development, by s106. The overall approach to phasing of advanced planting shown within the Landscape Parameters Plan is broadly appropriate.
- Requirements for the indicated planting proposals close to and within the caravans to be implemented in a timely manner, following the construction of each phase of expansion.
- A condition to ensure the satisfactory ongoing management of the proposed landscaping, a Landscape and Ecological Management Plan (LEMP).
- A condition to control the scale and appearance of the accommodation units (including decking). This should extend to materials and colours, which are understood to utilise colours such as olive grey, medium grey, light grey brown, and medium dark grey, as per the colour swatch plan.
- A lighting condition to maintain control over the location and type of lighting for all external spaces, as well as any external fitting for the caravans themselves. Dark skies compliant lighting is expected, i.e. minimising the amount of lighting, eliminating light spill beyond the horizontal axis, using sensors and controlling colour temperature so as not to exceed 3000K.

Summary

- 14.47 The proposed development would result in changes to the landscape character and visual amenity, including within the setting of the Dorset National Landscape.
- 14.48 As set out above, the proposal would give rise short to medium term adverse effects on landscape character and would contribute to an incremental erosion of the undeveloped character of the site and its wider setting. Whilst mitigation measures, including extensive landscaping would reduce these effects over time they would not entirely remove the underlying change in character.
- 14.49 In relation to the Dorset National Landscape, the development would not conserve the existing character of the site, albeit the site is outside of the Dorset National Landscape, and would not amount to an enhancement to the setting of the natural beauty of the National Landscape. The statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 has been engaged and given due regard in reaching this conclusion.
- 14.50 The extent of harm is moderated by the presence of existing development in the surrounding area and is not assessed as significant in EIA terms and is considered to be low to negligible harm in the longer term once mitigation planting is established and has grown
- 14.51 The proposal includes mitigation measures, including extensive planting, design controls and long-term management, which would reduce visual effects and provide some landscape and ecological benefits over time. These benefits do not necessarily outweigh or negate the harm identified, but are relevant to the overall planning assessment.
- 14.52 The proposal would not fully comply with ENV1(i) & (ii) as it would result in some harm to the character of the National Landscape and while it would detract from the local landscape character, it would relate to a site where existing development is of visually poor quality and provide opportunities to secure visual enhancements through landscaping. The proposal would comply with policy ENV1(iii) as appropriate measures would be taken to moderate the adverse effects of development on the landscape through landscaping.

- 14.53 The proposal would comply with policy ECON7(i) & (ii) as it would be well located in relation to existing facilities and it would form part of a long-term management plan. It would comply with policy ECON7(iii) as it would not have cumulatively a significant adverse impact on the distinctive characteristics of the area's landscape. The proposal would comply with policy ECON7(iv) as it would include an appropriate landscape scheme and provision for its ongoing maintenance.
- 14.54 The proposal would comply with DNLP policy A1d as it would expand sustainably managed woodlands and greater numbers of trees outside woodlands. The proposal would partially comply with DNLP policy A2a as it would conserve and celebrate Dorset's historic environment.
- 14.55 The proposal would not comply with s85 of the CROW Act which seeks to actively further the purpose of conserving and enhancing the natural beauty of National Landscapes.
- 14.56 NPPF policy N4 recognises that proposals for major development within Protected Landscapes should be refused other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. The proposal would partially comply with NPPF policy N4 as the scale and extent of development would be limited and sensitively located and designed to avoid or minimise adverse impacts.
- 14.57 These matters are to be weighed in the overall planning balance, taking into account the identified harm to the setting of the Dorset National Landscapes, alongside the benefits of the proposal. Therefore, the proposals are considered to either fully or partially comply (as set out above) with policies ENV1, ENV3, ECON7, DNLP Policies A1d, Policy A2a, S85 of the CROW Act 2000 and the NPPF.

Consideration of the World Heritage Site

- 14.58 The coastal strip to the south of the proposals is within the Dorset and East Devon World Heritage Site (WHS).
- 14.59 The Dorset and East Devon Coast, known as 'The Jurassic Coast', lies on the South Coast of England. In 2001 the Jurassic Coast was inscribed as a World Heritage Site (WHS) by the United Nations Educational, Scientific and Cultural Organization (UNESCO) for the Outstanding Universal Value of its rocks, fossils, and landforms. It remains England's only natural World Heritage Site.
- 14.60 The setting of the Jurassic Coast is described in the Jurassic Coast Partnership Plan (2020 – 2025) and has dual definitions: an experiential setting and a functional setting as set out below:
- 14.61 The 'Experiential' setting should be regarded as the surrounding landscape and seascape, and concerns the quality of the cultural and sensory experience surrounding the exposed coasts and beaches... .. An assessment of landscape and seascape character provides a starting point for evaluation of the impact of change in the setting. The special qualities of the [National Landscapes] AONBs, such as tranquillity and undeveloped character of coast and seascapes, are important for helping to determine how people experience and enjoy the setting of the WHS.
- 14.62 The 'Functional' setting is in the context of a moving boundary that keeps pace with erosion, the setting is important because development and activity within it may sooner or later impact on the World Heritage Site itself... ..the Site, most notably the coastal landforms and processes, are defined and explained by past and present geomorphological and

hydrological systems that extend landward and seaward. Developments that impact on these systems may well have a resulting impact within the Site itself.

- 14.63 The Setting for the WHS can be helpfully interpreted using the description of the landscape character type of the area, Ridge and Vale, the key feature being the broad evenly spaced ridges and valleys which follow a west-east alignment. The landscape characteristics of the Ridge and Vale within the setting of the WHS therefore provide important context and wider visible evidence that supports and illustrates the geological features for which the coastline was inscribed.
- 14.64 Bowleaze Cove exists at the margin of Weymouth and is the last significantly developed area of the coast moving eastward until reaching Swanage. It therefore acts as an important transition point between the developed coastline outside of the WHS and the natural coastline within the WHS. The undeveloped nature of the WHS, and its characteristic of being defined by ongoing natural processes, is key to its presentation both in the quality of people's experience of it and in how they understand and appreciate it as a natural and dynamic environment, which itself is another key attribute of the Site's inscription. Taken in isolation the proposed development would not necessarily represent significant impacts to the setting of the WHS. In the opinion of the Principal Officer World Heritage consultation response, there has been an overall cumulative impact in this area following a number of changes and developments since 2001. Since 2001, eleven planning applications have been granted consent that, overall, have set a trajectory of increased urbanisation of the area around Bowleaze.
- 14.65 The view of the World Heritage Site officer is that this trajectory of development around Bowleaze is having the effect of disrupting the visual connectivity between the coast and the ridge and vale character of the landscape, diminishing the crucial visible relationship between the structural and stratigraphic attribute of the WHS and its wider context. In addition, diminishing the transition from urban to undeveloped coast by increased urbanisation, changes in land use, and encroachment onto the WHS itself. This trend has a negative impact to the overall presentation of the WHS, especially in regard to major access paths and routes towards it and views into and out of the site.
- 14.66 The proposed extension to Weymouth Bay Holiday Park introduces further loss of open, undeveloped land along a well-used access route to the WHS, reduces the important fragmented character of the urban fringe and impacts the transition to undeveloped open coastline and rural setting for the WHS. This will be weighed in the planning balance.

Summary

- 14.67 The proposed development would result in changes to the landscape character and visual amenity, including within the setting of the Jurassic Coast World Heritage Site.
- 14.68 As set out above, the proposal would give rise to short to medium term adverse effects on landscape character and would contribute to an incremental erosion of the undeveloped character of the site and its wider setting. Whilst mitigation measures, including extensive landscaping would reduce these effects over time they would not entirely remove the underlying change in character.
- 14.69 In relation to the Dorset and East Devon Coast World Heritage Site, the proposal would not affect its Outstanding Universal Value directly, but would give rise to harm to its setting, particularly in respect of the experiential qualities of the landscape and the transition

between developed and undeveloped coastline. This harm is incremental but nonetheless material and must be afforded weight in the planning balance.

- 14.70 The extent of harm is moderated by the presence of existing development in the surrounding area and is not assessed as significant in EIA terms. However, these impacts remain important material considerations.
- 14.71 The proposal includes mitigation measures, including extensive planting, design controls and long-term management, which would reduce visual effects and provide some landscape and ecological benefits over time. These benefits do not outweigh or negate the harm identified but are relevant to the overall assessment.
- 14.72 The proposal is considered to partially comply with policies ENV1 and to comply with the NPPF policy HE8 in so far as it would not lead to substantial harm or loss. The Jurassic Coast Partnership Plan ended on 31 December 2025. However, the proposal would partially comply with policy R4 which seeks to protect elements of landscape character, seascape, seabedscape, natural beauty, biodiversity and cultural heritage that constitute the WHS's functional or experiential setting from inappropriate development. These are considerations in the planning balance at the end of the report. These matters are to be weighed in the overall planning balance, taking into account the identified harm to the World Heritage Site, alongside the benefits of the proposal.

Heritage assets

- 14.73 The proposals would affect the setting of a number of designated heritage assets. These are: Preston Roman Villa, The Romano-Celtic temple and associated remains at Jordan Hill, The Grade II* Church of St Andrew and potential archaeological deposits in the area surrounding these.
- 14.74 The Preston Roman Villa was likely the centrepiece of an agricultural economy and may be compared to rural estates. The villa has been partially excavated and found to contain both a north and western range (building) and a highly decorated mosaic. The archaeological finds recovered during those excavations suggest a 3rd to 4th century date for the occupation of the villa which is contemporary with the use of Roman temple on Jordon Hill to the south. Preston Roman villa sits within the main caravan park to the north of the application site and is surrounded on all but its western side by the existing caravan park. Indeed, caravans are positioned over the monument, as is a works yard. The increased capacity of the park will make no noticeable difference to the already significantly compromised setting of the Roman Villa.
- 14.75 The Romano Celtic Temple on Jordon Hill was likely built and used throughout the Roman period from the mid first century AD to the late fourth/early fifth century AD. Situated on the South Dorset Downs on Jordan Hill, a south-facing chalk ridge overlooking Weymouth Bay to the south. The temple benefits from far reaching views in almost every direction. Whilst modern residential development to the south has obscured the closest views of the sea from the temple, a general sense of an isolated, coastal, rolling, rural landscape can still be appreciated. This contributes to the significance of the monument. The Roman temple has far reaching views over the undulating landscape to the west of Weymouth. Whilst it is highly likely that the temple and villa have a contemporaneous relationship, there is no intervisibility between the two due to the topography. In northern views from the temple site an extensive array of static caravans can be seen in the distance, whilst these are visually distracting,

they are not yet overbearing. A sense of the rolling chalk hills can still be appreciated, as can the temples' isolated location on the coastal fringe. However, this sense of isolation will continue to be eroded as the caravan parks increase in scale, size, and progress towards the monument. The proposals would contribute to that gradual erosion of isolation and rurality, extending the caravan park in a southerly direction and bringing development closer to the monument. Due to the topography, the western extension will not be intervisible with the temple, and whilst the eastern extension will be more apparent, it will be seen in the context of the existing park.

- 14.76 The Church of St Andrew is a 14th century church with a 16th century tower within a churchyard and is a prominent landmark in the village of Preston. The views out from the church and back towards the church tower from within open countryside contribute to the appreciation and understanding of the origins of the church as a rural parish church and its close connection with the landscape. Whilst the proposals would contribute to the erosion of the surrounding rurality and connection with the agricultural landscape of the church of St Andrew, visibility to the application site is limited.
- 14.77 The site potentially has archaeological deposits, and investigation was carried out by the applicant. The trial trenching, which builds on the results of the earlier geophysical survey, has identified prehistoric settlement remains in the eastern part of the site. Trial trenches could not be excavated on part of the site because of the presence of hemlock. The prehistoric remains do not merit preservation in situ, but those remains that would be affected by the development should be recorded in advance, thus preserving these by record. The part of the site currently 'out of bounds' because of hemlock should be investigated archaeologically as well once it is safe to do so. The significance of these deposits is important in consideration of the evolution of occupation of this landscape.
- 14.78 The setting of St Andrew's Church has been compromised in the past by the location of 3 caravans immediately west of and adjacent to the church and church yard. The proposals would include relocation of these 3 bases for the siting of static caravans to elsewhere in the existing park.
- 14.79 Therefore, there would be impacts from the proposals on the setting of these heritage assets. The statements in Section 5.6 and 5.7 of the Cultural Heritage Statement, and F5.8 and F5.9 of Chapter F of the Environmental Statement, conclude that the proposals would result in harm on the significance of the Roman Temple and the Church of St Andrew.. It should be noted that Historic England and The Dorset Council Conservation Officer raise no objection.

Summary

- 14.80 Policy HE6 of the NPPF provides when considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). Development proposals which would have a positive effect on a designated heritage asset should be supported. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed. The Roman Temple and Roman Villa are Scheduled Monuments and therefore designated heritage

assets of the highest significance. The Church of St Andrew is also a designated heritage asset of high significance.

- 14.81 Local Plan Policy ENV4 requires that development should conserve and where appropriate enhance the significance of a heritage asset or its setting. Any harm to the significance of a designated or non-designated heritage asset must be justified. Applications will be weighed against the public benefits of the proposal. Where harm can be justified, appropriate provision will be required to capture and record features, followed by analysis and where appropriate making findings publicly available. NP Policy W45 outlines that development proposals must not cause harm to heritage assets and their setting.
- 14.82 The proposed development would introduce additional built form into the setting of these assets, including the Roman Temple and the Church of St Andrew, which are currently experienced in a more open and pastoral context. This would result in a degree of harm to their significance through a change in their setting, including the erosion of openness and the extension of tourism-related development into views and surroundings which contribute to their appreciation.
- 14.83 There is harm identified, but. The assets themselves would not be physically affected, and the intervening landform, existing development and proposed mitigation planting would limit the extent of visual and spatial change.
- 14.84 The proposal includes mitigation measures including landscape planting, layout design, relocation of 3 caravans to the west of St Andrew's Church and archaeological investigation and recording, which would reduce the impact on the setting of heritage assets. However, these measures would not entirely remove the harm arising from the change in character of the site and its surroundings.
- 14.85 In accordance with the NPPF, great weight has been given to the conservation of these heritage assets. The harm identified must therefore be weighed against the public benefits of the proposal.
- 14.86 The proposal would not fully comply with Local Plan Policy ENV4 or Neighbourhood Plan Policy W45, as it would not conserve the significance of heritage assets. However, the identified level of harm is limited and, subject to the consideration of public benefits, may be capable of being justified in accordance with policy HE6 of the NPPF. These are considerations in the planning balance at the end of the report.

