



WESTERN AND SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 7 MAY 2026

Present: Cllrs Neil Eysenck (Vice-Chair), Simon Christopher, Paul Kimber, Craig Monks, David Northam, Pete Roper, David Shortell and Kate Wheller

Apologies: Cllrs Belinda Bawden, Matt Bell and Louie O'Leary

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

Ann Collins (Area Manager – Western and Southern Team), Philip Crowther (Legal Business Partner - Regulatory), Susan Hetherington (Transport Development Liaison Manager), Joshua Kennedy (Democratic Services Officer), James Lytton-Trevers (Lead Project Officer), Robert Parr (Planning Officer), Matthew Pochin-Hawkes (Lead Project Officer) and Louis Wicks (Democratic Services Officer Apprentice)

85. Declarations of Interest

No declarations of disclosable pecuniary interests were made at the meeting.

86. Minutes

The minutes of the meeting held on 02 April were confirmed and signed.

87. Registration for public speaking and statements

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

88. WD/D/16/000378 - Land South of Warmwell Road Warmwell Road Crossways

The Lead Project Officer presented the application for full planning permission for the erection of 99 open market and affordable dwellings, together with a new doctor's surgery, a replacement village hall, a car park, a new village green, and associated vehicular and pedestrian access and outline permission for a further 401 dwellings. An update was provided noting that a letter had been submitted by the applicant to councillor. The officer noted the reference to a proposed change in speed limit and advised that this did not form part of the application.

The site location was shown on a map, lying to the south of Warmwell Road, with it being noted that Moreton railway station was approximately 850 metres to the north-east and that local convenience shops were located nearby. Recent residential developments within Crossways were highlighted. An aerial photograph

showed the site as predominantly agricultural land with some areas of woodland. Constraints were outlined, including that the site was not within a National Landscape but did lie within the Poole Harbour catchment area and a mineral safeguarding area. A scheduled ancient monument was identified within the site, with the nearest listed building located some distance away. Two public rights of way, a bridleway and a footpath, crossed the site. The site also lay within 5 km of Warmwell Heath and Winfrith Heath, included parts of the existing ecological network, and contained areas of best and most versatile agricultural land. It was confirmed that parts of the site were affected by surface water flooding and that it was allocated within the Local Plan, although the application site extended beyond the allocated boundary. The allocation criteria were shown, including requirements for highway and ecological improvements and provision of employment land. It was noted that, as the allocation predated the Community Infrastructure Levy, the development would rely on an extended Section 106 heads of terms.

Photographs of the site and surrounding area were presented, including the junction with Warmwell Road, entrances to the business park and existing village hall, and views across the site from public footpaths. The relationship to nearby residential properties and woodland screening was also illustrated, along with images of the existing village hall and Spitfire Club.

It was explained that the proposal was a hybrid application. The detailed element comprised the erection of 99 dwellings, together with the doctor's surgery, village hall, village green, SANG and associated infrastructure. The outline element sought permission for a further 401 dwellings and approximately 2.5 hectares of employment land, along with access arrangements and a car park to serve the proposed SANG. An illustrative masterplan was shown, indicating the distribution of development, with the employment land located to the east and the community facilities positioned to the north along Warmwell Road. Indicative phasing was also outlined.

The detailed site layout was presented, including pedestrian links to existing footpaths. The mix of affordable housing was shown, with 35% provision across the detailed element, split equally between social rented and shared ownership tenures. A range of house types was proposed, including two apartment blocks which would both be affordable housing.

Elevations of the proposed village hall were shown, which would also accommodate Parish Council offices. The doctor's surgery elevations were also presented, noting that the building could be adapted to meet future NHS requirements. The proposed materials included clay tile roofs, timber cladding and render. A range of house types and street scenes were displayed, showing predominantly two-storey development with variation in design.

Highway improvements were outlined in detail, including improvements to Warmwell Road, new and upgraded pedestrian crossing points, a central refuge island, widened pavements, sections of cycle route, traffic calming measures and revised road markings. A dedicated right-turn lane into the site was proposed, along with two additional access points.

In considering the key planning issues, it was advised that the principle of development was acceptable in accordance with the site allocation. It was noted that the replacement village hall would be required to be delivered before the demolition of the existing hall or prior to occupation of half the housing. Housing provision was considered acceptable, subject to the securing of affordable housing, and it was explained that no viability review mechanism was proposed in the Section 106 agreement. The reduction in the proportion of affordable housing for rent, from 70% to 50%, was highlighted. The employment land provision, although reduced from 3.5 hectares to 2.5 hectares, was considered to be of significant weight.

