



Meeting: Regulatory Committee

Time: 10.00 am

Date: 9 June 2016

Venue: Committee Room 1, County Hall, Colliton Park, Dorchester, DT1 1XJ

David Jones (Chairman)	Pauline Batstone (Vice-Chairman)	Beryl Ezzard
Ian Gardner	Mervyn Jeffery	Paul Kimber
Mike Lovell	David Mannings	Mark Tewkesbury
Daryl Turner	Steve Butler	Barrie Cooper
Margaret Phipps	Peter Richardson	David Walsh

Notes:

- The reports with this agenda are available at www.dorsetforyou.com/countycommittees then click on the link "minutes, agendas and reports". Reports are normally available on this website within two working days of the agenda being sent out.
- We can provide this agenda and the reports as audio tape, CD, large print, Braille, or alternative languages on request.

- Public Participation**

Guidance on public participation at County Council meetings is available on request or at <http://www.dorsetforyou.com/374629>.

- (a) Public Speaking**

Members of the public can ask questions and make statements at the meeting. The closing date for us to receive questions is 10.00am on 6 June 2016, and statements by midday the day before the meeting.

- (b) Petitions**

The Committee will consider petitions submitted in accordance with the County Council's Petition Scheme.

Debbie Ward
Chief Executive

Contact: David Northover
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224175

Date of Publication:
Tuesday, 24 May 2016

1. Apologies for Absence

To receive any apologies for absence.

2. Code of Conduct

Councillors are required to comply with the requirements of the Localism Act 2011 regarding disclosable pecuniary interests.

- Check if there is an item of business on this agenda in which the member or other relevant person has a disclosable pecuniary interest.
- Check that the interest has been notified to the Monitoring Officer (in writing) and entered in the Register (if not this must be done on the form available from the clerk within 28 days).
- Disclose the interest at the meeting (in accordance with the County Council's Code of Conduct) and in the absence of a dispensation to speak and/or vote, withdraw from any consideration of the item.

The Register of Interests is available on Dorsetforyou.com and the list of disclosable pecuniary interests is set out on the reverse of the form.

3. Minutes

1 - 8

To confirm and sign the minutes of the meeting held on 28 April 2016 (attached).

4. Public Participation

(a) Public Speaking

(b) Petitions

Planning Items

5. **Planning application 6/2015/0198 - For the modification of Conditions 1 and 5 of Planning Permission 6/1999/0804 to allow for continued winning and working of mineral and removal of the previously imposed limitation on winter HGV movements at Southard Quarry, Swanage** 9 - 40

To consider a report by the Head of Economy (attached).

6. **Planning application 8/16/0138 - For the retention of a modular building for use as a pre-school (previous ref 8/2013/0081) at Highcliffe St Mark Primary School, Greenways, Highcliffe, Christchurch** 41 - 54

To consider a report by the Head of Economy (attached).

7. **Planning application 2/2016/0260/DCC - To create a temporary Gypsy Caravan Site to cater solely for a period of 3 weeks around the dates of the Great Dorset Steam Fair; at Field at Tarrant Hinton, on south - eastern side of A354, South- west of Turnpike Cottage, Tarrant Hinton, Dorset.** 55 - 68

To consider a report by the Head of Economy (attached).

8. **Planning application 8/16/0126 - To provide an Improved roundabout east of the existing roundabout at the junction of Christchurch Road, Parley Lane and Avon Causeway, located on the B3073, Hurn Roundabout, Christchurch** 69 - 84

To consider a report by the Head of Economy (attached).

Traffic Matters

9. **Dorchester Transport and Environment Plan (DTEP) - Proposed Turning Movement Bans at Great Western Cross, Dorchester**

85 - 96

To consider a report by the Head of Highways (attached).

10. **Questions from County Councillors**

To answer any questions received in writing by the Chief Executive by not later than 10.00am on Monday 6 June 2014

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Regulatory Committee

Minutes of the meeting held at County Hall, Colliton Park,
Dorchester, DT1 1XJ on Thursday, 28 April 2016

Present:

David Jones (Chairman)
Daryl Turner (Vice-Chairman - for the meeting)
Barrie Cooper, Beryl Ezzard, Mervyn Jeffery, Mike Lovell, David Mannings, Daryl Turner,
Barrie Cooper, Peter Richardson and Paul Kimber

Officers Attending:

Maxine Bodell (Economy, Planning and Transport Service Manager), Phil Crowther (Solicitor), Mike Garrity (Team Leader – County Planning Minerals and Waste), Simon Gledhill (Network Management Service Manager), Phil Hobson (Senior Definitive Map Officer), Sarah Meggs (Senior Solicitor), Vanessa Penny (Team Manager – Definitive Map), Mike Potter (Project Engineer), Denise Thorner (Traffic Engineering Technical Officer), Huw Williams (Principal Planning Officer) and David Northover (Senior Democratic Services Officer).