Biodiversity

- 14.87 The application has been supported by ecological assessments and is proposed to deliver 10% Biodiversity Net Gain. More than 34 ha of the application site would be used for landscape and ecological mitigation and enhancement, with 16.3ha providing new landscaping and planting, and 18.5ha remaining as existing and utilised for potential BNG delivery.
- 14.88 The proposals include measures such as wildflower meadow creation, enhancement of reedbeds, new tree and hedgerow planting, and the provision of ecological features including bird boxes, bug hotels and log piles.
- 14.89 New permissive paths and on-site recreational routes are proposed to manage visitor behaviour and mitigate potential recreational pressures on designated and non-designated heritage sites.

- 14.90 Whilst these measures provide ecological enhancements, it is necessary to consider the extent to which these offset the ecological impacts arising from the development, including habitat loss, fragmentation and changes to ecological connectivity.
- 14.91 The coastal strip to its south is within the Isle of Portland to Studland Cliffs Special Area of Conservation (SAC), and the South Dorset Coast Site of Special Scientific Interest (SSSI).

Recreational impacts on the Isle of Portland to Studland Cliffs SAC

- 14.92 The application lies within easy walking distance from the SAC located at Bowleaze Cove and the neighbouring coastal slopes and headland. The beach itself and the adjacent vegetated coastal slopes are all likely to support SAC qualifying habitats or play a role in maintaining the structure and function (including typical species) of the qualifying natural habitats.
- 14.93 With regard to likely impacts, there are public rights of way and associated desire lines that connect Bowleaze Cove and adjacent coastal slopes and the headland from the Holiday Park and proposed extension. These existing footpaths provide a convenient circular route from the Holiday Park to the coastal headland to the east of the Bowleaze Cove and back via Bowleaze Cove. It is therefore likely that the proposals will lead to an increase in recreational use of these routes which includes formal and informal access routes through and into the SAC.
- 14.94 The revised scheme provides for significant new permitted footpath routes, along with additional recreational enhancement measures as set out in paragraph 4.7 of the proposed mitigation and enhancement measures (ref 31473/04/JFB/HAR) and the annotated drawing of the proposed Footpath and Dog Walking Routes (Ref 106/09 February 2026). These are:

New footpath signage.

Provide a circular route within the Park;
Encourage dog walkers to use this route;
Encourage walkers to keep dogs on leads;
Provide pedestrian access to Jordan's Hill;
Help keep all users on the designated routes.

12 no. information boards.

Wildlife on site and the wider park;
Sensitive species and habitats present on the nearby designated sites; and,
Connecting routes available landward of the coast path, to promote inland public rights of way.

Welcome pack information for all overnight visitors

Provided to owners when they purchase a caravan with reminders issued annually; and,
Guests on each and every visit.

5 no. rubbish bins (including dog waste)

Strategic points within the site

Across the wider park – where these are not already provided

Perimeter and exit points to reduce the risk of littering beyond the park boundary.

Staff Training

Managers, rangers, reception team and landscape team.

- 14.95 Natural England raises no objection to the assessment that with these submitted measures in place the additional accommodation enabled by the development would avoid adverse impacts through additional recreational use of land within the Isle of Portland to Studland Bay SAC. These measures would need to be secured through a s106 agreement.

Assessment of potential loss of Isle of Portland to Studland Cliffs SAC supporting habitats.

- 14.96 A key conservation objective for the SAC is to maintain, “The structure and function (including typical species) of qualifying natural habitats”. The habitats within the SAC include a range of specialist invertebrates which are functionally linked to the SAC. The applicant has carried out a comprehensive invertebrate survey. An “Additional Habitat Enhancement Strategy (v2)” has been provided in support of the application. The additional enhancement measures rely on a commitment to enhance the fields on Jordans Hill from ‘Moderate’ to ‘Good’ condition, as defined by the Biodiversity Net Gain (BNG) Statutory Metric guidance, and the creation of significant new areas of scrub habitats which once established will help support the invertebrates. The area of woodland planting should be limited to that required to provide an adequate visual screen for the caravan park and the area of species rich scrub maximised and designed to create new edge habitats favoured by invertebrates.
- 14.97 The habitat enhancement measures proposed for the duration of the scheme would mitigate any adverse impacts on the SAC. A Habitat Management and Monitoring Plan (HMMP) would be required as part of the statutory BNG approval process and will be secured by a s106 agreement.

Priority Habitats – Reedbeds

- 14.98 Reedbeds are considered a priority habitat for conservation in the UK. They are listed as a UK Biodiversity Action Plan (UK BAP) priority habitat and also under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. This designation reflects their importance for biodiversity and the threats they face from habitat loss and degradation. The scheme will result in the loss of 5% of the existing reedbed. This loss of reedbed habitat is anticipated within the scheme in order to accommodate the required flood compensation area. It is stated that the retained reedbed habitats will “be enhanced to a higher ecological condition through targeted enhancement measures and monitoring, which will be prescribed within a LEMP and the HMMP”. Further, new areas of reedbed will be created to ensure an overall increase in reed bed habitat. The areas of new reed bed and grassland would be in the vicinity of the River Jordan corridor and north of Waterside Holiday Park to extend the retained high priority reed bed habitat west of Parcel B. This represents a replacement and enhancement strategy rather than avoidance of harm. The loss of established habitat is therefore material, notwithstanding that overall habitat extent and condition may improve over time.
- 14.99 The effectiveness of this mitigation is dependent on successful establishment, appropriate management and long-term monitoring, secured through a Landscape and Ecological Management Plan (LEMP) and Habitat Management and Monitoring Plan (HMMP).

Ecological corridors and bat foraging habitats

- 14.100 The application site lies within the River Jordan Floodplain Corridor and Bowleaze Gap Corridor identified in the 'Urban Wildlife Corridors and Stepping Stones: Weymouth & Portland Borough – Addendum (September 2020)' report as the River Jordan Floodplain Corridor. The wildlife corridors identified in the report are considered important for bat foraging and also likely for migratory birds. The wildlife corridors comprise for the most part grasslands.
- 14.101 The loss of over two thirds of the identified wildlife corridor would result in a very significant narrowing of the corridor (from 140m to 40m). This represents a significant change to the spatial extent and functionality of the corridor and would result in a loss of ecological capacity and flexibility for future enhancement.
- 14.102 Whilst habitat enhancement measures including planting and management, would improve the quality of retained areas, they would not fully compensate for the reduction in width and the associated loss of openness and permeability.
- 14.103 Proposed mitigation measures include enhancement of the grasslands and significant new woodland planting, designed to help screen the proposals. This would be a 30 year on-site commitment to an Additional Habitat Enhancement Strategy to secure the long-term management of the east-west corridor. The light spill modelling prepared by Lumenata across the entire site has been provided to understand the effects on N-S and E-W connectivity for nocturnal species. This modelling demonstrates that post-development, light levels are acceptable in all areas considered suitable for bat habitat, which will reflect the request for a Dark Skies approach by National Landscapes.
- 14.104 The above measures would be secured by conditions and/or s106 and Biodiversity Net Gain (BNG) documentation. The conditions would secure implementation of the habitat creation and enhancement, lighting, a Construction Ecological Management (CEMP), a Precautionary Working Method Statement (PWMS) for reptiles, a Landscape and Ecological Management (LEMP) and a Biodiversity Gain Plan and Habitat Management and Monitoring Plan. A s106 would secure the maintenance and monitoring of the gains for 30 years. However, these measures are reliant on ongoing management and do not avoid the initial reduction in corridor extent. Natural England and the Dorset Council Natural Environment Team raise no objection to the proposed development and the mitigation proposed.

Summary

- 14.105 The principle of retaining and enhancing ecological networks is established in policy through policy N2 of the NPPF, and by Local Plan policy ENV2.
- 14.106 NP Policy W02 outlines that areas of benefit to nature and geological conservation must be retained and protected from detrimental negative impacts, and that development must not have an adverse effect on the integrity of Habitat sites. NP Policy W03 outlines that proposals that will have significant adverse effect on the integrity of habitat sites will not be supported (unless in exceptional circumstances). The policy requires impacts to biodiversity to be mitigated in accordance with the NPPF. NP Policy W04 requires development impacting Wildlife Corridors identified within the NP to accord with Dorset Biodiversity Appraisal Protocol (DBAP), enhance and extend the Wildlife Corridors where possible and minimise impact and undertake remedial action where Wildlife Corridors are impacted. NP Policy W05 requires

development to provide a minimum of 10% BNG, demonstrating provision of 20% BNG to be decided on a case-by-case basis, with ecological impacts considered from an early stage of design.

14.107 The proposed development would result in ecological impacts including:

- The loss of existing habitats, including a proportion of reedbed habitat.
- A significant narrowing of a recognised wildlife corridor, reducing its special extent and ecological functionality.
- Increased recreational pressure on nearby designated sites, including the Isle of Portland to Studland Cliffs SAC.

14.108 These impacts represent harm to biodiversity and ecological networks. Whilst the level of harm is moderated by the existing use of the site and surrounding development, it is nevertheless material and must be acknowledged.

14.109 The proposal incorporates a comprehensive package of mitigation and enhancement measures, including habitat creation, long-term management, lighting controls and visitor management measures. These are expected to deliver biodiversity net gain and, over time improve the ecological value of the site.

14.110 Mitigation measures are proposed that fully mitigate for the impacts on the Isle of Portland to Studland Cliffs SAC. In respect of the reed bed habitat and wildlife corridor the mitigation measures do not fully avoid or eliminate the identified harm, particularly in relation to habitat loss and fragmentation. The ecological benefits are, to a significant extent, dependent on the successful establishment and long term management of habitats.

14.111 On this basis, whilst the proposal is capable of delivering biodiversity gains and can be made policy compliant subject to mitigation and legal controls, it would result in residual ecological impacts which must be taken into account.

14.112 The weight to be given to these impacts, alongside the ecological benefits of the proposal, is a matter to be considered in the overall planning balance.

14.113 The proposal is considered to partially comply with local plan policy ENV2, ENV3, NP policies W02, W03, W04, W05 & W07 and the NPPF.

Flood risk & drainage

14.114 Flood risk and drainage have been considered through a site-specific Flood Risk Assessment (FRA) and supporting technical information. The site lies predominantly within Flood Zone 1 (low probability of fluvial flooding) with limited areas falling within Flood Zones 2 and 3, and parts of the site being identified as being at risk from surface water flooding.

Fluvial Flood Risk

14.115 In consideration of fluvial flood risk, the FRA demonstrates that development within areas at higher flood risk has been minimised, with the majority of built development located within Flood Zone 1. Where development is proposed within Flood Zone 3a (limited to 2 caravans), level-for-level flood compensation is proposed. This compensation would be provided prior to any associated raising of grounds levels, ensuing no loss of floodplain storage capacity. Subject to this approach, the development would not increase flood risk elsewhere and would not be unduly vulnerable to fluvial flooding.

- 14.116 In consideration of surface water flooding, the proposal incorporates a sustainable drainage strategy designed to manage runoff and reduce flood risk both on and off site. This includes the use of attenuation features including a new attenuation basin, with discharge controlled to greenfield runoff rates.
- 14.117 The drainage strategy is informed by site investigation and demonstrates that a viable discharge route can be achieved. The proposals also show how existing areas of surface water flood risk within the site would be managed through layout, design and drainage infrastructure. Subject to detailed design secured by condition, the proposal is considered capable of managing surface water flood risk without increasing flood risk elsewhere. The latest surface water flooding information in the NAFRA2 has been reviewed and does not alter the conclusions reached.

Sequential test

- 14.118 Given that small parts of the site fall within Flood Zones 2 and 3 and areas of surface water flood risk, it is appropriate to apply the Sequential Test in a proportionate manner, in accordance with national policy. Caravans are a more vulnerable use under the vulnerability classification. The aim of the sequential test is to steer development to areas of the lowest probability of flooding.
- 14.119 The proposal comprises an extension to an existing holiday park and is operationally and functionally linked to that established use. As such, the scope for alternative sites is limited to land capable of accommodating an extension to the existing facility, including land that is suitably located relative to the existing park and its infrastructure.
- 14.120 In applying the Sequential Test, the key question is whether there are reasonably available sites at a lower risk of flooding that could accommodate the proposed development, having regard to its specific nature and locational requirements.
- 14.121 Given the need for the development to be physically and operationally connected to the existing holiday park, alternative sites elsewhere within Weymouth or beyond would not meet the functional requirements of the proposal and cannot reasonably be considered as sequentially preferable alternatives.
- 14.122 The FRA addresses the Sequential Test by suggesting that the site selected has the fewest constraints. Whilst it does not consider alternative locations beyond the site chosen, in applying the Sequential Test, consideration has been given to the availability of alternative sites within Weymouth. On this basis the applicant concludes that there are no reasonably available and suitable alternative sites at a lower risk of flooding capable of accommodating an extension to the existing holiday park. However, it does not consider if the two caravans within flood zone 3a could be located in an area of the site at lower risk of flooding. This is an omission on the part of the applicant's sequential test and therefore it cannot be said that the sequential test has been fully satisfied.

Exception test

- 14.123 Only a limited part of the site is affected by higher flood risk, and generally the more vulnerable elements of the development are located within areas of lowest flood risk. The part of the site where more vulnerable development remains affected is a small strip within flood risk zones 2 and 3 covering the outer extremity of Area B which would contain 2

caravans. These 2 caravans would only partially be within the flood zone. Access/egress to both caravans would not be affected by the flood risk zone.

- 14.124 The FRA demonstrates that, through site design, floodplain compensation and drainage measures, the development would be safe for its lifetime and would not increase flood risk elsewhere.
- 14.125 The proposal would provide wider sustainability benefits to the community in terms of the economic benefits of the development and environmental enhancements that are considered to outweigh the flood risk and the development would be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall in accordance with NPPF policy F6.
- 14.126 On this basis, the Exception Test is considered to be satisfied.

