

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, Westway 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.