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| Application Number: | WP/18/00662/FUL |
| Site address: | LAND OFF OF VERNE COMMON ROAD & VENTNOR ROAD, PORTLAND |
| Proposal: | Develop vacant land by the demolition of garage, formation of vehicular access, erection of 25 dwellings & associated landscaping. |
| Applicant name: | Laming and Willis Developments Ltd |
| Case Officer: | Emma Telford |
| Ward Member(s): | Cllr R Hughes, Cllr P Kimber & Cllr S Cocking |

This application is on this planning committee agenda as the application has been the subject of a committee resolution in February 2020, but the decision has not yet been issued. Since that resolution was made the Portland Neighbourhood Plan was made (adopted) by Dorset Council on 22 June 2021. This means that the material considerations have changed since that resolution was made.

1.0 Summary of Recommendation

1.1 Recommendation A: That the Committee would be minded to grant the application, subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the following:

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

And recommends that the Head of Planning determines the application accordingly.

1.2 Recommendation B: That the Committee would be minded to refuse permission for the reason set out below if the agreement is not completed within 6 months of the committee resolution or such extended time as agreed by the Head of Planning and recommends that the Head of Planning determines the application accordingly:

1. In the absence of a satisfactory completed Section 106 agreement the scheme fails to ensure provision of the affordable housing on site and any necessary financial contribution for off-site provision. Hence the scheme is contrary to policy HOUS 1 of the West Dorset, Weymouth and Portland Local Plan 2015.

2. In the absence of a satisfactory completed Section 106 agreement the scheme fails to provide adequate compensatory biodiversity/nature conservation measures through the provision of a financial contribution for grassland compensation and management of the Local Nature Reserve. Hence the scheme is contrary to policy ENV 2 of the West Dorset, Weymouth and Portland Local Plan and Section 15 of the National Planning Policy Framework.

2.0 Development Plan

Portland Neighbourhood Plan (2021)

The relevant policies of the Portland Neighbourhood Plan are as follows:

- Port/EN4 – Local Heritage Assets
- Port/EN6 – Defined Development Boundaries
- Port/EN7 – Design and Character
- Port/HS1 – Housing Mix
- Port/TR3 – Reducing Parking Problems
- Port/CR4 – Sites of Open Space Value

3.0 Representations

3.1 Two additional comments have been received in response to the application since the last report was taken to committee, the previous comments are included in appendix one. In the two additional responses the following concerns were raised:

- Loss of a greenfield site/open space – somewhere to appreciate nature, wildlife and for children to play
- Increased traffic
- Increased pollution
- Loss of wildlife habitats
- Loss of historical landscape
- Overdevelopment
- Sufficient properties on Portland

3.2 These are considered to be covered in the officers report taken to committee in February 2020 under section 9.0.

4.0 Planning Assessment

4.1 This application was subject of a committee resolution in February 2020, but the decision has not yet been issued. Since that resolution was made the Portland Neighbourhood Plan was made (adopted) by Dorset Council on 22 June 2021. It is therefore considered that the material considerations have changed since that resolution was made. The National Planning Policy Framework has also been revised since a resolution was previously made on this application at committee however the changes have been considered and are not considered material to the recommendation.

4.2 The comments of Historic England in response to the application were previously included on the update sheet of the February 2020 committee. They will be included here in full as they will be referred to in this report.

Historic England - *We note that this application area is located in proximity to a number of designated heritage assets. These include (but are not limited to) the following:*

- *The Scheduled Monument recorded as 'The Verne Citadel' (National Heritage List for England ref. 1002411); and*
- *The Underhill (Weymouth and Portland) Conservation Area, which encompasses a large number of listed buildings.*

This application thus has the potential to impact on the significance of sensitive, designated heritage assets via a change in setting. The National Planning Policy Framework (NPPF) refers to the conservation and enhancement of the historic environment in section 16. Paragraph 190 refers to the conservation of heritage assets and notes that effects can arise from both a physical change and a change in setting.

From the information given and a check of our records Historic England has formed the view that the proposals are unlikely to result in a loss of significance to the Conservation Area noted above. This because of the dispersed nature and relatively low height of the proposed new buildings, the screening of the application area by the existing terrace on Ventnor Road, and the local topography. With regard to the Scheduled Verne Citadel, we conclude that the application may result in a loss of significance via a change in setting. This applies to views of the Citadel from the south, particularly from New Road and New Ground, where the application area rises toward the green mass of the glacis which forms the primary western defence of the complex. However, it is our view that this loss of significance falls far short of that termed 'substantial' in the context of paragraphs 194 and 195 of the NPPF. It is therefore for the Council to determine the application based on the advice given in paragraph 196 of the NPPF, which refers to balancing harm against public benefit.