Residual Risk and Emergency Planning

- 14.127 Residual risks associated with extreme flood events would be managed through appropriate site design and emergency planning. A site-specific evacuation plan would be secured by condition to ensure safe access and egress for occupants and emergency services during flood events. The surface water management scheme would consist of swales and an attenuation basin immediately south of Area B. The swale and attenuation basin final details would form part of a condition which would also ensure that it would be safe for the public.

Infrastructure and Consultation

- 14.128 There is no evidence to suggest that the capability of the public sewerage system and mains water supply would not cope with the additional capacity. The proposals are in the Treatment Works Catchment of Wessex Water, which is the statutory undertaker. Whilst no comments have been received, Wessex Water does have a duty to provide for increased demand for its services.

Summary

- 14.129 The proposal has generally been designed sequentially to direct development to areas of lowest flood risk within the site and incorporates appropriate mitigation measures, including floodplain compensation and sustainable drainage systems.
- 14.130 Whilst parts of the site are affected by flood risk, this has been addressed through layout, design and mitigation. The sequential test is not considered to have been passed, but as set out above the exceptions test is passed. It is considered, that subject to conditions the development would be safe for its lifetime and would not increase flood risk elsewhere.
- 14.131 The proposal would satisfy policy F7 of the NPPF as the most vulnerable development is located in areas of lowest flood risk, the development is appropriately flood resistant and resilient, it incorporates sustainable drainage systems, any residual risk can be safely managed and safe access and escape routes can be included where appropriate, as part of an agreed emergency plan.
- 14.132 The Environment Agency and Dorset Council Flood Risk Management Team raise no objection

14.133 Subject to conditions and detailed design of the swales and attenuation basin the proposal is considered to comply with local plan policy ENV5 and the NPPF.

Trees and hedgerows

14.134 The proposal would encroach into adjacent areas of land that are predominantly scrub land of mixed species and hedgerows. The proposal would provide the planting of a minimum of 4,174 trees and result in the loss of only one tree, works to the crowns of 4 trees and removal of only 7 sections of hedgerow as set out in the table below

Table 3 - Details of tree/hedgerow loss

Schedule No	Description	Total length/area/unit	Length/area/unit removed	Percentage loss
6	Mixed broadleaf hedgerow	260 m	6 m	2%
8	Mixed broadleaf hedgerow	225 m	8 m	3.5%
19	Group of goat willow	501 m ²	150 m ²	30%
20	Mixed broadleaf hedgerow	942 m ²	306 m ²	32.5%
23	Mixed broadleaf hedgerow	320 m	6 m	1.8%
24	Mixed broadleaf hedgerow	255 m	6 m	2.35%
25	Group of hawthorn and blackthorn	1561 m ²	132 m ²	8.5%
26	Group of Monterey cypress	3 trees	1 tree	33.33%
51	Mixed broadleaf hedgerow	255 m	5.5 m	2%

14.135 The Keen Consultants, Arboricultural Impact Assessment (AIA) ref: 2392-KC-XXYTREE-TreeSurvey-and-ImpactAssessment-RevC date: September 2025 and Tree protection Plan ref: 2392-KC-XX-YTREE-TPP01RevE have been supplied as supporting documents and would be acceptable. Conditions would be required for an arboricultural Method Statement and tree protection during development.

14.136 The tree Officer raises no objection.

Summary

14.137 The proposal is considered to avoid damage or loss of trees, woodland, orchards or hedgerow and where lost they would be replaced with new landscaping proposals elsewhere on the site. It would comply with local plan policy ENV5, NP Policy W06 and the NPPF.

Highway safety

- 14.138 Vehicular access would be taken from the existing primary access points for Seaview and Weymouth Bay holiday parks onto the A353 Preston Road. There are bus stops along the A353 and a number of footpath links head south towards the coast and into Weymouth town.
- 14.139 The proposal would add an additional 241 units, representing an increase of approximately a third above current operations. The applicant has provided trip generation data for a peak period at the holiday park, June 2022 (the platinum jubilee bank holiday weekend) and in October 2024, a neutral time, reflecting outside of the seasonal peak, both for the holiday park and on the highway network and August 2025. This forms the foundations to the Transport Assessment (TA).
- 14.140 The submitted transport assessment indicated the proposal would generate an extra 400 daily movements (an anticipated increase of 2.4% of road users during operation relative to traffic surveys undertaken in August 2025). Compared to the existing 2,200 daily movements at the Weymouth Bay access highlighted in the transport assessment, the proposed vehicular trip generation for an increase of a third appears to be on the low side. However, sensitivity testing is within the updated assessment that indicates the additional vehicle demand would have a modest impact on the surrounding highway network. In principle, and subject to measures to prioritise sustainable transport being provided alongside the development, this is acceptable.
- 14.141 It is understood that the additional units would be implemented incrementally over a number of years. This would help to both reduce the intensity of construction works but also giving the operator a chance to adapt and evolve how park arrivals operate in response to increasing demand to the site. Development is to be brought forward on a phased basis, over a period of approximately six years and six phases. Each phase would deliver between 28 and 56 bases and construction of the first phase would start between Autumn 2026 and Spring 2027. A condition would secure this.
- 14.142 Each caravan would be provided with 2 parking spaces. The existing car park at the entrance is managed by an attendant or gate staff and is adequate to cope with the increased demand for staff and visitors.
- 14.143 The proposals could increase demand, particularly for arrivals which are concentrated at particular times and have potential to queue onto the adjacent A353. The applicant has moved the check in point further into the site, which was approved as part of another application. This will provide increased capacity and resilience to deal with extra arrivals and it was recommended that this change to the access is implemented in advance of the submitted proposal.
- 14.144 The proposals would also increase demand for travel by foot, cycle and bus to and from the site. Existing bus stops are at times very well utilised, with insufficient shelter space to accommodate demand. To ensure sustainable travel is promoted, the following upgrades are being provided by the applicant:

Bus stops

- 14.145 Visitors and staff can use the local bus services to access Weymouth town centre and beyond to key coastal destinations. There is an opportunity to improve the bus stop infrastructure near to the development site to encourage visitors and staff to use the local bus services. Inclusion of real time information displays at bus stops can encourage bus journeys as it would provide passengers accurate information of when the next bus is arriving and make users aware of any delays. Therefore, the following are proposed:

- Weymouth Bay Access: Westbound stop including enhanced shelter facilities and provision of improved passenger information;
- Weymouth Bay Access: Eastbound stop. New real time passenger information;
- Fisher Bridge, Westbound to include a new shelter and passenger information.

These would be secured through a financial contribution to the sum of £43,500 to encourage public transport use by a s106 agreement.

Bicycles

- 14.146 Expansion of the bike hire network and promotion of opportunities to cycle in the local area would align with central government's vision for half of all journeys in towns and cities to be cycled or walked by 2030. Therefore, the following is proposed:
- Bike hire: A contribution towards the expansion of the e-cycle hire scheme, currently operated by Beryl Bikes. This would include a new station with 6 parking spaces and funding for four bikes. This would be secured by a contribution of £10,900, to be secured by a s106 agreement.
 - Cycle parking: While accepted that people will generally store their cycles at their car and/or caravan, there also needs to be provision for parking of these for trips across the site. The provision of two Sheffield stands, or similar.

Footpaths

- 14.147 The Footpath and dog walking proposals (drawing 106/9) indicate a footway connection from Area G through towards to Forehill Close. The proposed development is also likely to increase demand on this link. This is acceptable in principle, subject to full details and being secured by a s106 agreement.
- 14.148 There are a number of Rights of way across the site and a linked footpath to David Bellamy Way. These are not affected by the proposals.

Construction

- 14.149 To ensure that the negative impacts of construction are minimised, details would be required by condition of a construction and traffic management programme (CTMP).
- 14.150 Dorset Council Highways Team raise no objection.

Summary

- 14.151 Local plan policy COM7 concerns creating a safe and efficient transport network. NP policy W41 requires development to result in no harmful impacts on local services, roads and other infrastructure. NP policy W46 requires development to identify the realistic level of traffic generated from the development, maximise active travel opportunities and support public transport schemes and infrastructure where possible and NP policy W47 demonstrates that proposals that improve public transport infrastructure and services without unacceptable harm will be supported.
- 14.152 The proposal is considered to not lead to an unacceptable impact on highway safety and would comply with local plan policy COM7, NP policy W41, W46 and W47 and the NPPF.

Amenity

- 14.153 Whilst a significant majority of the proposals would be distant from neighbouring dwellings, area G would be located within proximity to a number of dwellings in Forehill Close, the closest being 14-22 Forehill Close (even numbers) & 27. These dwellings are houses with an orientation that varies, although the gardens directly overlook the open space to the south and east where the proposals would be located. The principal rear elevations of 14-22 also directly overlook this open space, while the side elevation of 27 faces the open space but has outlook from the front elevation across it. Clearly, the proposals could potentially have implications for the amenity of occupants both from within the houses as well as using their gardens in terms of overlooking, overshadowing, overbearing and loss of view. This is considered below.
- 14.154 The proposals would seek to address the amenity of the occupants of these dwellings by providing a buffer zone between the houses and the caravans. This buffer would comprise landscaping varying in width from 10m - 20m between the nearest three caravans lying on the outer edge of the proposals and the houses (not the gardens). It would also contain a footpath link to Forehill Close which would make use of an existing field gate access which leads onto the open space between the park and the sea. This footpath would be to provide access to the proposed footpaths and dog walking route in the open space.
- 14.155 The nearest caravan would be 17m from 27 Forehill Close and 33m from 22 Forehill Close. The footpath would be nearer to 14 – 22 & 27 Forehill Close than the caravans occupying a route from the access, described above, southwards. The footpath would extend further southwards across the open space along the rear of houses in Forehill Close, Maple Close, Sandbourne Road and Overcombe Drive. Whilst these are the principal roads facing the open space, potentially any dwelling within proximity to the open space could potentially be aware of the proposed footpath.
- 14.156 The landscaping proposed would, in the fullness of time, screen the caravans from these dwellings. The landscaping would potentially reduce the impact on the outlook from some of the houses and their gardens. The landscaping would not be to such an extent to overbear or overshadow although there would be inevitably a loss of view. There is no absolute right to a view within the planning system.
- 14.157 The caravans and the footpaths would bring a degree of activity within proximity of the existing houses. It is noted that the amount of activity directly attributable to occupants of the caravans would most likely amount to the three nearest to houses. It is also noted that the existing caravan park extends close to the rear boundary of 27 Forehill Close bringing with it a degree of noise from activities thereon. With the degree of separation proposed, it is expected that the potential intrusion of occupants of caravans in terms of noise from outdoor activity, coming and going and overlooking would not be to such an extent as to warrant an unacceptable loss of amenity for occupants of the houses.
- 14.158 It is noted that the access from Forehill Close onto the open space is already well used by walkers. It is not a public right of way, but used nonetheless. The route is not delineated clearly on the ground. It is not considered that continued use by walkers accessing the open space would lead to significant intrusion as users would be transitory and limited in number, the majority seeking access to Forehill Close to reach services in Preston Road and the vicinity of it.

- 14.159 A large number of representations have been raised about potential noise and general disturbance (from traffic, music, people, pets, car doors, gardeners, 'fairground' type attractions, construction work, etc). The area is already characterised by caravan park activity, not only from Weymouth Bay Park, as well as (amongst other things) activity from those using the open space between the park and the sea and those visiting Bowleaze Cove for recreation. The proposal, with the exception of area G described above, are located well away from residential development. Given these factors, it is not considered that the proposals would give rise to additional undue loss of amenity for existing residents and users of the open space in terms of noise and general disturbance.
- 14.160 There are concerns about the loss of open space for recreation including dog walking. There are no adopted public rights of way directly affected by the proposals. Area G would occupy land that is currently used informally, but an alternative route to the south is proposed as part of the proposals. Areas A, D and E are much less used and alternative routes would be provided.
- 14.161 The proposals would not be likely to directly lead to an increase in antisocial behaviour and crime (including wildfires) in whatever form and wherever it takes place. The proposal would be within the extended park where staff would actively patrol and where there would be natural passive surveillance by occupants of caravans. There is already a lack of surveillance within the open spaces. It is considered that with the more distinguishable footpaths proposed in the open space, natural surveillance by other users would be improved.

Summary

- 14.162 The proposal is considered to safeguard amenity. The proposal would comply with local plan policy ENV16 and the NPPF.

Economic Considerations

- 14.163 Consideration is given to the benefits of the proposal. There are potential economic and social benefits. The applicant has provided supporting information within the Socio-economic assessment in the ES. This is outlined below.
- 14.164 The proposed development would attract significant new private investment, support new jobs and generate additional visitor expenditure at an existing holiday park, which the applicant has set out as follows:
- A capital investment of c.£19.6 million to be spent on a three-year construction period;
 - The creation of 81 direct full time equivalent (FTE) jobs per annum through the build period. These would support a further 97 indirect/induced FTE jobs per annum;
 - The generation of c.£17.9 million (direct and indirect) Gross Value Added (GVA) per annum across the construction period, comprising £7.9 million direct GVA and £10.0 million indirect GVA which equates to a total of £53.8 million direct and indirect GVA across the construction period;
 - c.£5.56 million (on and off-site) visitor expenditure per annum and c.£3.56 million indirect expenditure per annum equating to a total of £9.12 million spending per annum, plus a total of £423,000 in maintenance expenditure per annum;
 - The creation of 103 direct FTE jobs, comprising 59 jobs on-site and 44 jobs off-site, which would support the creation of an additional 66 indirect and induced FTE jobs; and,

- The increased expenditure associated with the additional lodges will support a total of £6.2 million (direct and indirect) GVA per annum.
- The nature of the new jobs would reflect the economic profile of the area, which relies on the tourism industry, and will help to increase the economic contribution of this sector.

- 14.165 In addition to the economic benefits outlined above, the proposed development would provide social and community benefits through the provision of training, job and career opportunities. This provision is particularly important for Weymouth Bay in order to support the retention of young people in the area, given the context of the ageing population in Dorset.
- 14.166 Support for the proposal was received from the Economic Development Officer from a tourism development point of view. The provision of additional accommodation in this location would be appropriate and beneficial to the local economy, plus supporting the council's ambition to increase visitor spend to Dorset by 5% by 2029.
- 14.167 Local plan policy ECON7 supporting text recognises that caravan and camping sites are key components of the area's stock of self catering tourist accommodation. It provides support in principle subject to considerations made in relation to the principles set out in this report. NPPF policies E4 and S5 recognise the importance of businesses that support tourism. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 14.168 In light of local plan policy ECON7 and NPPF policies E4 and S5 support, there would be economic benefits which are considerations to be weighed in the planning balance. It is acknowledged that economic benefits will take time to accrue as the proposals would be developed in phases over a period of years.

