

Application Number:	P/FUL/2026/02912
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	11 Avon Close Granby Industrial Estate Chickerell Weymouth DT4 9UX
Proposal:	Erection of an extension to the existing industrial unit and canopy to infill the remaining frontage. Reformatting and formalising the existing outdoor hardstanding to the frontage of the site
Applicant name:	Charlton Haynes Ltd
Case Officer:	Emma Thornett
Ward Member(s):	Cllr Clifford and Cllr Taylor

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.

2. Summary of recommendation:

2.1 GRANT subject to conditions as set out at the end of this report.

3. Key planning issues

Issue	Conclusion
Principle of Development	The proposed extension to the existing B8 use within the industrial estate is considered to comply with NPPF policies S4 and E2 and Local Plan policies SUS2 and ECON 2.
Visual Amenity	Acceptable.
Neighbouring Amenity	There are no residential neighbouring occupiers to the application site.
Flood Risk	Acceptable.
Highway Safety	Acceptable subject to conditions.
Ecology & Biodiversity	Acceptable.
Contamination	Acceptable subject to condition.

4. Description of site

4.1 The site is Unit 11 Avon Close, located within the Granby Industrial Estate. The site consists of a single industrial unit covering the width of the site to the rear with hardstanding to the front of the unit which provides outdoor goods storage and car parking facilities. Access to the site is directly off Avon Close to the south, via an electronic gate. The entire site is bound and secured by fencing.

4.2 To the rear of the site there is a linear tree belt separating the site from Chickerell Link Road (B3157). The eastern boundary of the site adjoins an employment unit which occupies the entire boundary in a north to south orientation. To the south of the site is Avon Close, beyond which is further units of the industrial estate. The western boundary is shared with another industrial/employment use and parking area.

4.3 The application site is located within a Key Employment Site in the adopted local plan, the Granby Industrial Estate.

5. Description of development

5.1 The proposed development is for an extension to an existing industrial unit for the purposes of storage, the erection of a canopy to the front of the existing unit infilling the remaining frontage. It would also involve the reconfiguration of the existing yard space to the frontage of the site.

5.2 The proposed extension would be located at the western end of the front elevation of the existing unit, providing an additional 339m² of floorspace for the purpose of indoor storage (B8). The proposed extension would consist of a pitched roof matching the existing unit, with the inclusion of a roller shutter into the existing hardstanding yard space. It would be constructed of materials to match the existing consisting of brick and block masonry and grey metal cladding.

5.3 The proposed canopy would allow for a covered area to provide cover for loading vehicles, shelter for any temporary outdoor storage (if necessary) and cover to parking spaces. It would infill the remaining area of the front elevation.

5.4 Vehicular access to the site would remain as permitted through the existing gate onto Avon Close. The proposal includes a dedicated access gate to be introduced onto the current site frontage fenceline removing the need for foot/cycle access through the existing vehicle access point. Cycle storage would be provided within the yard space and a pedestrian and cycle route within the yard space to allow for safe access to all areas of the site on foot and bike.

6. Background and relevant planning history

1/E/87/000522 - Decision: GRA - Decision Date: 22/09/1987 - Erect builders merchants' premises and construct new vehicular and pedestrian access

1/E/04/001115 - Decision: GRA - Decision Date: 02/08/2004 - Area designated for parking, breach of planning of condition 3 attached to planning permission 1/E/87/00522, being used for outside storage of goods.

P/FUL/2025/05115 - Decision: WIT - Decision Date: 23/02/2026 - Erection of a commercial building for B8 storage and distribution or E(g)(i) office use

7. List of constraints

Neighbourhood Plan Area - Chickerell

ECON2; Key Employment Site; Granby Industrial Estate, Chickerell

SUS2; Defined Development Boundary; Weymouth

PROW - Right of Way: Footpath S16/24; - Distance: 23.64

Dorset Council Land Freehold: Various units at Avon Close & Cambridge Road, Granby Industrial Estate, Weymouth - Reference FH004364 - Distance: 0

Natural England - RAMSAR - Distance: 1347.93

Special Area of Conservation (SAC) (5km buffer): Crookhill Brick Pit (UK0030349); - Distance: 839.06

Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076); - Distance: 1250.27

Special Area of Conservation (SAC) (5km buffer): Isle of Portland to Studland Cliffs (UK0019861); - Distance: 4703.26

Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

Risk of surface water flooding

Portland heliport consultation zone (within 13km) - Distance: 6058.59

Radon: Class: 1.0

Contaminated Land

ONR Portland - 12km zone

8. Consultations

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

Consultees

- 1. Dorset Council – Highways** - The Highway Authority has no objection, subject to conditions.
- 2. Dorset Council – Building Control** - The proposals will need to ensure compliance with Part B of the Building Regulations is achieved.
- 3. Dorset Council – Env. Services – Protection** - No comments with respect to this application.
- 4. Dorset Council – Waste Policy Manager** - *No comment.*
- 5. Dorset Council - Economic Development and Tourism** - We have not identified any concerns within our remit and therefore have no objection to the proposal.
- 6. Chickerell Town Council** – No comments received.

Representations received

One third party comment was received, the response does not object to the principle of extending an existing employment unit within the Granby Industrial Estate but requests the following matters be considered:

- Do not object to the principle of extending an existing employment unit within the industrial estate.
- Ask the Council to satisfy itself that the proposed parking provision will remain sufficient not only for existing operations but also for the future operation of the site.
- Parking pressures should not result in overspill onto Avon Close.
- Whether the assumptions within the Transport Statement properly reflect the operational characteristics of the existing business.
- The proposal would represent a significant increase in floorspace.
- The proposed parking, servicing and operational arrangements would remain adequate should activity on the site increase over the lifetime of the development.

9. Duties

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

10. Relevant policies

Development plan

In this case the development plan comprises:

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

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

INT1: Presumption in favour of sustainable development

ENV1: Landscape, seascape & sites of other geological interest

ENV2: Wildlife and habitats

ENV5: Flood risk

ENV9: Pollution and contaminated land

ENV10: The landscape and townscape setting

ENV12: The design and positioning of buildings

ENV15: Efficient and appropriate use of land

ENV16: Amenity

SUS2: Distribution of development

ECON1: Provision of Employment

ECON2: Protection of Key Employment Site

COM7: Creating a safe & efficient transport network

COM9: Parking provision

Made Neighbourhood Plans

Chickerell Neighbourhood Plan 2019-2036 (made 22/06/2021)

- Policy CNP 4 – Chickerell Wildlife Corridor
- Policy CNP 11 – General Design Principles
- Policy CNP 12 – Enhancing Biodiversity

Material considerations

Emerging local plans:

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

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

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

Local Nature Recovery Strategy

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration,

helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

National Planning Policy Framework 2026:

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

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

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

Relevant NPPF sections include:

- Chapter 3: Decision making policies. Local planning authorities should approach decision making positively, proactively and proportionately. They should work with applicants through pre-application engagement and consultations and aim to resolve concerns through planning conditions or obligations where possible to avoid delay and to enable an approval rather than a refusal. Applications that accord with the development plan, the NPPF and other material considerations should not be refused where they can clearly be approved.
 - DM3 Determining development proposals
 - DM6 Use of planning conditions and obligations
- Chapter 4: Achieving Sustainable Development. The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.
 - S3 Presumption in favour of sustainable development
 - S4 Principle of development within settlements
- Chapter 5: Meeting the challenges of climate change. Planning decisions should support climate change mitigation and adaptation, including reducing greenhouse gas emissions, increasing resilience to climate impacts and directing development away from areas at unacceptable risk from flooding.
 - CC2 Mitigation of climate change
 - CC3 Adaptation to climate change
- Chapter 7: Building a strong, effective economy. Planning decisions should enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and

characteristics of different areas, and supports long-term economic growth both locally and nationally.