Historic England has no objection to the application on heritage grounds.

4.3 The previous committee report is included in full at appendix 1. This report will focus on the Portland Neighbourhood Plan.

Portland Neighbourhood Plan

4.4 Policy Port /EN4

The application site is located within the setting of the Underhill Conservation Area and the Scheduled Monument, The Verne Citadel. Historic England were consulted on the application and raised no objection. In relation to the conservation area it is considered that the dispersed nature and relatively low height of the proposed dwellings, the screening area by the existing terrace on Ventnor Road and the local topography mean that the proposal would not result in a loss of significance to the conservation area. With regard to the Scheduled Monument although views of the Citadel from the south, particularly from New Road and New Ground, where the application site rises toward the green mass of the glacis which forms the primary western defence of the complex may result in a loss of significance. Historic England considered that the loss of significance falls far short of that termed substantial. Therefore, it is considered that the proposal would result in less than substantial harm to the significance of the Citadel. This needs to be weighed against the public benefits of the scheme. The proposal would result in 25 dwellings on a site regarded

as a sustainable location for development including the provision of 5 on-site affordable units which is considered to outweigh the less than substantial harm. Given all the above the proposal is considered to maintain the character of the setting of heritage assets in this case and therefore complies with policy Port/EN4.

4.5 Policy Port/EN6

The application site lies outside of the defined development boundaries (DDB) as defined in Map 8 of the Portland Neighbourhood Plan. The Council cannot currently demonstrate a five year housing land supply. Therefore NPPF paragraph 11, d) is applicable. As set out in the previous committee report (appendix one) it was considered that the site should be regarded as a sustainable location for further development. As the Portland Neighbourhood Plan has now been made, NPPF paragraph 14 is also applicable which is set out below:

In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply:

a) the neighbourhood plan became part of the development plan two years or less before the date on which the decision is made; - Yes, the plan was made on the 22 June 2021.

b) the neighbourhood plan contains policies and allocations to meet its identified housing requirement; No, Planning practice guidance, Paragraph: 097 states “In order for a neighbourhood plan to meet the criteria set in paragraph 14b of the Framework, the ‘policies and allocations’ in the plan should meet the identified housing requirement in full, whether it is derived from the housing figure for the neighbourhood area set out in the relevant strategic policies, an indicative figure provided by the local planning authority, or where it has exceptionally been determined by the neighbourhood planning body. For example, a neighbourhood housing requirement of 50 units could be met through 2 sites allocated for 20 housing units each and a policy for a windfall allowance of 10 units. However, a policy on a windfall allowance alone would not be sufficient. Policies and allocations within other development plan documents, for example strategic site allocations or windfall development set out in a local plan or spatial development strategy, will not meet criterion 14b of the National Planning Policy Framework.” Paragraph 9.7 of the Portland Neighbourhood Plan clarifies that “The Neighbourhood Plan Group commissioned its own study of site suitability to establish what land may be available to provide a continued supply of new dwellings. The study shows that, with the phased release of redundant public-sector sites and supportive facilitating policies, there is sufficient land within or adjacent to existing built-up areas to provide housing to meet local needs and allow building rates to continue at their current level. Policy Port/EN7 seeks to ensure that there is sufficient development land available, whilst protecting the more sensitive environments. The Neighbourhood Plan’s housing policies are aimed at ensuring that local needs and demands are recognised and have primacy when housing development takes place.” The Portland Neighbourhood Plan therefore contains no housing allocations and instead relies on strategic allocations and windfall development from the adopted West Dorset, Weymouth &

Portland Local Plan (2015) and emerging Dorset Council Local Plan later in the Plan period to meet identified housing need.

c) the local planning authority has at least a three year supply of deliverable housing sites (against its five year housing supply requirement, including the appropriate buffer as set out in paragraph 74); and – Yes, the latest West Dorset, Weymouth and Portland Five-year housing land supply April 2020 demonstrates a 4.93 year housing land supply which is greater than the required 3 year supply including the appropriate buffer.

d) the local planning authority's housing delivery was at least 45% of that required over the previous three years. Yes, the 2020 Housing Delivery Test Result for Weymouth is 109% which is greater than 75% required over the previous three years.