Other matters

- 14.169 Concerns have been raised that the proposals would be excessive, overdevelopment, there are enough caravans, the developer is profiteering and the community pays. The quantum of development is that sought by this application and assessment has been made as to whether the quantum can be accommodated in this location having regard in this report to impacts on landscape, biodiversity, flood risk and so on. It is considered that 'need' and a developer's profit (or loss) are not planning considerations. Consideration can be given to whether the need and thus the provision of additional caravans would support tourism and other businesses and services, which are valid planning considerations. Consideration of 'betterment' in so far as the comments made that the 'community pays', house prices may be affected and competition with local businesses are not planning considerations.
- 14.170 The additional visitor numbers that would be likely generated from the proposal would potentially require support from local infrastructure (GP surgeries, emergency services, etc). Owing to the relatively infrequent and transitory nature of demand, it would not be expected that any additional demand would be onerous or unmet by existing services.
- 14.171 The existing facilities on the park would be sufficient to support the additional users. Some extensions to the main entertainment complex where the amusements, café and pool are located are planned with planning permission. More recent improvement has been seen in the outdoor activity areas. The proposals also include new footpaths with information boards which would add to the facilities on offer, as well as visitor enjoyment.

- 14.172 Additional bins are proposed within the open space which would help reduce littering and dog fouling.
- 14.173 The proposals would lead to an increase in employment including for seasonal workers. Seasonal employment is considered to be beneficial to the economy.
- 14.174 The mains gas pipeline which travels south of the park would not be affected.
- 14.175 It is noted that there have been previous applications for additional caravans refused planning permission (see planning history above). These decisions were made in different circumstances (such as the policy at the time) and in different locations and do not bear significantly in consideration of the proposals now being considered.
- 14.176 The mobile phone mast that would be removed is operational, but the lease has expired.
- 14.177 Health & Safety, including safe storage of Calor gas tanks and electric vehicles, is covered by specific legislation and licencing that governs these matters. The current site licence on record for this site is Ref HO/TO/TE/83/89/1995/1/PAL dated 4th April 2000 and has a restricted occupancy between 1st March and 14th January.
- 14.178 As the caravans are required for holiday use and would not be designed to be permanent dwellings and the impacts of the development have been assessed as such, a condition ensuring holiday use only and stating no use as a person's sole or main place of residence would be required.

15 Environmental implications

- 15.1 The proposal would lead to additional CO2 emissions from the construction of the proposed development and from the activities of future residents and occupiers.
- 15.2 The construction phase would include the release of CO2 emissions from workers vehicles during the construction process. CO2 emission would be produced as a result of the production and transportation of the building materials and during the construction process.
- 15.3 This has to be balanced against the benefits of providing holiday accommodation in a broadly sustainable location and should be offset against factors including the provision of electric car charging. At this stage, details of low-carbon and/or renewable energy technologies have not been specified.
- 15.4 NP Policy W000 (Environmental Implications) requires development should aim to meet 4 environmental objectives. The objectives fall within categories: Carbon Neutrality, Resource efficiency, Biodiversity Net Gain and Climate Change Management. Within each target there are a list of individual measures that should be taken.
- 15.5 It is considered that the proposals would go some way towards meeting the aims of policy W000 in terms of these objectives where applicable and in so far as a development of this type for caravans.

16 Summary of issues and the planning balance

- 16.1 The proposal would give rise to identified harm to the setting of the Dorset National Landscape. The proposal would give rise to short to medium term adverse effects on landscape character and would contribute to an incremental erosion of the undeveloped character of the site and its wider setting. Whilst mitigation measures, including extensive landscaping would reduce these effects over time to a low level they would not entirely remove the underlying change in character. The development would not amount to an enhancement of natural beauty. The statutory duty under Section 85 of the Countryside and Rights of Way Act 2000 has therefore been engaged and given due regard in reaching this conclusion. It is noted however that whilst the landscape officer and the officer for the Dorset National Landscape acknowledge the low

level of residual harm in the longer term neither of them object to the proposed development due to the level of harm being so low it does not, in their view, warrant the refusal of the application. The level of harm identified to landscape character and the setting of the Dorset National Landscape is afforded some weight in the planning balance.

- 16.2 The proposal would not directly affect the Outstanding Universal Value of the World Heritage Site, but would give rise to harm to its setting, particularly in respect of the experiential qualities of the landscape and the transition between developed and undeveloped coastline. This harm is incremental but nonetheless material and must be afforded weight in the planning balance.
- 16.3 The proposed development would introduce additional built form into the setting of designated heritage assets, including the Roman Temple and the Church of St Andrew, which are currently experienced in a more open and pastoral context. This would result in a degree of harm to their significance through a change in their setting, including the erosion of openness and the extension of tourism-related development into views and surroundings which contribute to their appreciation. Harm is identified, but the assets themselves would not be physically affected, and the intervening landform, existing development and proposed mitigation planting and removal of caravans in proximity to St Andrew's Church would limit the extent of visual and spatial change.
- 16.4 Residual ecological harm: The proposed development would result in ecological impacts including:
- The loss of existing habitats, including a proportion of reedbed habitat.
 - A significant narrowing of a recognised wildlife corridor, reducing its special extent and ecological functionality.
 - Increased recreational pressure on nearby designated sites, including the Isle of Portland to Studland Cliffs SAC.
- These impacts represent harm to biodiversity and ecological networks. Whilst the proposal is capable of delivering biodiversity gains and can be made policy compliant subject to mitigation secured by condition and legal agreement it would result in residual ecological impacts which must be taken into account.
- 16.5 Against these impacts, the proposal is considered to deliver moderate economic benefits through tourism and employment. The proposals would bring public benefit in the provision of holiday accommodation which would support tourism in the Weymouth area. The Dorset Council Economic Development & Tourism Team support the proposals stating that the proposals in this location would be appropriate and beneficial to the local economy, plus supporting the council's ambition to increase visitor spend to Dorset by 5% by 2029.
- 16.6 The proposal would provide limited infrastructure improvements through the provision of additional footpath access to open space and enhancements to sustainable transport options.
- 16.7 The proposal would bring enhancement to the appearance of the existing park through the additional landscaping and the removal of caravans adjacent to St. Andrew's church.
- 16.8 The above public benefits are considered to outweigh the harm to heritage assets which has been identified.

- 16.9 The proposals would be acceptable in all other respects including in terms of flood risk, highway safety, amenity and other material considerations subject to the completion of a s106 legal agreement and planning conditions.
- 16.10 The benefits of the proposals need to be balanced against the identified harm. The proposals would be sustainable development bringing social, economic and environmental benefits. There would be a number of public benefits in the provision of new tourism accommodation, provision of footpath access within the open space, sustainable transport options including a bus shelter and Beryl bikes and provision of planting which would benefit the screening of the existing development from public viewpoints.
- 16.11 Whilst finely balanced it is considered that the benefits of the proposed development outweigh the identified impacts and the proposals are considered to constitute sustainable development when assessed against the development plan as a whole. For these reasons, the proposal is considered to comply with the policies of the West Dorset, Weymouth & Portland Local Plan, the Weymouth Neighbourhood Plan and the NPPF when taken as whole and material considerations do not indicate otherwise.

17. Recommendation

Recommendation 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 at the end of this report 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 and 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 LPPO1 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 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 241 no. static caravans and associated decking.

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

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.

2. 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.

Recommendation 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 Number:	P/FUL/2026/01805
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Sailing Club Marine Parade Lyme Regis DT7 3JF
Proposal:	Construction of extension to existing raised platform, including detachable shade canopy structure
Applicant name:	Lyme Regis Sailing Club
Case Officer:	Darren Rogers
Ward Member(s):	Cllr Bawden

1. Reason application is referred to Committee for determination:

- 1.1 The officer recommendation differs from that of the Town Council and following consultation with the Chairman and Vice Chairman as per the Councils Scheme of Delegation as set out in the constitution, the Chairman has determined this application should be determined by the planning committee.

2. Summary of recommendation:

Refuse planning permission for the reasons set out below at section 17 at the end of this report.

3. Key planning issues

Issue	Conclusion
Principle of development	The principle of extensions and alterations at these premises is considered acceptable.
Scale, design, impact on character and appearance/ heritage assets	The proposals as submitted are considered to be harmful (moderate harm) to Heritage assets that is not outweighed by public benefits.
Impact on the living conditions of the occupants and neighbouring properties	The proposals as submitted are considered to be harmful to the amenity of neighbouring residential occupiers.
Flood risk	There are no adverse flood risks.
Economic benefits	The extended premises do bring about economic benefits to the town by way of visitors and club members using the sailing clubs' facilities but these benefits do not outweigh heritage harm and neighbouring amenity harm.
National Landscape / World Heritage impacts	There are no adverse Dorset National Landscape / World Heritage concerns.
Highway impacts, safety, access and parking	There are no adverse highway / parking issues.

Issue	Conclusion
Ecology/BNG10%	There are no adverse ecology or biodiversity issues.
Flood Risk	There are no adverse Flood Risks.
Coastal Risk Management	There are no adverse Coastal Risk issues.

4. Description of site

4.1 The application site, Lyme Regis Sailing Club, is centrally located within the Cobb area of the town. The Club is bordered to the west by Marine Parade, and east by a part pedestrian road but which has vehicular access on both frontages. To the east and north of the site and immediately in front of the access gates into the site, are a number of single storey mainly timber large 'shed like' takeaway kiosks located on this part of the road. The site is also adjoined by two pubs, to the north is The Harbour Inn and to the south is The Cobb Arms. At the entrance to the site, in the southern corner adjacent to The Cobb Arms are public toilets.

4.2 To the east, across Marine Parade, is the working harbour with tender/boat storage and slipway. To the west, again across Marine Parade, are a mix of retail and residential units.

4.3 The area immediately surrounding the application site is characterised predominately by tourism and recreation related development, comprising a variety of building and structure types and architectural styles. At the rear of the site are:

- 19/20 Marine Parade is Portland View a 3 storey Grade II listed building,
- Cobb House Flats and shops, a Grade II, 4 storey building formerly the Old Bonded Store; and on the corner of Marine Parade and The Cobb is The Old Watch House also a Grade II listed building.

4.4 Nos 14 to 20 (consec), Cobb House flats, the Old Bonded Store flats and shops and the Shell Shop, form a group.

4.5 In the immediate vicinity of the site, the structures range from prominent stone-built buildings, takeaway kiosks, working harbour slipway, seating for the kiosks and a mobile sauna located close to the beach.

4.6 All of this area is also located within the Lyme Regis Conservation Area and although lying outside of the defined development boundary (DDB) of the town, the site is very much seen in the wider built-up context of this part of the town. It lies within the Dorset National Landscape and within the Lyme Regis and Charmouth Slope Instability Zones - Zone 1-3

4.7 The site itself comprises an existing single storey office building immediately upon entrance to the site and set behind the access gates which has an external decking area at first floor on its roof surrounded by metal balustrade. The site also has covered boat storage facilities and an open yard area and gives access via a raised platform and steps to the existing Lyme Regis Sailing Club's Club House which includes bar drinking facilities.

5. Description of development

5.1 The proposal seeks to enlarge the existing raised platform. The structure has been in existence for some considerable time. Planning permission was in place for it to incorporate a lookout tower (not built) under application ref 1/W/94/000059 approved 19/07/1994. The existing

raised platform is used as a lookout control area for Club races with the clubhouse being traditionally used by Club spectators of the races. A detachable shade canopy structure is also proposed above the raised platform, made from supporting posts and sails (which are proposed to be sails from laser sailing dinghies which the club use). The shade canopy structure is intended to provide shade from the sun during the summer months but is proposed to be able to be removed and stored on site when not in use (i.e. during the winter months and periods of inclement weather). Currently the club use parasols/sun umbrellas which do not hold up well in the wind. The proposal also incorporates boat storage at ground floor level underneath the raised decking area.

5.2 The applicant's agent has confirmed that the proposed Laser dinghy (ILCA) sails are made of woven polyester, universally known by the brand name Dacron. It is a tightly woven, un-laminated white polyester fabric, not a smooth film, which is matt or semi-matt, depending on the resin. The sailcloth is designed for strength and shape stability, not reflectivity. Dacron sails are white in colour which means they would be slightly light-scattering, diffusing light rather than reflecting it like a mirror, given a soft bright shade. But they do not reflect light the way reflective tape, mylar laminate sails or metallic film sails would do. The sails have been chosen as they are UV-resistant (far more than cotton or standard polyester), strong under tension, designed to handle wind loads, and easy to clean and they consider them to be visually attractive.

6. Background and relevant planning history

6.1 Members will be aware that we are encouraging application discussions to take place prior to the submission of planning applications and whilst this is not a statutory requirement there has been no pre application discussion as regards this proposal. The following is the relevant planning history

1/W/93/000713 - Decision: GRA - Decision Date: 24/01/1994

Demolish existing boathouse and erect single storey clubhouse and race control tower

7 List of constraints

7.1 The site is located within the Lyme Regis Conservation Area. It lies within the Dorset National Landscape and within the Lyme Regis and Charmouth Slope Instability Zones - Zone 1-3. It lies adjacent to a number of Grade II listed buildings

7.2 The site lies outside of Flood Risk Zones 2 and 3. As for surface water the only flood risk relates to the 1:1000 flood risk but this essentially relates to Marine Parade at the rear off the site :

8 Consultations

8.1 All consultee responses can be viewed in full on the website.

8.2 **DC - Coastal risk management** - No objections.

8.3 **DC - Highways** - The Highway Authority has no objection to the proposal.

8.4 **DC - Conservation Officers** - As it stands, it is considered that the application will result in some harm to the character and appearance of the Conservation Area and to the setting of Cobb House, through the insertion of an expanded structure of utilitarian form and design, with highly prominent sail canopy and posts – (see further commentary in assessment section below).