- E2 Meeting the need for business land and premises
- Chapter 12: Making effective use of land. Planning decisions should give substantial weight to proposals that make more effective use of land and buildings, while maintaining good design, living conditions and local character. This includes redevelopment of previously developed, vacant, underused, contaminated or derelict sites, reuse of existing buildings, creation of additional homes through sensitive infill, upward extensions and development within existing plots. Higher-density development is also promoted within settlements in well-connected locations near public transport. Development that fails to make efficient use of land in accordance with the policy should be refused.
 - L2 Making effective use of land
- Chapter 14: Achieving well-designed places. Development should be high quality, respect and enhance local character, deliver sustainable and attractive places, and accord with relevant design policies. Proposals that demonstrate good design and place-making should be supported, while those that fail to meet established design standards should be refused unless clearly justified.
 - DP3 Key principles for well-designed places
 - DP4 The design process
- Chapter 15: Promoting sustainable transport. The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.
 - TR3 Locating development in sustainable locations
 - TR4 Street design, access and parking
- Chapter 17: Pollution, public protection and security. The objective of the policies in this chapter is to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security.
 - P2 Ground conditions
- Chapter 18: Managing flood risk and coastal change. Development proposals should minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.

- F4 Assessing flood risk for decision-making

Other material considerations

National Planning Practice Guidance

All of Dorset:

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

Supplementary Planning Documents/Guidance For West Dorset area:

WDDC Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

12. Public Sector Equalities Duty

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

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

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

- The proposed development includes the provision of a separate pedestrian/cycle access providing a safe and suitable access to the site for all users.
- The proposed parking provision includes one disabled space.

13. Public Benefits

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

What	Amount / value
Material considerations	
Additional employment floorspace created delivering employment opportunities.	

14. Planning Assessment

Principle of development

14.1 The proposed development consists of the following three elements:

- Erection of an extension to the existing industrial unit for purpose of providing indoor storage of goods (use class B8);
- Erection of a canopy structure to infill the remaining frontage of the existing unit, providing a covered area; and
- Reformatting and formalising the existing outdoor hardstanding to the frontage of the site.

The application site is located within the defined development boundary (DDB) for Weymouth. Where *'residential, employment, and other development to meet the needs of the local area will normally be permitted'*. The proposed development is considered to be located within a settlement and therefore National Planning Policy Framework (NPPF) policy S4: Principle of development within settlements is applicable. Policy S4 sets out that *development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework*.

14.2 The application site is also located within the Granby Industrial Estate, which is designated a Key Employment Site under policy ECON 2 of the Local Plan. Part i) of the policy states that *'within key employment sites (as identified on the policies map) applications for B1 (light industrial), B2 (general industrial), B8 (storage and distribution) and other similar uses will be permitted subject to proposals not having a significant adverse impact on surrounding land uses'*. The proposed B8 extension to the existing unit within the industrial estate is therefore considered acceptable in principle subject to consideration of all other relevant policies and material considerations. This is further supported in NPPF policy E2: Meeting the need for business land and premises, which gives substantial weight to the *economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt; especially where this would support the economic vision and strategy for the area*. The proposals therefore accord with NPPF policies S4 and E2 and Local Plan policies SUS2 and ECON 2.

14.3 The Chickerell Neighbourhood Plan does not have a policy regarding the Granby Industrial Estate, but it does note *'the continued employment uses on this estate are fully supported by local residents, as they provide many job opportunities'*.

Visual Amenity

14.4 The main feature of the proposed development is the construction of an extension to the western end of the front elevation of the existing unit, providing an additional 339m² of floorspace. The proposed extension would be comprised of a pitched roof matching the existing unit with the inclusion of a dedicated roller shutter into the existing hardstanding yard space. The proposed extension would be constructed of materials matching that of the existing unit, consisting of brick and block masonry and grey metal cladding which is detailed on the submitted plans.

14.5 Policy CNP11, General Design Principles of the Chickerell Neighbourhood Plan sets out that *'development should be located and designed so that it does not detract from and where reasonable, enhances the local landscape character. All applications for new development should demonstrate a high quality of design, including details and materials that are sympathetic to the character of the local area'*. The proposals are entirely acceptable in relation to the existing building and the wider industrial estate context.

14.6 The proposals therefore accord with Local Plan policy ENV12 and CNP11 of the Chickerell Neighbourhood Plan.

Neighbouring Amenity

14.7 There are no residential neighbouring occupiers with the closest residential neighbouring property being separated by the Chickerell Link Road B3157. The proposed development would involve an extension to the existing unit, and all neighbouring uses are also industrial in nature and form part of the Granby Industrial Estate. The proposed development would therefore not have a

significant adverse effect on the amenity of residential occupiers and would comply with the Local Plan policy ENV16.