In terms of heritage, it was advised that the proposal would result in less than substantial harm, including impacts on the scheduled ancient monument, but that this harm would be outweighed by the public benefits of the scheme. Landscape impacts were considered limited due to the relatively flat nature of the site and its context, and the design was considered compatible with the surrounding area. No significant harm to trees or hedgerows was identified, and substantial new planting was proposed.

Highway matters had been assessed in detail by both Dorset Council Highways and National Highways. The layout included some shared surface areas, and conditions were proposed to improve pedestrian safety. Improvements to Warmwell Road were intended to better connect the new development with the existing community. The Highway Authority also sought improvements to Warmwell Way to formalise pedestrian routes. National Highways required a ban on right turns onto the A35 from the Max Gate Junction and provision of an extended right-turn lane toward the site. A comprehensive package of highway works would be secured through Section 106 obligations, Grampian conditions and other planning conditions, including improved crossings and bus stop infrastructure.

Ecology and biodiversity impacts were addressed, including potential effects on nearby heathlands. A SANG management plan had been updated to reflect the Council's Heathland Planning Framework and feedback from the Heathland Mitigation Officer, with Dorset Wildlife Trust expected to manage the site. The applicant had provided a nutrient neutrality strategy to address impacts on Poole Harbour, including phasing of development to meet requirements before and after 2030. Measures included water efficiency standards and the purchase of mitigation credits, secured through the Section 106 agreement and planning conditions.

Flood risk and drainage were considered, with any identified risks capable of being mitigated through an appropriate management plan. The site's mineral safeguarding status was addressed, with provision made for extraction prior to development. Residential amenity for both existing and future occupiers was considered acceptable, despite some shortfall against national space standards, with standard conditions proposed to manage impacts.

Sport and recreation provision was also considered, including on-site play areas and indoor facilities within the village hall. Although Sport England had objected

due to the absence of specific facilities such as a swimming pool and artificial pitches, this was not considered sufficient to justify refusal.

Public representation was received from Richard Osborn, as the agent for the application. He noted that the application had received relatively few objections for a scheme of its size, due to the quality of the proposal and extensive community consultation. He explained that the proposal would provide 500 new homes, 175 of which would be affordable, as well as associated community infrastructure, in addition there were no outstanding objections from statutory consultees.

Cllr Nick Ireland spoke as the Ward Member for Crossways. He explained that residents had raised concerns about the village hall no longer being required to be constructed in phase 1 of the development and that as a result residents would be left with infrastructure that was not fit for purpose for longer than necessary.

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

- NHS Dorset had not confirmed in what capacity that they would use the doctors surgery, however the application related to the building itself and there was flexibility in how it could be used.
- Sports England had maintained their objection to the application, as they had requested that further sports provision be required such as a swimming pool and an artificial grass pitch.
- A condition would require further details of landscaping and street lighting to be submitted for approval.
- Within phase 1 of the application there would be limited removal of trees and the rest of the site was covered by the outline application, meaning details would be provided at a later stage.
- An informative could be added encouraging the use of native trees and replacements of hedgerows in the reserved matters stage of the application.
- There was no specification for solar panels or heat pumps, however the dwellings would need to comply with modern building regulations.
- It was not possible to construct a continuous cycle path to Morton train station due to width of the road.
- Justification had been requested from Network Rail for their comments on the application, but no further details had been provided.
- The areas that were proposed as shared spaces were highlighted on a plan of the site.
- A Traffic Management Plan would be required by condition and updated Traffic Management Plans would be submitted as the scheme develops.
- Nutrient mitigation in Poole Harbour had been looked at by Dorset Council, Natural England and the applicant and appropriate measures had been secured via the S106 legal agreement.
- Existing sports facilities within Crossways were highlighted on a map of the area and it was explained that these included a football pitch, multi-use games area and a skate park, which in addition to the new facilities provided by the development was considered sufficient for the area.

Cllr Monks left the meeting at 11:25.

The meeting adjourned from 11:38 – 11:45.

Members generally supported the principle of the development but raised concerns about whether existing sports provision would be sufficient for a growing population, noting that additional facilities could benefit health and wellbeing. There was also support for ensuring that community infrastructure, particularly a doctor's surgery and village hall, would be delivered in a timely and sustainable manner, with concerns expressed about previous instances where such facilities had not been secured.

Concerns were also raised regarding the safety of shared surface areas, with a preference for measures to ensure safe and accessible routes for pedestrians, including appropriate design and signage where segregation was not possible. Members also emphasised the importance of sustainability, encouraging the inclusion of renewable energy measures and improved energy efficiency beyond minimum standards.