All four of the tests must be met in order to consider that the adverse impact of allowing the development would significantly and demonstrably outweigh the benefits. In this case test B is not met and therefore the application can still be considered against NPPF para 11 d). The Council cannot currently demonstrate a five-year housing land supply and therefore the previous considerations that the site is regarded as a sustainable location for further development have not changed as a result of the Neighbourhood Plan.

4.6 Policy Port/EN7

The policy expects development proposals to be of a design which complements the prevailing size, height, scale and mass, materials, layout, density and be of a high quality design and use locally appropriate materials and colours. The proposed development would include 16 detached dwellings, two pairs for semi-detached properties and a terrace of five dwellings. The terrace and semidetached properties are located closer to the existing built development. The proposed properties comprise of traditional forms and materials with contemporary detailing for example large windows. The proposed materials include white render, grey brickwork and Portland Stone. The proposed properties are not considered to reflect the design of the adjoining neighbouring properties however they are similar in design to those approved as part of the Officers Field, Portland and are not therefore at odds with the character of a number of existing properties and developments on Portland.

4.7 Policy Port/HS1

The policy sets out that *development proposals...must contain an appropriate mixture of house types and sizes*. The proposed development is for 25 dwellings, this would be comprised of 2, 4 bed dwellings, 14, 3 bed dwellings, 4, 2 bed dwellings and 5, 3 bed affordable dwellings which is considered to provide a mixture of housing.

4.8 Policy Port/TR3

The policy sets out that all development proposals must make adequate provision for

off-street parking. The scheme is for the erection of 25 dwellings and includes the provision of 59 parking spaces and 22 garage spaces. Highways were consulted on the application and raised no objections and the level of parking provision is considered sufficient.

4.9 Policy Port/CR4

The supporting text to this policy identifies open space at Verne Common as being an area of incidental open space of value. The proposed development would result in the loss of that open space. The policy reads as follows:

Areas of incidental open space within residential areas that contribute to local amenity, character and/or green infrastructure should be protected from development except where:

- i. new and appropriate alternative provision can be demonstrated to compensate for localised loss of public amenity and community wellbeing; or,***
- ii. it can be demonstrated that any damage to green infrastructure and/or local character can be rectified or the existing situation enhanced.***

The proposed development would conflict with this policy however the site is within private ownership and only a small part of the site is accessible by residents. A very large portion of the site is fenced and currently used for the grazing of horses. Therefore, it is considered to have limited public amenity value as there is no public access to a large portion of the site. A Biodiversity Plan was also agreed as part of the application and therefore the biodiversity aspect of green infrastructure has been considered and agreed with parts of the site left outside the development area for biodiversity interests.

4.9 Other Matters

The application site borders the Isle of Portland to Studland Cliffs SAC and Isle of Portland SSI and is approximately 390m from the Chesil & The Fleet SAC and SSSI.

In relation to the Chesil & The Fleet Natural England (NE) has adopted an Interim Strategy for mitigating the effects of recreational pressure on Chesil Beach and the Fleet SAC, SPA and Ramsar. It has advised that a five-kilometre buffer zone should be applied to housing developments coming forward within this area based on an average of 2.4 residents per dwelling. NE has identified various sources of ecological impact relating to increased recreational use of the area and costed appropriate mitigation delivery measures. These total £191,673 per annum. Dorset Council Cabinet in July 2020 considered the Interim Strategy and required mitigation costs in respect of Chesil Beach and The Fleet where recent research and publication of updated Natural England advice demonstrated that new development in the vicinity would have an adverse impact on the integrity of the site. Using CIL as a mechanism for recovering the cost of this mitigation provides Dorset Council with an interim strategy that ensures that planning applications affecting this protected area can be appropriately assessed, in turn, helping to ensure the delivery of sustainable

development. Dorset Council has committed to using CIL to fund the interim mitigation strategy agreed with Natural England. The likely annual cost of mitigating the protected area is approximately £192,000 per annum. Mitigation in respect of Chesil Beach and the Fleet will be addressed via the CIL payment.

In relation to the Isle of Portland to Studland Cliffs SAC and Isle of Portland SSI, part of which is also designated a Local Nature Reserve. Natural England recommended the development support the ongoing management of the LNR. A financial contribution of £15,638 has been agreed through the BMEP and would be included as part of a Section 106 agreement, £10,138 of that contribution is for grassland compensation and £5500 for LNR management. Given all the above the proposed development is considered to result in an acceptable impact on these designated and protected areas.