Flood Risk

14.8 The application site is located within flood zone one. However, there is an area of surface water risk on the site. NPPF policy F5: The sequential test, part 2 sets out that the sequential test should be used in areas known to be at risk now or in the future from any form of flooding other than in certain circumstances. One of those circumstances is detailed in criterion b. ii) *Where the site would be at risk of surface water flooding only, the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development and without increasing flood risk elsewhere in accordance with policy F7.* NPPF policy F7: Ensuring development is safe from flooding at part 2 sets out that where development is proposed in a location known to be at risk from any form of flooding, now or in the future, it should be refused unless it meets a list of criteria.

14.9 The proposed development was discussed with the Lead Local Flood Authority who considered it to be low risk due to the nature of the development, an extension to the existing commercial building within the industrial estate. In addition to this the site already consists of entirely hardstanding and therefore the proposed extension would not increase the level of impermeable space onsite. The submitted Flood Risk Assessment (FRA) sets out that the proposed extension would be connected to the surface water drainage system extant onsite. Given the above it is considered that the proposal would not increase flood risk elsewhere. The proposed use as B8 is considered to be less vulnerable and the submitted FRA sets out that the proposed extension would incorporate the same drainage methods as the existing unit which comprises of a pitched roof directing water to the affixed gutters and downpipes connecting to the underground drainage system. Surface water within the yard space would continue to drain to the existing drainage at the central low point of the site. The FRA also states that the construction of the proposed extension would also require the existing drainage to be investigated and repaired or cleared if necessary and the mitigation measures included in the FRA would be conditioned on any approval granted. Therefore, it is considered that the development would be safe throughout its lifetime. The area of the site shown to be at risk from surface water flooding is adjacent to the front of the building. The proposed extension would therefore provide another door to exit the building past the flood risk and closer to the front of the site and Avon Close where there is no flood risk.

14.11 Given all of the above the sequential test would not be required in this case. The proposal is considered to accord with NPPF policies F5 and F7 and Local Plan policy ENV 5.

Highway Safety

14.12 The proposed development involves the erection of an extension and amendments to the existing yard. Highways considered the site to be reasonably sustainable with good pedestrian and cycle infrastructure within the vicinity of the site and the nearest bus stops are located approximately 850m to the south of the site. Concerns have been raised by a third party regarding the proposed parking provision for the development and whether the proposed parking, servicing and operational arrangements would remain adequate should activity on the site increase over the lifetime of the development. The submitted Transport Statement shows that the proposals would result in an additional 11 daily two-way trips. Highways considered this assessment to be an underestimate but accepted that the additional trip generation would be modest and not be expected to have an adverse impact on the operation and/or safety of the local highway. The existing site vehicular access would be retained as is. Submitted drawings show the swept path analysis for a 16.5m long articulated HGV (the largest vehicle accessing the site), demonstrating that the vehicle can enter and exit the site in forward gear. Highways considered that given the minimal increase in trips as a result of the proposals, the existing site access arrangements are considered acceptable.

14.13 The site currently relies on a shared access with no dedicated pedestrian/cycle access which does not prioritise active travel as all users must use the same access which would could be

a conflict. The proposed development includes the provision of a separate entrance from Avon Close for pedestrians and cyclists providing a safe and suitable access to the site for all users. The proposal also includes the provision of 8 cycle stands, Highways considered the location of the proposed bike store to be in an acceptable location close to the site entrance. Nineteen car parking spaces are proposed including the provision of one disabled space and one electric vehicle charging space. Highways considered this to acceptable.

14.14 Given all of the above, Highways raised no objection subject to conditions for turning/manoeuvring and parking construction and cycle parking which would be placed on any approval granted. An additional condition would also be added to ensure the provision of the separate pedestrian/cyclist entrance to the site. The proposed development is therefore considered acceptable and would comply with Local Plan policies COM7 and COM9.

Ecology & Biodiversity

14.15 The application site comprises of the existing building and the concrete hardstanding area. The entire footprint of the proposed extension, canopy and yard space reconfiguration would be located on the existing surfaced hardstanding area. Therefore, the development would fall below the threshold for Biodiversity Net Gain (BNG) under the de minimis exemption and would not require a certified Biodiversity Plan under the Chickerell Neighbourhood Plan policy CNP 12.