8.5 **Dorset National Landscape Team** - Do not wish to comment on this occasion, due to the scale of the proposal. We recommend that the following guidance is considered when determining the application:

<https://www.gov.uk/government/publications/the-protected-landscapes-duty/guidance-for-relevant-authorities-on-seeking-to-further-the-purposes-of-protected-landscapes> & <https://dorset-nl.org.uk/wp-content/uploads/2024/01/Consultation-guidance-and-new-duty-to-look-to-further-the-purpose-of-National-Landscapes-January-2026.pdf>

They recommend that regard is given to advice concerning impacts on heritage assets, noting that NPPF paragraph 189 states that the conservation and enhancement of cultural heritage is an important consideration within National Landscapes.

8.6 Lyme and Charmouth Ward Member – Supports the proposal and considers that the benefits for the Saling Club arising from the proposal outweigh any heritage harm.

8.7 Lyme Regis Town Council - Recommends approval of the application because they say it is in accordance with the approved development plan and does not involve unacceptable or material harm to the Conservation Area or heritage assets.

8.8 Third Party Representations received - There have been no third-party representations received either objecting or supporting the application.

9 Duties

S38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

The Planning (Listed Buildings and Conservation Areas) Act 1990 - includes a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses when considering whether to grant listed building consent.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty) when making any decision which affects such land.

10 Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted West Dorset and Weymouth & Portland Local Plan:

The following policies are considered to be relevant to this proposal:

INT1: Presumption in favour of sustainable development

ENV1: Landscape, seascape & sites of other geological interest

ENV2: Wildlife and habitats

ENV4: Heritage assets

ENV5: Flood risk

ENV7: Coastal erosion & land instability

ENV10: The landscape and townscape setting

ENV12: The design and positioning of buildings

ENV13: Achieving high levels of environmental performance

ENV15: Efficient and appropriate use of land

ENV16: Amenity

SUS2: Distribution of development

COM4 New or Improved Local Recreational Facilities

COM5 The Retention of Open Space and Recreational Facilities

COM7: Creating a safe & efficient transport network

COM9: Parking provision

COM10: The provision of utilities services infrastructure

Material considerations

Emerging local plans:

Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

Local Nature Recovery Strategy

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

National Planning Policy Framework August 2026

Section 1 Purpose of the planning system

Para 15. The purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term public interest.

Para 17 Achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure which society needs:

a. **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b. **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible community

facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c. **An environmental objective** – to support efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, and minimising waste and pollution.

Section 3. Decision-making policies

Determining development proposals

DM3: Determining development proposals

DM6: Use of planning conditions and obligations

DM7: Relationship with other regulatory regimes

Section 4. Achieving sustainable development

National decision-making policies

S3: Presumption in favour of sustainable development

S4 Principle of Development within Settlements

Section 7. Building a strong, effective economy

National decision-making policies

E2: Meeting the need for business land and premises

Section 14. Achieving well-designed places

DP3: Key principles for well-designed places

Section 17. Pollution, public protection and security

National decision-making policies

P3: Living conditions and pollution

Section 18. Managing flood risk and coastal change

National decision-making policies

F4: Assessing flood risk for decision-making

F7: Ensuring development is safe from flooding

Section 19. Conserving and enhancing the natural environment

National decision-making policies

N4: Protected Landscapes

Section 20. Conserving and enhancing the historic environment

National decision-making policies

HE4: Securing the conservation of heritage assets

HE5: Assessing effects on heritage assets

HE6: Proposals affecting designated heritage assets

HE9: Conservation areas

Other material considerations

National Planning Practice Guidance

Supplementary Planning Document/Guidance

11 Human rights

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

12 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have "due regard" to this duty. There are 3 main aims: -

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have "regard to" and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

It is not considered that there are any specific PSED issues arising from this proposal other than the existing premises caters for all disabilities as regards sailing activities.

13 Public Benefits

13.1 The proposals would provide a number of unknown financial and non-financial benefits, including public benefits in that those Club Members and other visitors to the Sailing Club bring /spend into the local Lyme Regis Economy. The provision of enhanced sailing facilities also brings health benefits and improved well-being for those undertaking the sailing activity.

14 Planning Assessment

14.1 Principle of development - The application site is located outside the Defined Development Boundary for the town. However, the site is located well within the built form of the Cobb. The site is also located within a key tourism area of town where there are various visitor attractions and facilities.

14.2 Policy SUS2 of the Local Plan highlights that outside defined development boundaries, development will be strictly controlled, having particular regard to the need for the protection of the countryside and environmental constraints, and be restricted to, among other things:

- *alterations and extensions to existing buildings in line with their current lawful use, including their subdivision or replacement.*

14.3 Policy COM4 (New or Improved Local Recreational Facilities) of the Local Plan highlights that Proposals for new or improved open space or recreation facilities will be permitted provided that:

“The proposal would be well-located to be accessible to its main catchment population and would not generate significant single purpose trips by private car; and the proposal would not undermine the commercial viability of nearby community facilities which may be better placed to service the needs of the surrounding community.

Proposals to enhance water sports or marine based recreational provision will be permitted, subject to the protection of any land and maritime nature conservation in the area and potential impact on the existing use of the recreation facility”.

14.4 Policy COM5 criteria (ii) states:

ii) Existing marine based recreational facilities should be retained

14.5 In addition to the above adopted Local Plan Policies the National Planning Policy Framework Policy S4: ‘Principle of development within settlements’ is also applicable. This sets out that:

“1. Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework”

Although the site lies outside the defined development boundary (DDB) of Lyme Regis this does not in National Policy terms mean that it lies outside a settlement which is defined in the NPPF as:

“Includes cities, towns, villages and other predominantly built-up areas, including land which is allocated or has permission for development which will form part of the built-up area once the development is complete. This includes areas defined as a settlement in the development plan (whether using defined settlement boundaries or equivalent terms, or criteria for identifying settlement extents where boundaries have yet to be defined)”.

In this case the application site is well-located within the Cobb area of the town and in close proximity to public car parks and accessible by public transport options meaning that the proposal would not be likely to generate significant additional traffic above that already using the sailing club. Further, given the location of the site and the nature of the proposal, it is considered that it would not undermine the commercial viability of nearby community facilities and would not negatively impact land and maritime nature conservation or the existing use of the recreation facility.

14.6 The proposed development would, therefore, have in principle support as it would comply with policies SUS2, COM4 and COM5 of the Local Plan and S4 of the NPPF but is subject to other material considerations as set out below.

14.7 Impact on neighbouring listed buildings and the character and appearance of the Conservation Area

14.8 Policies ENV10 and 12 of the Adopted Local Plan deal with design related issues and Policy ENV4 deals with Heritage impacts. As is set out earlier in this report, the application site is within the Lyme Regis Conservation Area and in close proximity to a number of listed buildings. The Conservation Area Appraisal highlights that the town and 'Cobb hamlet' have developed as two distinct areas connected by the Old Cart Road and the linear walk of Marine Parade but clearly separated by the contrasting open character of Langmoor and Lister Gardens.

14.9 The site being located within the Conservation Area and National Landscape (AONB) is visible within that context and has the potential to alter the character of the surrounding area and key viewpoints to, and from, land and on sea.

14.10 The scale, extent and layout of the proposed development the applicant says has been kept to a minimum and is virtually entirely screened from public views by the existing built form of the existing structures at the Sailing Club and the adjacent pubs. They say the proposal has been designed to harmonise with its setting. Much of the existing Sailing Club complex is set behind existing access gates and set behind the existing catering kiosks fronting the harbour. However, the site and the catering kiosks do provide a somewhat utilitarian feature within the more heritage asset related and more formalised existing buildings set within the Conservation Area that surround the site. The site is therefore a sensitive one in Heritage terms.

14.11 When the proposed sail cloths would be in use for shade, particularly in the summer months, these would be visible from both sides of Marine Parade and would be regarded as a more semi-permanent feature than the sun parasols that the Club currently use for shade (and which of course do not in themselves need planning permission). The proposed sail cloths however would align with the sites existing use as a Sailing Club as the cloths are proposed to be laser sails which the Club have onsite.

14.12 The applicant claims that the design of the proposed raised platform extension and its use of a sensitively selected palette of materials would ensure that the development would preserve the character, appearance and significance of the Conservation Area. They say that furthermore it is considered that the proposed development would not erode the contribution the site makes to the Cobb hamlet and the town, or be to the detriment of the character, appearance and significance of the Conservation Area. In addition, they say that the proposal would ensure that views into and out of the Conservation Area are not adversely harmed as the site would retain its Sailing Club context.

14.13 The applicant also explains that there are listed buildings to the north, west and south, which are in close proximity of the site. However, the proposed development they say would be screened from view of these heritage assets by virtue of the existing built form around the site with no clear views possible from these buildings to ensure that their historic and architectural significance, character, appearance and settings would not be harmed.

14.14 The Lyme Regis Conservation Area Appraisal explains that : *"Marine Parade has three separate characters: from Cobb Gate, a genteel walk alongside a delightful seafront of Georgian origins with architectural highlights in the form of Sundial House and the thatched Nos. 6A-9; in the middle, with a backdrop of the Langmoor and Lister Gardens, a parade of modest 20th century seaside entertainment and shelters, with a central faience shelter as a focal point; and at Cobb hamlet a narrow road of old houses, warehouses and inns. Joining up the three separate characters of Marine Parade is the archetypal experience of the seaside - its sights, sounds and smells – and the unique pleasure of walking parallel with the Cart Rd, defined by a unique combination of seawall, beach and tide, towards The Cobb".*

14.15 The Council's Conservation Officer has been consulted and comments as follows:

"Lyme Regis Sailing Club occupies an area between Marine Parade and the slipway, and historic mapping/ photographs (Aerial Photo | Historic England) indicate that it was previously the garden associated with Cobb House, the three storey, grade II listed building to the northwest (list entry

no. 1278863). The site is set behind a historic stone wall, much of which is concealed behind food kiosks. The application site lies within the Lyme Regis Conservation Area.

(NB. In 1994 consent was granted for the erection of the current sailing club buildings, which appear to include a race control tower. However, we understand that this was not constructed due to a restrictive covenant on the height of structures permitted on this land owing to its historic associations with Cobb House. It is not clear whether the land is still subject to the covenant and if so, whether the structure proposed would be permitted.)

The significance of this site lies partly in its historical association with Cobb House, the garden wall to the front (south-east) of the site remains in situ and that to the rear appears to have been incorporated into the linear range which runs along the side of Marine Parade.

The current platform is relatively modest in scale, although the railings are of a utilitarian form and consequently the impact of the structure on the Conservation Area could, at best, be described as neutral.

The Proposal

This application proposes an extension of the viewing platform to the north-west, at a slightly higher level. It is also proposed that posts and a canopy of Laser sails are installed to provide sun-protection to users of the platform.

Whilst it may be possible to extend this raised platform to the rear without significantly changing the visual impact of the structure on the character of the Conservation Area, the development would see a significant increase in the level of built form within this historic setting. This increase in massing will therefore have some impact on the setting of the associated, Cobb House and will be highly visible from the upper floors of this building and the neighbouring properties. The posts and sails will also be visible from the back of Cobb Square, from the Cobb and the Harbour, partially obscuring the incidental, but attractive views of Cobb House.

As it stands, it is considered that the application will result in some harm to the character and appearance of the Conservation Area and to the setting of Cobb House, through the insertion of an expanded structure of utilitarian form and design, with highly prominent sail canopy and posts.

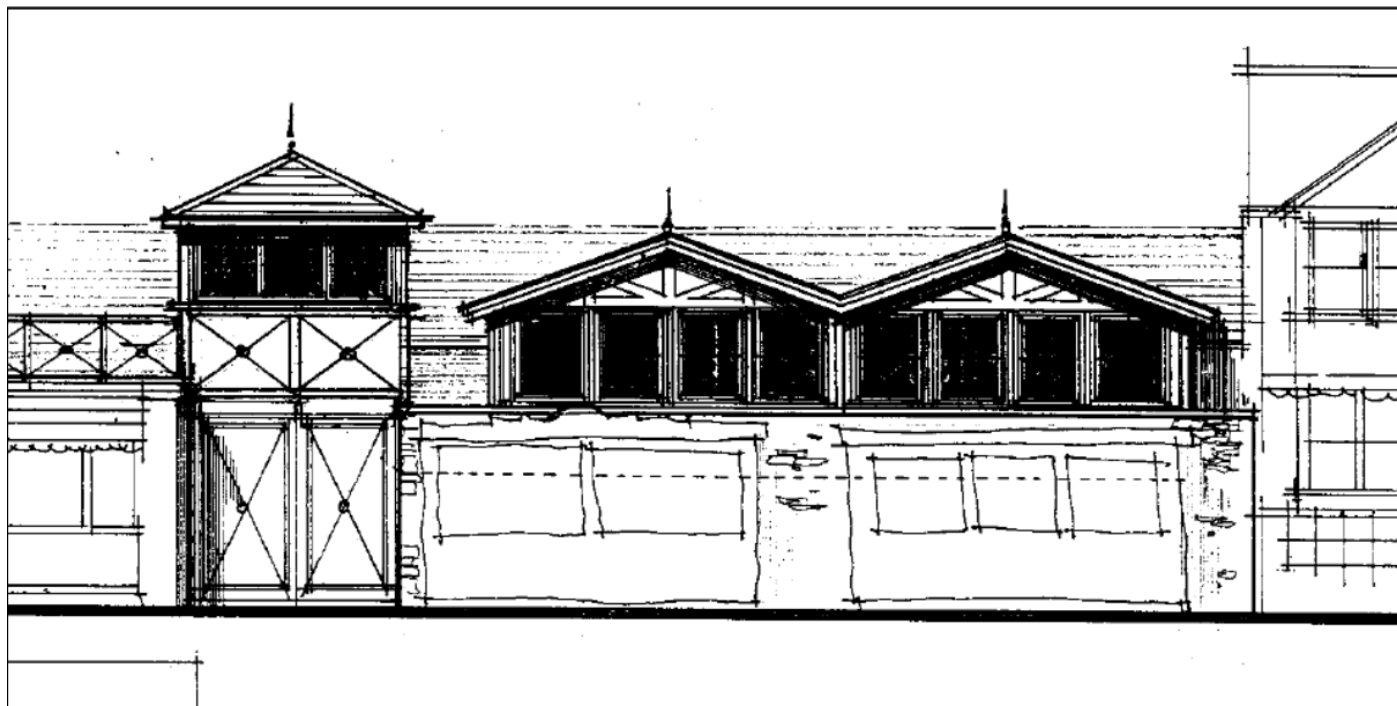
If there is to be an enlargement of the footprint here and improvements to its utility, it is considered that rather than just expanding the current rather utilitarian format, the structure should be elevated (in design terms, rather than height) and enhanced. Given its location within the Conservation Area and the setting of several listed buildings, applications should enhance or better reveal significance). Given the changes to the proposals which would be necessary to meet this requirement, we suggest that the application should be withdrawn and pre-application advice sought”.