Officers advised that existing conditions addressed inclusive movement and could be amended to emphasise safety, and that additional guidance on sustainability could be included as an informative. They also highlighted viability considerations and policy limitations in requiring specific infrastructure timing or construction standards.

It was proposed by Cllr Northam and seconded Cllr Wheller, that the application be approved, subject to strengthening condition 9, by adding the word 'safety' and the addition of an informative note encouraging improved energy efficiency.

It was proposed by Cllr Northam and seconded by Cllr Wheller to grant the application.

Decision: That authority be delegated to the Service Manager for Development Management and Enforcement and the Area Manager Western and Southern Team to either:

A) Grant planning permission following completion of a S106 Planning Obligation and planning conditions as set out in the appendix to these minutes.

Or B) Refuse permission for the reasons set out in the appendix to these minutes if the Section 106 agreement is not completed by 7 November 2026 (within 6 months of the committee) or such extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Area Manager for the Western and Southern Team.

89. P/FUL/2024/06334 - Abbotswell, Lyme Road, Uplyme, DT7 3TJ

The Planning Officer presented the application for the retention of a shepherd's hut, noting that the application had previously been deferred in December 2025 to allow further information to be provided regarding the speed limit of the adjacent road.

The location of the application site was shown, together with a site location plan. It was explained that while the application site lay within Dorset, the associated property was located in Devon. The hut was positioned within a disused railway

line, and part of the site fell within Dorset Council ownership. Access to the site from the B3165 was illustrated through photographs, showing that a hedge which had previously restricted visibility had now been removed. Additional images showed the access into the site, including steps leading from the driveway, and views of the shepherd's hut in its current position. Elevations and a floor plan of the hut were presented, confirming that it was intended for use as holiday accommodation.

Members were advised that the applicant had removed the hedge at the site entrance. Photographs taken from the access looking northwest and southeast demonstrated that visibility onto the highway had been significantly improved following the hedge removal.

It was confirmed that the site lay within the Defined Development Boundary and that the principle of holiday accommodation in this location was acceptable. Residential amenity impacts were considered acceptable, given the siting of the hut and its distance from neighbouring properties. It was acknowledged that the site was susceptible to flooding, and an emergency evacuation plan would be required. The proposal would provide a small economic benefit and would not impact on trees. It was noted that the development had been carried out in February 2024 and was therefore exempt from biodiversity net gain requirements.

It was reported that a new 20 mph speed limit had been introduced on the adjacent road, and Dorset Highways now raised no objection to the proposal.

It was proposed by Cllr Kimber and seconded by Cllr Northam that the application be granted.

Decision: That the application be granted subject to conditions as set out in the appendix to these minutes.

90. P/FUL/2026/00467 - Opposite 91 The Esplanade, Weymouth, DT4 7RN

The Lead Project Officer presented the application for the erection of a bandstand and associated decking. It was noted that the land was owned by Dorset Council. The site was shown on an aerial photograph and was located on Weymouth seafront adjacent to a ramp providing access onto the beach. The surrounding context was described, including the nearby war memorial and historic buildings on the opposite side of the Esplanade. Photographs were shown from a range of viewpoints to illustrate the site and its setting.

The proposed development was outlined, and a site plan was presented showing the position of the bandstand and decking. Elevations of the structure were displayed, along with a proposed street scene and an artist's impression of how the bandstand would appear once constructed.

In assessing the main planning issues, it was advised that the principle of development was acceptable, given the site's location on the Esplanade and its association with tourism and recreational uses, which were supported by planning policies. The appearance of the bandstand was considered appropriate, as it would reflect the character of existing seafront structures and respond to the

historic precedent for similar features in Weymouth. Images of historic bandstands along the seafront were shown to support this assessment.

Heritage impacts were considered, particularly in relation to the nearby war memorial and Grade II listed buildings along the Esplanade. It was advised that the proposal would not result in harm to these heritage assets or their setting. The site lay within an area at risk of flooding; however, the development was classified as water-compatible, and a condition was recommended requiring a flood warning and evacuation plan.

In response to a question from one member, the Lead Project Officer explained that some of the railings would need to be removed to facilitate the bandstand, however they were not listed and therefore not protected.

It was proposed by Cllr Wheller and seconded by Cllr Shortell, that the application be granted.

Decision: That the application be granted subject to the conditions set out in the appendix to these minutes.

91. **Urgent items**

There were no urgent items.

92. **Exempt Business**

There was no exempt business.

Decision List

Duration of meeting: 10.00 am - 12.44 pm

Chairman

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