5. Conclusion

5.1 The proposed development would not entirely accord with the Portland Neighbourhood Plan policy CR4 Sites of Open Space Value. The proposed development will result in the loss of the incidental open space of Verne Common, however the land is in private ownership with public access only to a very small part of the site, the remainder is fenced off and it is considered to have minimal public amenity value. A biodiversity plan has also been agreed as part of the application. The proposed development does not need to comply with every relevant policy in the Development Plan as long as it complies overall. The Council cannot currently demonstrate a five-year housing land supply and the scheme would provide 25 dwellings with 5 being provided as affordable on site and an affordable housing contribution. Therefore, the recommendation as set out in full below remains the same as recommended at the February 2020 committee.

6. Recommendation

Recommendation A: That the Committee would be minded to grant the application, subject to conditions and the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the following:

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

And recommends that the Head of Planning determines the application accordingly.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lower Tier – 2 Bed Semi - First Floor Plan - Drawing Number P24 Rev A received on 25/11/2019
Proposed Street Elevation 01 -Top Tier [west elevation] - Drawing Number P29 Rev C received on 25/11/2019
Lower Tier & Middle Tier - 3 Bed - Floor Plans - Drawing Number P16 Rev A received on 25/11/2019
Bin Store Floor Plans and Elevations - Drawing Number P57 received on 25/11/2019
Site Levels - Drawing Number P59 received on 25/11/2019
Proposed Site Plan - Drawing Number P04 Rev G received on 25/11/2019
Proposed Boundary Treatment - Drawing Number P55 Rev A received on 25/11/2019
Proposed Section dd - Drawing Number P58 received on 25/11/2019
Proposed Street Elevation 05 – Lower Tier [west elevation] – Drawing Number P50 received on 25/11/2019
Proposed Street Elevation 03 – Middle Tier [east elevation] – Drawing Number P49 received on 25/11/2019
Proposed Verne Common Street Elevation – Drawing Number P46 Rev A received 25/11/2019
Proposed Section cc – Drawing Number P53 received 25/11/2019
Proposed Site Section aa – Drawing Number P47 Rev A received 25/11/2019
Proposed Section bb – Drawing Number P28 Rev B received 25/11/2019
Proposed Section aa – Drawing Number P27 Rev B received 25/11/2019
Housing Mix – Drawing Number P06 Rev D received 25/11/2019
Massing Context Plan – Drawing Number P05 Rev D received 25/11/2019
Lower Tier – 3 Bed Terrace – Elevation 04 – Drawing Number P52 received on 25/11/2019
Lower Tier – 3 Bed Terrace – Elevation 03 – Drawing Number P51 received on 25/11/2019

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

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

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

4) No development above Damp Proof Course (DPC) level shall be commenced until a timetable for the implementation of the measures of the Biodiversity Mitigation Plan has been submitted and agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out and maintained in accordance with the agreed timetable and the approved Biodiversity Mitigation

Plan signed by dated 23/05/2019 and agreed by Natural Environment Team on 23/05/2019, unless a subsequent variation is agreed in writing with the Council.
REASON: In the interests of biodiversity mitigation and enhancement.

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

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

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

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

REASON: In the interests of visual amenity.

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

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

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

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

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

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

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

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

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

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

Informatives –

NPPF informative

Section 106 informative

Highways

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

Rights of Way

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

Land Instability

The applicant should be satisfied that the proposals have been suitably designed and will not result in instability and approved construction practices should be followed in a responsible, safe manner. The applicant should seek appropriate technical advice and ensure the necessary geotechnical investigations are undertaken to confirm the construction methodology is sound. There should be continual monitoring of ground conditions during any construction work and particularly during any earthwork operations with particular attention to any ground movement or groundwater conditions.

Recommendation B: That the Committee would be minded to refuse permission for the reason set out below if the agreement is not completed within 6 months of the committee resolution or such extended time as agreed by the Head of Planning and recommends that the Head of Planning determines the application accordingly:

1. In the absence of a satisfactory completed Section 106 agreement the scheme fails to ensure provision of the affordable housing on site and any necessary financial contribution for off-site provision. Hence the scheme is contrary to policy HOUS 1 of the West Dorset, Weymouth and Portland Local Plan 2015.
2. In the absence of a satisfactory completed Section 106 agreement the scheme fails to provide adequate compensatory biodiversity/nature conservation measures through the provision of a financial contribution for grassland compensation and management of the Local Nature Reserve. Hence the scheme is contrary to policy ENV 2 of the West Dorset, Weymouth and Portland Local Plan and Section 15 of the National Planning Policy Framework.

Appendix 1 – Committee Report – February 2020