14.16 Given that, in addition to the above, the objective of Section 14 (Achieving well-designed places) as set out in the NPPF Aug 2026 is to promote *high quality, healthy, inclusive and sustainable places, through setting clear expectations about design*, and that National Decision-Making Policy DP3: “Key principles for well-designed places” states:

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets

...it is considered that the existing platform building is utilitarian in appearance akin to a large timber shed type structure.

The structure as a whole which includes the additional sails along with its metal railings roughly 1m in height and silver in colour, which are akin to highway pedestrian railings, make no positive contribution to the character and appearance of the Conservation Area. Applications were submitted for the redevelopment of the clubhouse in the 1990's and both applications were approved by the Council under application (refs. 1/W/94/000059 and 1/W/96/000463, respectively) permitting the demolition of the former boathouse and for the construction of a new clubhouse, race control tower and ancillary accommodation. The development was commenced in 1995, with the demolition of the former boathouse and the construction of *'the galley, bar and clubroom...and changing rooms, toilets, showers and boat stores'* which opened in May 1996. The approved plans (see extract below)



show the approved 'lookout tower' which was only partially constructed. The legs and raised platform were constructed but the roof was never completed as the Club realised there was a covenant to say they couldn't go higher. Notwithstanding the above, Heritage and Design considerations as set out in the NPPF Aug 2026 are now considered to be somewhat different from Policy over 30 years ago. Section 14 (Design considerations) and section 20 (Heritage) of the NPPF now place increased emphasis on good, high quality design in the determination of planning applications. With that in mind the proposed extension of the existing raised platform decking including a higher raised platform decking area extending at the rear of the existing would it is considered compound the adverse external appearance of the site as a result of the design solution proposed. This is because the metal railings proposed which are roughly 1m in height and which simply extend the existing metal railings that surrounds the existing platform are utilitarian in appearance, silver in colour, and which are akin to highway pedestrian railings. They are not for example timber which might well be a better design solution in the sensitive Heritage area. This would as a result, harm the character, appearance, setting and therefore significance of heritage assets in the area, including the Conservation Area. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that development proposals within conservation areas are required to either 'preserve or enhance' those areas. In this case by reason of the increased height of the extended platform structure and decking, and the extended utilitarian balustrading proposed, it is considered that the proposed development would neither preserve nor enhance the character or appearance of the Conservation Area.

14.17 The resulting Heritage impacts as set out above would be less harmful if the detachable sails were not part of the application proposals, but they have been submitted to show the development proposal as a whole. However, even without the detachable sails, the extended first floor decking area with its utilitarian railings extending the existing railings, coupled with the use of

the extended decking area would it is considered add additional utilitarian-built form which would neither preserve or enhance the character or appearance of the Conservation Area as set out in Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Policy HE9: 'Conservation areas' of the NPPF Aug 2026 also states that:

1. Development proposals within or affecting the significance of conservation areas should:
a. Retain and conserve buildings and other features which make a positive contribution to the character or appearance of the conservation area where possible.

14.18 In addition to the above, section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. In this case the increased height as a result of the extended external platform decking area would bring additional bulk to the existing site which would have an adverse impact on the setting of the Grade II listed Old Bonded Stores (which includes Cobb House) and Cobb House and adjacent buildings to the West in Marine Parade. Occupiers of the upper floors of the Old Bonded Stores and Cobb House directly overlook the site and harbour and beach beyond and irrespective of whether these properties are holiday homes or not, they are residential in nature and their listed status makes a positive contribution to the character and appearance of the Conservation Area. It is considered that the proposals would detract from the setting of these listed buildings, as a result of the extended balcony a distance of circa 11m from the front elevation of the Old Bonded Stores (which includes Cobb House) while the existing decking area is circa 20m away, along with the accompanying paraphernalia and at times, the sails/posts. The east facing elevation of the Old Bonded Stores (including Cobb House) would as a result become partly obscured, particularly when viewed from the Harbour and from afar on the Cobb, eroding the wider setting of these listed buildings (Old Bonded Stores (including Cobb House) and their visual connections/visual links with other heritage assets along Marine Parade. As a result, the proposals would not comply with policy ENV4 of the Local Plan. Furthermore, it is considered that the proposal is contrary to Policies HE6 and HE9 of the NPPF Aug 2026.

14.19 Do the sails and supporting poles need planning permission? Consideration however also needs to be given to the detachable nature of the sails and supporting poles. They are intended to be removable/temporary and used sporadically when weather permits which does beg the question as to whether this aspect needs planning permission. However, they are as shown on the submitted plans to show the full development proposals and to prevent later issues as to whether they do or do not need consent. They have been submitted as part of the overall scheme. The sail material is as set out in para 5.2 above. If they were removed from the application the Heritage harm arising from the extended decking area and metal railings would be less harmful, but of course the extended decking area would still cause harm to the heritage assets as set out above and would have an adverse impact on the amenity of neighbouring occupiers (see Residential Amenity issues below). There is also the consideration that that even if the sails/poles were removed completely, other paraphernalia could be brought on to the extended seating area which again, will result in harm to the heritage assets as outlined given that temporary seating/umbrella's/tables can in themselves bring visual clutter which although temporary (could be packed away), the likelihood is for the majority of any one year they will be present.

14.20 Heritage Harm v Public Benefits Having considered that the proposal as a whole would lead to heritage harm both in the Conservation Area context and harm to the setting of neighbouring listed buildings, the LPA then needs to consider the level of that harm in relation to the National Planning Policy Framework. The NPPF Aug 2026 Policy HE4: 'Securing the conservation of heritage assets' explains that:

"2. Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should have a clear and convincing justification"

14.21 Policy HE6: Proposals affecting designated heritage assets states that:

“1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.

2. Development proposals which would have a positive effect on a designated heritage asset should be supported.

3. Any harm to a designated heritage asset will be a matter of considerable importance and weight, which should be dealt with in accordance with paragraphs 4 to 6 of this policy.

4. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency and low carbon heating measures to be employed.

5. Where a development proposal would cause substantial harm to, or the total loss of, the significance of a designated heritage asset, consent should be refused unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss, or if all of the following apply:

a. The nature of the heritage asset would otherwise prevent all reasonable uses of the site;

b. No suitable use for the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;

c. Conservation by grant-funding or some form of not for profit, charitable or public ownership is not possible; and

d. The harm or loss is outweighed by the benefit of bringing the asset back into use.

6. Within this context, development which would cause substantial harm to, or the total loss of, the significance of grade II listed buildings, or grade II registered parks or gardens, should be exceptional; while development which would cause substantial harm to, or the total loss of, assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional”*

14.22 Officers acknowledge that the extended premises would bring about economic benefits to the town by way of visitors and club members using the Sailing Clubs facilities, but the Club facilities do already exist. The applicant sets out that the proposals would provide significant benefits to existing and future members of the club and Lyme Regis Sea School, but officers consider that this is not considered to be a ‘public’ benefit weighing in favour of the proposal as set out in NPPF Policy HE6 as club members are not the public. As such the proposal would essentially provide private benefits to Club members and visitors as opposed to wider public benefits. The applicant also explains that they cannot see that the proposed extension in any way detracts from the existing environment of the harbour and say it can be argued that it provides some improvements.

14.23 Notwithstanding the applicant's viewpoint given all of the above it is considered that the proposals would not preserve or enhance the character and appearance of the Conservation Area nor the wider setting of adjacent listed buildings and that these identified harms to the significance of designated heritage assets are not outweighed by public benefits. As such the statutory Section 66 and Section 72 tests of the Planning (Listed Buildings and Conservation Areas) Act 1990 are not met and the proposal would be contrary to Policy ENV4 of the adopted local plan in addition to the design policies, ENV10 & ENV12 of the adopted local plan, and to Sections 14 and 20 of the NPPF and in particular Policies DP3: Key principles for well-designed places; HE6: Proposals affecting designated heritage assets and HE9: Conservation areas.

14.24 Dorset National Landscape Impact/World Heritage Coast - Dorset National Landscape Team do not wish to comment on this occasion, due to the scale of the proposal. The proposed development would be within the confines of the existing Sailing Club site, which itself is located within the built-up section of the Cobb hamlet, and surrounded by existing buildings and development. It would be read in context with the site's existing use and against the backdrop of existing buildings. Consequently, the visual impact of the proposed development would result in no harm to the National Landscape context, and it would not give rise to any adverse effects to the surrounding National Landscape area. When viewed from afar e.g. the Grade I listed Cobb structure, the existing Sailing Club is seen very much in the wider context of this urban part of Lyme Regis and in that regard is considered to be acceptable, as is the impact on the World Heritage coast which is so designated for its main cliffs either side of the wider built-up conurbation of the town centre.

14.25 It is, therefore, considered that the proposed development would accord with policies ENV1 and ENV10 of the Local Plan as it would not have a harmful visual impact or harm the character of the surrounding National Landscape

14.26 Access and parking arrangements - No changes to the access to the site are planned by the proposed development. Access to the site is via Marine Parade which runs adjacent to the site's south-western boundary. The site is easily accessible on foot, or by bicycle, and there are a range of on street parking options and public car parks within walking distance of the site. Consequently, the proposal would not be likely to give rise to significant levels of additional traffic that would harm the safety of the surrounding highway network, especially when considered in context of the existing use of the Sailing Club. As such Policies COM7 and COM9 of the Local Plan are satisfied particularly given that Highways officers have assessed the development proposal which incorporates boat storage at ground floor level underneath the raised decking area and no unacceptable impact on highway safety was identified. Hence, the Highway Authority has no objection to the proposal.

14.27 Residential amenity - Policy ENV16 of the adopted Local Plan and Policy P3: 'Living conditions and pollution' of the NPPF Aug 2026 deal with impacts on neighbouring occupiers' amenity. Policy P3 states:

1. Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on living conditions whether these effects are on or off-site; and whether this is as a result of the development itself or the product of pre-existing conditions in its vicinity. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area.

14.28 Para 2 of Policy P3 goes on to say:

"2. Within this context development proposals should:

*a. Provide healthy living conditions for occupiers and users in terms of
avoiding exposure to levels ofnoise, which could have an unacceptable adverse effect on health and the quality of life. Where necessary suitable mitigation measures should be incorporated to secure acceptable living conditions"*

14.28 In light of the above and as regards the impact on the neighbouring occupiers to the west, particularly those residential occupiers whether they be second homeowners or prime residents in the Old Bonded Stores (which includes Cobb House) Grade II listed building, this needs to be considered against the backdrop that this is a more mixed commercial part of Lyme Regis than say a modern quiet residential housing estate. On the one hand it could be argued that existing occupiers in such a mixed commercial area, should not expect the same level of amenity as one would expect on a quiet housing estate but on the other hand any neighbouring premises which seeks to expand or intensify their use needs to consider the impact of those proposals on neighbouring amenity.

14.29 In this case the extended 1st floor external decking along with its proposed sails structure would more than double the footprint of the existing decking facility and therefore has the ability to intensify the use at first floor level by club members and visitors for club events and other social activity at the Sailing Club. Given the long-established nature of the club premises there is no planning condition restricting hours of operation to the existing premises or the external decking area. In this regard officers have also considered details of the clubs Premises Licence details of which are publicly accessible and can be got via this link - [Dorset | Dorset Council | Licence Register | 64270](#)

14.30 The club are permitted to hold plays, live music, recorded music, performance of dance, and the supply of alcohol as follows:

- Plays – 24 hours
- Live Music – 9am til 2am
- Performance of Dance – 12 midday – 2am
- Supply of Alcohol – 24 hrs

14.31 That is not to say that the above hours operate 7 days a week, 365 days a year, but these are the permitted hours as authorised through the Premises Licence. If the proposal were approved an application to the Council as Licensing Authority would be required to vary the premises licence to include any extended area in line with the above hours. As the premises licence has not been varied, the licensed area remains the same as existing and as such it is considered that the licensing system would not adequately deal with potential neighbour amenity issues that could see the use of the extended external decking area or alcohol sales at any time of day and could see live music till 2am and dance till 2am particularly in the warmer summer months.

14.32 As regards this current planning application the Premises Licence already exists and so as local planning authority, we are aware of those hours pending the determination of the current planning application. Para 3 of Policy P3: 'Living conditions and pollution' of the NPPF Aug 2026 states that :

"In applying this policy, it should be assumed, unless there is clear evidence to the contrary, that separate regulatory regimes for the control of pollution will operate effectively, as set out in policy DM7. This means that it will be appropriate to take into account emissions limits set through those other regimes"

14.33 However, we also know that the proposal seeks to more than double the external decking area thereby intensifying any outdoor social activity, and at only a distance of circa 11m from the front elevation of the Old Bonded Stores (which includes Cobb House - the existing decking area is circa 20m away).

14.34 Given all of the above, it is considered that notwithstanding the Premises Licence situation, that the proposal would compound the impact on the amenity of neighbouring occupiers to the west at the Old Bonded Stores (which includes Cobb House) to a degree to warrant the refusal of

planning permission. While the outlook from the upper floors of the Old Bonded Stores (which includes Cobb House) is currently over the roof of the existing site, and currently incorporating a view of the existing external decking area, that existing outlook is considered to be a poor one which would be compounded adversely in that the proposals would extend the existing decking area closer to the occupiers of the Old Bonded Stores (which includes Cobb House) and as a result of the additional built form of development and coupled with the increased external activity would adversely impact on the amenity of those neighbouring occupiers. As such the proposal would be contrary to policy ENV16 of the adopted local plan and Policy P3: 'Living conditions and pollution' of the NPPF Aug 2026.

14.35 Ecology/Biodiversity Net Gain 10% - The application site comprises existing sealed surfaces, buildings and structures that are effectively exempted from the 10% biodiversity net gain requirement. The development would not, therefore, impact a priority habitat or 25 square metres of non-priority onsite habitat or 5 metres of non-priority onsite linear habitat. As such BNG does not apply to the proposal.

14.36 Land stability - The site is located within land instability Zone 1 where it is unlikely that problems will arise from slope instability. Further, there are unlikely to be any significant constraints on development from slope instability.