14.16 The site is located within the 5km buffer for the Chesil & The Fleet Special Area of Conservation (SAC). Impacts on this SAC arise through recreational pressures associated with new overnight accommodation. In accordance with habitat regulations the proposal has been screened to consider the potential impact of the development on the protected site. The proposed development would not create any new overnight accommodation and therefore it would not generate additional recreational pressure. As such, there are no likely significant effects associated with this proposal on the European protected sites. As the screening process concluded that the application would have no likely significant effect on the European protected sites, the requirement for an appropriate assessment has not been triggered as set out in the Habitat Regulations.

14.17 Therefore, the proposal is considered acceptable in terms of its impact on wildlife and habitat in accordance with Local Plan policy ENV2.

Contamination

14.18 The application site is located within the Granby Industrial Estate, Environmental Protection were consulted on the application and had no comments with respect to this application. Given the site's location within an industrial estate an unexpected contamination condition should be placed on any approval granted.

14.19 Given the above, subject to the proposed condition the development is considered acceptable in relation to contamination and would comply with Local Plan policy ENV9.

15. Environmental implications

15.1 There would be additional CO2 emissions as a result of the construction of the proposed extension through embodied energy within building materials. The building would however be an extension to the existing building on a brownfield land and would be constructed to current building regulations and associated energy efficiency requirements.

16. Summary of issues and the planning balance

16.1 The application site is located within the Weymouth DDB and the Granby Industrial Estate, a Key Employment Site. The proposed B8 extension to the existing unit within the industrial estate is therefore considered acceptable in principle.

16.2 Matters of highway safety and contamination would be appropriately controlled via planning condition. Matters of visual amenity, neighbouring amenity, flood risk, ecology and biodiversity are considered acceptable.

16.3 It is considered that the proposed development accords with the policies of the development plan as a whole and the relevant policies of the NPPF and there are no material considerations indicating that planning permission should be refused.

17. Recommendation

Grant, subject to the following conditions and informatives:

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

Site Location Plan – drawing number 1002 C01

Site Block Plan – drawing number 1003 C02

Ground Floor General Arrangement Plan – drawing number 1001 C03

General Arrangement Elevations – drawing number 1010 C01

General Arrangement Sections – drawing number 1030 C01

Parking Plan – drawing number 1040 C02

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

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

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

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended, and the Town & Country Planning Use Classes Order 1987 as amended (or any order revoking and re-enacting those Orders with or without modification) the extension hereby approved shall only be for purposes falling within use Class B8.

Reason: To ensure that the use remains compatible with surrounding land uses and the application has been considered on this basis.

4. Before the extension hereby approved is first brought into use the flood mitigation measures as included in the section 5.5 Flood Risk Assessment & Drainage Considerations of the submitted Planning Statement, dated May 2026 must have been completed.

Reason: To ensure the development is safeguarded from unnecessary flood risk.

5. Before the extension hereby approved is first brought into use the turning/manoeuvring and parking shown on Drawing Number 104-C02 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.

6. Before the extension hereby approved is first brought into use the cycle parking facilities shown on Drawing Number 104-C02 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

7. Before the extension hereby approved is first brought into use the pedestrian access shown on Drawing Number 1001-C03 must have been constructed. Thereafter, the access must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To provide safe access for pedestrians and cyclists and to encourage the use of sustainable transport modes.

8. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. The approved remediation scheme shall be carried out and on completion, a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

Informatives:

1. Informative: National Planning Policy Framework

In accordance with policy DM3 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The application was acceptable as submitted and no further assistance was required.

2. Informative: Electric Vehicle Charging Points

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.

3. Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for 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).

4. Statutory Exemptions and Transitional Arrangements in respect of the Biodiversity Gain Plan

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and

(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or

(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

- i) the application for planning permission was made before 2 April 2024;
- ii) planning permission is granted which has effect before 2 April 2024; or
- iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;

- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

4.7 Developments with a redline site boundary of 0.2 hectares or below

4.8 Temporary developments if:

the whole development is temporary

planning permission is granted for 5 years or less

* “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.