14.37 Flood Risk - The site lies outside of Flood Risk Zones 2 and 3.

14.38 As for surface water the only flood risk relates to the 1:1000 flood risk but this essentially relates to Marine Parade at the rear off the site.

14.39 There are no adverse flood risks arising from the proposal given that the ground floor would be open and used for boat storage with decking above and there are no flood risks associated with the existing use.

15 Environmental implications

15.1 There are no other environmental implications other than the planning issues as set out above.

16 Summary of issues and the planning balance

16.1 While it is recognised that the existing sailing club offers wider economic benefits to Lyme Regis by way of visitors and club members contributing to the wider economy from their activities it is considered that the heritage and residential amenity harm created by the proposal results in the proposal being unacceptable. While consideration has been given to the detachable and temporary nature of the supporting posts and the sail canopy's, (which when not in use would result in less heritage harm), the extended platform would remain permanently with its ongoing additional use for social activities, and the development needs to be considered as a whole and not the sum of its parts. As is set out in section 14 above, the resulting Heritage impacts would be less harmful if the detachable sails were not part of the application proposals, but they have been submitted to show the development proposal as a whole. However, even without the detachable sails, the extended first floor decking area with its utilitarian railings extending the existing railings, coupled with the use of the extended decking area would it is considered add additional utilitarian built form which would neither preserve or enhance the character or appearance of the Conservation Area as set out in Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and would harm the wider setting of the Old Bonded Stores (which includes Cobb House) a Grade II listed building contrary to the statutory Section 66 (setting test) of the same aforementioned Act. The harm to the designated heritage assets would not be outweighed by public benefits. Furthermore, the development would unacceptably adversely impact on the residential amenity of nearby properties. Hence the development is contrary to the policies of the NPPF and the adopted local plan as set out in this report.

17 Recommendation

Refuse planning permission for the reasons set out below:

1 The proposed development would result in the extension of the existing 1st floor decking area including the raising of the eaves line, the extension of utilitarian railings and incorporating sail structures made of woven polyester which despite their matt or semi-matt finish and which would be white in colour (notwithstanding their detachable nature) would result in a development which it is considered would compound the utilitarian appearance of the existing site and would not preserve or enhance the character and appearance of the Conservation Area nor the wider setting of adjacent Grade II listed buildings. The resulting heritage harm would be moderate in harm terms, but there are no public benefits that would outweigh the heritage harm. The proposal would essentially provide private benefits to Club members and visitors as opposed to the wider public as a result of the extended premises and as such are considered to be essentially private benefits and the limited public benefit of some potential additional spend being possible in the wider economy from any increase in club members or visitors visiting the club are not considered to outweigh the harm to the designated heritage assets. As such the statutory Section 66 and Section 72 tests of the Planning (Listed Buildings and Conservation Areas) Act 1990 are not met and the proposal would be contrary to Policies ENV4, ENV10 and ENV12 of the West Dorset, Weymouth and Portland Local Plan (2015) and to Sections 14, 17 and 20 of the National Planning Policy Framework (Aug 2027) and in particular Policies DP3: Key principles for well-designed places; P3: Living conditions and pollution; HE4: Securing the conservation of heritage assets; HE6: Proposals affecting designated heritage assets; and HE9: Conservation Areas

2 The proposed development would result in the extended 1st floor decking area (incorporating sail structures (notwithstanding their detachable nature)) being brought within circa 11 metres of the front elevation of the 4-storey Old Bonded Stores (which includes Cobb House) residential building to the West. As a result, the proposed extended first floor decking area would result in an intensification of social activity from the clubhouse in the open air particularly during the summer months in good weather. Notwithstanding the Premises Licence which currently exists, it is considered that this additional activity would adversely affect the amenity of those existing nearby occupiers by reason of noise and general disturbance particularly in the evening. As a result, the development is contrary to Policy ENV16 of the West Dorset, Weymouth and Portland Local Plan (2015) and the National Planning Policy Framework (Aug 2026) and in particular Policy P3: Living conditions and pollution.

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Application number:	P/FUL/2026/00983
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Former Vehicle Maintenance Building, Sec Depot & Southern Electric Depot, Westwey 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
Applicant name:	Dorset Council
Case officer:	Steve Tapscott
Ward members:	Cllr Hope and Cllr Fuhrmann

1. Reason application is going to committee

- 1.1 In accordance with the Council's scheme of delegation, this application is brought to committee for determination because Dorset Council is the landowner and the applicant.

2. Summary of recommendation

- 2.1 GRANT, subject to conditions.

3. Key planning issues

Issue	Conclusion
Principle of development	Acceptable: the site is within the Defined Development Boundary, and relevant policies allow for commercial development at this site.
Flood risk and drainage	Acceptable: the development would be no more vulnerable than the existing use in flood risk terms, and mitigation measures can be secured by a planning condition.
Contaminated land	Acceptable: the Council's contaminated land consultant and the Environment Agency have agreed that contamination can be addressed through planning conditions.
Scale, design, impact on character and appearance, including the setting of the conservation area	Acceptable: the site is already experienced as part of an industrial character, which this proposal would not change. No additional buildings are proposed. No impacts on the setting of the conservation area are identified.
Impact on the living conditions of neighbouring properties	Acceptable: a noise report can be secured via a planning condition.

Issue	Conclusion
Highway impacts, safety, access and parking	Acceptable: it is likely the proposed use would lead to fewer movements on the network than at present. There is sufficient space onsite for turning/manoeuvring and parking.
Ecology and Biodiversity Net Gain	Acceptable: a Natural Environment Team certificate has been issued, and the mitigation and enhancement measures detailed in the submitted ecological report can be conditioned.
Impacts on habitat sites	Acceptable: no additional recreational pressures would arise on Chesil and the Fleet RAMSAR, Special Protection Area and Special Area of Conservation.

4. Description of site

- 4.1 The site comprises the former Kwik Fit tyre and exhaust garage, as well as land previously used by Scottish and Southern Electric as a depot. It is located outside the designated town centre, but it is within the wider 'Weymouth Town Centre Strategy area' (sub area Policy WEY7 in the adopted local plan).
- 4.2 The site area is around 0.36ha in size, and it contains a mixture of hard surfacing, soft landscaping, fencing and the former garage. It can be accessed either via Granville Road to the west, or Westwey Road. Land levels gradually rise to the west and northwest.
- 4.3 Granville Road features two-storey terraced housing and a four-storey apartment block at Jenner Court. To the north of the site is a four-storey apartment block on Corscombe Close, with balconies on the southern elevation overlooking the site. The southern edge of block 8 at Corscombe Close is covered by a Tree Preservation Order ref. WPBC/226. To the east of the site are commercial premises occupied by Southern Gas Networks, and to the south is a former gasholder site.
- 4.4 It is likely the established use would be considered sui generis in planning terms, albeit with elements of B2 general industrial (the former garage) and B8 storage/distribution depot.

5. Description of development

- 5.1 Dorset Highways currently uses a site in Lynch Lane in Weymouth as a small satellite depot, but the Operational Plan submitted with this application says that it is not suitable.
- 5.2 This application proposes to relocate the depot to this new site, requiring a change of use from the current sui generis use to another sui generis use as a highway maintenance depot. It would be used as a satellite facility to support local highway maintenance, storing plant, vehicles, equipment and materials, as well as for charging the fleet of electric vehicles.
- 5.3 The Operational Plan confirms that the site would be registered as an Operating Centre with the Driver and Vehicle Standards Agency (DVSA). This would mean complying with conditions including the numbers of vehicles

stored at the site when not in use; the site has to be large enough to accommodate those vehicles; access is safe; and the location is environmentally suitable for the use.

- 5.4 The application form explains that it would generally be unmanned, normally used during weekdays and for 'light' use on a Saturday, with occasional use on Sundays and bank holidays in exceptional circumstances (e.g. in response to an emergency). The Operational Plan confirms that normal opening hours would be 0700 – 1730 Mondays to Fridays; 0700 – 1230 on Saturdays; and not at any time overnight or on bank holidays or Sundays.
- 5.5 The area to the north of the site would be used for training highway operatives in the use of plant, equipment and highway maintenance processes. The former Kwik Fit building would be used for materials and vehicle storage.
- 5.6 No invasive groundworks or new structures are proposed, beyond the siting of six shipping containers to the north, two shipping containers to the south, and one enclosed skip to the south. A total of nine electric vehicle charging bays are proposed, along with 15 other parking spaces in different sizes.
- 5.7 The existing material bays and the waste bay to the northwest of the site would be retained, but the application form explains that no waste processing would take place onsite. These bays would be used purely for small quantities of inert waste from local highway maintenance activities, which would be bulked up and transported to recycling facilities regularly. Materials such as type 1 stone, ballast, grit sand would be stored within the bays, so no odour or pest problems are anticipated. The small amounts of dry recyclables and mixed depot/office wastes would be collected regularly and stored in enclosed containers.
- 5.8 The application form explains that the depot would be used until such time as it is redeveloped as part of the Weymouth Town Centre redevelopment proposals.

6. Relevant planning history

Former Kwik Fit site

- 6.1 The existing garage building was approved in the mid-1990s under ref. 96/00457/COU for the '*use as tyre and exhaust fitting facility, vehicle maintenance building.*'
- 6.2 In January 2025 planning permission was refused by committee under ref. P/FUL/2024/02116 for the redevelopment of the site to provide seven dwellings. This was on flood risk grounds. The use of the site as a garage has since ceased, and the site is vacant.

Northern land parcel

- 6.3 Planning permission for redevelopment of land to the north to provide 23 dwellings was granted in October 2021. The planning permission was not implemented, and it expired in October 2024. New pedestrian and vehicle accesses were proposed to Granville Road and Stavordale Road. The site was formerly a storage facility belonging to the Southern Electricity Board and the forerunner of Scottish Southern Electricity.

Pre-application discussions

- 6.4 Prior to the submission of this current application, the applicant entered into pre-application discussions under ref. P/PAP/2025/00320. The advice was generally favourable.

7. List of constraints

Within Defined Development Boundary of Weymouth

Within Weymouth Town Centre

Within Site Allocation WEY7 'Westway Road and North Quay Area'

Landscape Character Area; Urban Area; Weymouth Urban Area

Areas Benefiting from Flood Defences

Weymouth Town Centre Conservation Area – Distance: 10m to east of access

Contaminated land – within the central and northern parts of the site

Main River Consultation Zone – Distance: 12m

Flood Zone 2 and 3: Part of the access onto the A354/Westway Road

RAMSAR: Chesil Beach & the Fleet (UK11012); Distance: 2.6km

Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076); - Distance: 3.1km

SGN - Medium pressure gas pipeline (75mbar - 2 bar); adjacent to the entrance of the site linking the single storey building to the east with pipelines running along the A354/Westway Road

Office of Nuclear Responsibility NR 12km zone

Legal Agreements S106

Portland heliport consultation zone (within 13km) - Distance: 4.6km

Radon: Class: 1.0

8. Consultations

- 8.1 All consultee responses can be viewed in full on the website.

Consultees

1. **Natural England:** no response received.
2. **Environment Agency:** initial comment raising no objections overall, but a number of conditions were requested, relating to contamination and drainage. The EA also suggests Dorset Council consult with the Emergency Planning team in respect of the proposed flood risk strategy. This includes using Granville Road and Salisbury Road as a means of escape.

Later comments were subsequently received, saying that the identified issues could be resolved through an 'unexpected contamination' condition.
3. **National Gas:** confirmation there are no National Gas assets that would be affected in this area.
4. **Wessex Water:** no response received.
5. **Southern Gas Networks:** notes the presence of a gas pipe in the vicinity, but the safety and integrity of this asset would not be affected by the proposal.

Nevertheless, generic comments on restrictions are provided, and these can be added as an informative note to any planning permission, should Committee be minded to grant permission.

6. **Scottish and Southern Energy – substations:** no response received.
7. **Dorset Police Architectural Liaison:** no response received.
8. **WPA Consultants Ltd:** confirmation that the submitted desktop contaminated land study is acceptable, and concurs that further investigation and risk assessment are required. This can be addressed through a pre-commencement planning condition.
9. **Dorset Council - Natural Environment Team:** accepts the submitted Ecological Assessment Report and has issued a NET certificate.
10. **Dorset Council - Emergency Planning:** no response received.
11. **Dorset Council - Highways:** no objection. Notes that the access onto Glanville Road would be for emergencies only. The level of trip generation would likely be less than the current use. The number of HGV bays and electric vehicle charging points are acceptable, and the turning areas are sufficient for the largest vehicle (6 tonne 6X4 gritter lorry). A condition is suggested to ensure the delivery of turning/manoeuvring and parking areas, as well as an informative note regarding the need for the EV charging points to comply with the Building Regulations.
12. **Dorset Council - Conservation Officer:** no objection.
13. **Dorset Council - Economic Development and Tourism:** no response received.
14. **Dorset Council - Env. Services – Protection:** comments on the lack of noise assessment to ascertain impacts on nearby residential properties. An assessment can be secured via a planning condition.
15. **Dorset Council - Building Control Weymouth Team:** ‘no comment.’
16. **Dorset Council - Asset & Property:** no response received.
17. **Dorset Council - Dorset Waste Team:** no response received.
18. **Dorset Council - Minerals and Waste:** no response received.
19. **Weymouth Town Council:** ‘the Council fully supports the application for temporary use of the land, whilst it awaits development.’
20. **Cllr Hope:** no response received.
21. **Cllr Fuhrmann:** no response received.

Representations received

- 8.2 Two letters of objection received. The first is from Weymouth Civic Society, on the grounds that the site is allocated for residential development in the local plan and Weymouth Neighbourhood Plan. The Society believes the Council should be pursuing residential development as a priority, to contribute to the regeneration of the town centre, rather than accepting a low-quality storage yard. The Society does support the provision of a highways depot in the local area, but it should be co-located along with existing facilities at Crookhill to Tumbledown Farm. This would provide all facilities in one place.

- 8.3 The second objection is from a Weymouth resident on grounds that this is a prime harbourside site that should be used for low-cost housing for local young people. The use as a depot would lead to large commercial vehicles accessing the site, which would not be conducive to a picturesque harbour scene.

Note

- 8.4 A revised location plan was received to amend the application red line to tally with the submitted block plan. This was subject to a further period of public consultation, but no representations were received.

9. Duties

- 9.1 s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.
- 9.2 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

10. Relevant policies

Development plan

West Dorset, Weymouth and Portland Local Plan (2015)

- INT1: Presumption in Favour of Sustainable Development
- ENV1: Landscape, Seascape and Sites of Other Geological Interest
- ENV2: Wildlife and Habitats
- ENV4: Heritage Assets
- ENV9: Pollution and Contaminated Land
- ENV10: The Landscape and Townscape Setting
- ENV13: Achieving High Levels of Environmental Performance
- ENV15: Efficient and Appropriate Use of Land
- ENV16: Amenity
- SUS2: Distribution of Development
- ECON3: Protection of Other Employment Sites
- COM7: Creating a Safe and Efficient Transport Network
- COM9: Parking Standards in New Development
- WEY1: Weymouth Town Centre Strategy
- WEY7: Westwey Road and North Quay Area

Weymouth Neighbourhood Plan ('made' 2026)

- W02: Conservation of the Natural Environment
- W03: Wildlife Habitats and Areas
- W05: Ecological Impact of Development
- W14: Development Boundaries
- W34: Sustainable Development
- W39: Weymouth Town Centre
- W44: Design
- W45: Heritage Assets
- W46: Transport and Travel

- W48: Off-Street Parking

Material considerations

Emerging Dorset Local Plan

- 10.1 The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework (NPPF)

3. Decision-making policies

- DM3: Determining development proposals
- DM6: Use of planning conditions and obligations
- DM7: Relationship with other regulatory regimes

4. Achieving sustainable development

- S3: Presumption in favour of sustainable development
- S4: Principle of development within settlements

7. Building a strong, effective economy

- E2: Meeting the need for business land and premises

12. Making effective use of land

- L2: Making effective use of land

14. Achieving well-designed places

- DP3: Key principles for well-designed places
- DP4: The design process

15. Promoting sustainable transport

- TR3: Locating development in sustainable locations
- TR4: Street design, access and parking
- TR6: Assessing transport impacts

17. Pollution, public protection and security

- P2: Ground conditions
- P3: Living conditions and pollution

18. Managing flood risk and coastal change

- F4: Assessing flood risk for decision making
- F6: Development in areas at risk of flooding from rivers or the sea
- F7: Ensuring development is safe from flooding

19. Conserving and enhancing the natural environment

- N2: Improving the natural environment

20. Conserving and enhancing the historic environment

- HE4: Securing the conservation of heritage assets
- HE5: Assessing the effects on heritage assets

- HE6 Proposals affecting designated heritage assets
- HE9: Conservation areas

Weymouth Town Centre Masterplan Supplementary Planning Document (2015)

Other material considerations

- Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction (December 2023).

11. Human rights

- Article 6 - Right to a fair trial.
- Article 8 - Right to respect for private and family life and home.
- The first protocol of Article 1 Protection of property.

11.1 This recommendation is based on adopted development plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

12. Public Sector Equalities Duty

12.1 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have 'due regard' to this duty. There are three main aims:

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

12.2 Whilst there is no absolute requirement to fully remove any disadvantage, the Duty is to have 'regard to' and remove or minimise disadvantage. In considering the merits of this planning application, the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

- No impacts anticipated.

13. Financial benefits

What	Amount/value
Material considerations	
The site is currently vacant. No information on existing employee numbers is specified, but the application form says that 12 fulltime posts would be created by this development.	Unspecified
Non-material considerations	
Business rates	Unspecified
Potential efficiency savings for the Council by locating the depot here	£25,500.

14. Environmental implications

- 14.1 The application is supported by an ecological report, which the Natural Environment Team has accepted. Biodiversity enhancement measures (bat and bird boxes) can be secured by a planning condition.
- 14.2 There are no physical changes proposed to the existing building, nor any new buildings proposed. Therefore, there are no relevant sustainable construction considerations.

15. Planning assessment

Principle of development

- 15.1 The site is located within Weymouth's Defined Development Boundary, where Policy SUS2 of the local plan and Policy W14 of the neighbourhood plan direct development towards.
- 15.2 Policy ECON3 of the local plan allows for the redevelopment of existing employment sites to an alternative employment use.
- 15.3 Whilst objections are noted in terms of a preference for residential development and a consolidation of highway depots elsewhere, that is not what is before the Council to consider, and this application needs to be assessed on its individual merits. Policy WEY1 of the local plan contains a number of overarching aspirations in respect of, for example, creating an attractive public realm and introducing more family-friendly activities, which this proposal would not achieve. However, it is important to bear in mind that Policy WEY1 covers a significant area that includes eight sub areas, each with a policy adding further detail. In this case, the site is within sub area WEY7 (Westwey Road and North Quay), and Policy WEY7 allows for a mixture of uses, including commercial development. The proposal therefore accords with this policy.
- 15.4 Policy WEY1 of the local plan and Policy W39 of the neighbourhood plan both refer to a masterplan for the town centre. The Weymouth Town Centre Masterplan Supplementary Planning Document (SPD) was adopted in 2015, and a refresh is currently underway. Aspirations for the harbourside area are wide ranging, but they do include mixed-use development, including providing employment opportunities, and addressing potential contamination problems associated with former uses. This proposal would achieve those aims. Importantly, the application site is not mentioned in the SPD for a specific use such as residential.
- 15.5 Officers have given consideration as to whether this application is 'premature' in advance of the masterplan refresh. However, Policy DM4 of the NPPF sets a high bar for prematurity arguments. It would need to be the case that:
 - 'a) the development proposed is so substantial, or its cumulative effect alongside other development proposals would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and*
 - b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area. An emerging plan is unlikely to be in an*

advanced stage if a draft... local plan... has yet to be submitted for examination; or, in the case of a neighbourhood plan, the local planning authority publicity period on the draft plan has not ended.'

15.6 Policy DM4 goes on to say that:

'Where planning permission is refused on grounds of prematurity, the reason for the refusal should indicate clearly how granting permission for the development proposal would prejudice the outcome of the plan-making process.'

15.7 In this case, the emerging local plan is not advanced enough to carry any weight in decision making. The site is a small part of a much larger regeneration area, which will likely feature in the refreshed masterplan. But moreover, the proposed commercial use accords with Policy WEY7 of the adopted local plan. It would therefore be difficult to argue this change of use would undermine the emerging local plan and support a prematurity argument.

15.8 Lastly, the submitted application form states that:

'The depot will be used until such time as the wider area (also owned Freehold by Dorset Council) is redeveloped as part of the Weymouth Town Centre redevelopment proposals.'

15.9 Whilst this cannot be guaranteed, Dorset Council would continue to have control over the land while any regeneration plans for the wider town centre are developed as part of the masterplan refresh. This means that, should the Council make a commercial decision at a later date to discontinue the depot, the opportunity to plan more comprehensively for town centre regeneration would not be lost. Plus, in the meantime, the site would no longer sit empty and there would be a benefit in terms of providing a well-located highways depot to serve the town, Portland and hinterland. This should allow for quicker response times and fewer miles travelled.

15.10 Taking the above into consideration, the proposed use accords with policies SUS2, ENV15, ECON3 and WEY7 of the local plan and policies W14 and W39 of the neighbourhood plan, subject to all other relevant policies and material considerations.

Flood risk

15.11 Both the existing and proposed uses would be considered 'less vulnerable' in flood risk terms, according to annex F of the NPPF, meaning there would be no greater risk to those working at or using the site.

15.12 Other than the access from Westwey Road, which is currently in flood zones 2 and 3, the National Flood Risk Assessment (NaFRA) map shows that the site is in flood zone 1 and it is at low risk from surface water flooding. The Strategic Flood Risk Assessment for Weymouth (SFRA2) shows patches at risk of surface water, albeit at low depths (<0.1m) and with low hazard ratings (<0.75). There is little difference when an allowance for climate change is added.

15.13 However, when an allowance for climate change is added in terms of tidal flooding for 1 in 30 and 1 in 200-year events, the maps show depths of >0.9m

at the Westway Road access and around 0.3 to 0.6m depth around the Kwik Fit building. Hazard ratings range between 1.25 to >2, which are high.

- 15.14 The application is accompanied by a site-specific flood risk assessment (FRA), which says that the majority of the storage containers are proposed to the north of the site, which is less likely to flood because it is on higher ground. Nevertheless, the applicant proposes to leave a void beneath all storage containers, to allow water to flow during a flood event.
- 15.15 No flood resistance or resilience measures are proposed, as the only new structures would be for storage, and no changes are proposed for the former Kwik Fit garage. Indeed, the application form and plans confirm that the former garage would be used for materials and vehicle storage, with the existing toilet, kitchen and office spaces retained. This would be no worse in flood risk terms compared with existing.
- 15.16 In respect of access and egress during a flood event, the red line of the location plan abuts Granville Road, which is not identified as being at current or future risk either in the NaFRA maps or the SFRA2. This public road and path towards the Rodwell Trail could therefore be used during any flood events. The applicant has supplied a flood evacuation plan, which can be conditioned as part of any consent. This condition can ensure that it is permanently displayed within the building on the site, including the access code for the gate onto Granville Road. A planning condition would also be reasonable and necessary to ensure that this access is used only during emergencies. This is because of the potential disturbance to local residents, if it were to be used regularly.
- 15.17 The submitted FRA notes how the Environment Agency provides flood warnings and alerts for Westway Road. The above-mentioned condition can also ensure that the applicant signs up to this service for the lifetime of the development.
- 15.18 No objections are raised by the Environment Agency and the Council's Emergency Planning team has not provided a response.
- 15.19 The proposal is considered to accord with policies ENV5 and WEY1 of the local plan.

Contaminated land

- 15.20 The Council's contaminated land consultant has raised no objections, subject to a pre-commencement condition. The Environment Agency, in its contaminated land capacity, initially responded similarly but with different suggested wordings.
- 15.21 To avoid overlap and repetition, officers amalgamated the conditions, and both the EA and the contaminated land consultant agreed to the wording. Since then, the EA has said that an 'unexpected contamination' condition would be sufficient instead. However, the Council's contaminated land consultant maintains that the agreed wording should be used.
- 15.22 On balance, adopting a precautionary stance, officers recommend following the contaminated land consultant's advice. The way the condition is worded, the applicant would be able to discharge the condition at the first stage (the

Preliminary Risk Assessment), if it transpires there are no relevant contamination issues.

- 15.23 As such, subject to the conditions, the development is acceptable in terms of contaminated land and water pollution. The proposal therefore accords with Policy ENV9 of the local plan.

Scale, design, impact on character and appearance, including the setting of the conservation area

- 15.24 Public views into the site are possible from Glanville Road, Westwey Road and the site access. The site is of an existing industrial character, and the proposed use would fit with this. No additional buildings are proposed, and no alterations are proposed to the former Kwik Fit garage. The storage containers and skip would be screened by existing fencing and retained vegetation. The applicant has confirmed in writing that no new enclosures are proposed. The impact on visual amenity and the setting of the conservation area would therefore be neutral, with no harm to this designated heritage asset.
- 15.25 The proposal therefore accords with policies ENV4 and ENV10 of the local plan, policies W44 and W45 of the neighbourhood plan and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Impact on the living conditions of neighbouring properties

- 15.26 There have been complaints to Environmental Protection in connection with the existing depot at Lynch Lane. However, officers have received verbal confirmation from Environmental Protection that this was owing to noise arising from waste transfer activities, including the use of diggers, activities which are not proposed at the site the subject of this application and the site was also being used outside of normal working hours.
- 15.27 There will already be a degree of disturbance to occupiers of residential properties along Granville Road from the existing use of the site. Indeed, the Kwik Fit garage would typically give rise to noise, dust and vibrations. The proposal is therefore likely to improve the relationship with neighbours. Nevertheless, the development has the potential to cause disturbance for neighbours through noise, and Environmental Protection has confirmed that this can be addressed through a pre-commencement planning condition. Whilst noise attenuation can sometimes involve means of enclosure, Environmental Protection has confirmed that it is unlikely any form of enclosure above 2m in height (which would require an application for planning permission) would be required. Deferring consideration of any noise mitigation required to a condition is therefore reasonable.
- 15.28 The submitted Operational Plan confirms that the hours of use would be 0700 – 1730 Mondays to Fridays; 0700 – 1230 on Saturdays; and not at any time overnight or on bank holidays or Sundays. It is reasonable to condition these hours, in the interests of residential amenity.
- 15.29 As discussed above, the submitted site-specific flood risk assessment says that the access onto Granville Road would be used during flood event emergencies, which are likely to be rare. This is acceptable, but in order to prevent impacts on local residents from traffic disturbance, a planning

condition is reasonable and necessary to ensure this access is only used in emergencies.

15.30 Whilst there have been issues with noise and operating hours associated with the current Lynch Lane site, the imposition of the above conditions means that they would be enforceable, should they be breached.

15.31 The proposal therefore accords with Policy ENV16 of the local plan.

Highway impacts, safety, access and parking

15.32 No objections are raised by Highways, who note that it is likely there would be fewer trips on the network compared with the current uses at the site. Highways recommends a planning condition in respect of the delivery of turning/manoeuvring and parking areas, which is reasonable and necessary.

15.33 The proposal therefore accords with policies COM7 and COM9 of the local plan and policies W46 and W48 of the neighbourhood plan.

Ecology and Biodiversity Net Gain

15.34 The application is accompanied by an ecological assessment report, which the Natural Environment Team has approved. It suggests mitigation measures for impacts on flora and fauna, which can be conditioned on any grant of planning permission. Enhancements can also be conditioned, which include the provision of new bat and bird boxes.

15.35 The proposal therefore accords with Policy ENV2 of the local plan and Policy W05 of the neighbourhood plan.

15.36 As the proposals would avoid the development of 25sqm+ of habitat, Biodiversity Net Gain is not applicable.

Impacts on habitat sites

15.37 Although the site is within 5km of the Chesil Beach and Fleet RAMSAR, Special Protection Area (SPA) and Special Area of Conservation (SAC), the development would not result in any increase in overnight accommodation. No recreational impacts on the habitat sites would arise.

16. Conclusion

16.1 The proposed development is considered to be in accordance with the development plan when taken as a whole and there are no material considerations indicating that planning permission should be refused. The application is recommended for approval, subject to conditions.

17. Recommendation

17.1 **Grant**, subject to the following conditions:

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

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

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

- 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. 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.

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