(Notes: These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Cabinet to be held on **Thursday, 9 June 2016.**)

Public Speakers

Ken Barton, Petitioner – minute 30
Margaret Lawrence, district Council ward member for Yetminster and Cam Vale – minute 30
Nick Cunningham, local resident, minute 32
Steve Dunford, local resident, minute 32

Appointment of Vice Chairman and Announcements by the Chairman

25 **Appointment of Vice-Chairman and Announcements by the Chairman**

Resolved

1. That in the absence of Councillor Pauline Batstone, Councillor Daryl Turner be appointed as Vice-Chairman for the meeting.
2. The Chairman welcomed Paul Kimber to the Committee and thanked Kate Wheller for her valued contribution to the work of the Committee since its inception. The Senior Democratic Services Officer would write to Councillor Wheller on the Committee's behalf.

Apologies for Absence

26 Apologies for absence were received from Councillors Pauline Batstone, Steve Butler, Ian Gardner, Margaret Phipps and Mark Tewkesbury and David Walsh.

Code of Conduct

27 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

With reference to minute 30, Daryl Turner confirmed that he had no disclosable pecuniary interest to declare but that he had attended Thorncombe Parish Council meetings at which this matter had been discussed but had not formed a view on this so would take part in the discussion and vote.

Minutes

28 The minutes of the meeting held on 18 February 2016 were confirmed and signed.

Public Participation29 Public Speaking

30 There were no public questions received at the meeting in accordance with Standing Order 21(1).

Public Statements

There were no public statements received at the meeting in accordance with Standing Order 21(2).

Petitions

31 There was one petition received in accordance with the County Council's Petition Scheme at this meeting.

Traffic Matters**Procedure for Petitions – Petition requesting a reduction in the speed limit on the A352 between Longburton and Middlemarsh to 40 mph**

The Committee considered a report by the Head of Highways on the receipt of a petition containing 145 signatures requesting the imposition of a 40 mph speed limit on the A352 between Longburton and Middlemarsh to address the speed of vehicles passing along the road at Holnest on road safety grounds and in light of the accident record experienced and to improve the quality of life for those in that area.

Ken Barton addressed the Committee on behalf of the petitioners, expressing concern that as that length of the A352 had a number of well used junctions - particularly with the B3146 - and was of an undulating configuration which limited visibility and distorted the perception of traffic speeds, the request to reduce the speed limit would go a considerable way to addressing the poor accident record along that length of road. Inappropriate overtaking manoeuvres were of particular concern. The heavily canopied roadside compounded the road safety issue causing a dappled effect on the highway in certain light which could well distract drivers. It was felt that the road markings were inadequate too. The needs of a number of vulnerable road users, particularly cyclists, walkers and horse riders should also be taken into account when considering what limit was appropriate for the road. The petitioner also felt that the officer's report had not adequately covered all the points raised in the petition.

District Councillor Margaret Lawrence supported the petition given the increased volume of traffic along the road and the speeds being attained. Her concerns were compounded by slow moving agricultural vehicles regularly using the road given that the area was principally a farming community. Moreover, the case was being made for the speed on this length of road to be reduced as a similar length at nearby Thornford had previously met the criteria for being addressed.

The Leader of the Council was familiar with the road and, whilst accepting that the speed and volume of traffic had increased in recent years, considered that from what the officers' report showed, imposing a 40 mph limit would not necessarily be able to be progressed and was hard to justify in the circumstances. Nevertheless he felt that there was scope for some low level alternative options to be considered, such as signage and road markings, which might well go a long way to addressing the concerns of local residents. He considered that a meeting between officers, the petitioner and the appropriate local member would be useful in progressing this. Officers explained the basis of the petitioner's request. Plans and photographs were shown to the Committee which provided an understanding of the context of the road, its characteristics and its setting. It also showed its relationship with development and junctions along the road and its configuration. The report provided the Committee with

a series of options on how they might consider responding to the petition. On this occasion however, having taken the opportunity to make an assessment of the request based on traffic speed measurements undertaken, officers considered that, in the circumstances, they could not recommend a reduction of the limit to 40 mph as it was not seen to be justified from those results.

The officer took the opportunity to clarify how the report was designed to address the salient points raised in the petition and summarise these. He also clarified what had been taken into account in the assessment and why this was the case. Whilst acknowledging the concerns being raised, he considered that a 40 mph speed limit could not be justified for the reasons set out in the report, particularly taking account of the results of the speed survey. He was disappointed that more meaningful and relevant information was not forthcoming from Dorset Police in explaining accident statistics so as to better inform the Committee. How any traffic regulation order would be enforced was also a notable consideration.

He was confident that the way in which the assessment of the suitability of the speed limit on this road had been made was consistent with the criteria for assessing limits and had been correctly applied. Accordingly it was deemed that 60 mph was an appropriate assessment for this 'A' class road, which was a primary route designed to carry all categories of traffic. Given the speeds recorded, experience had shown that if a limit was not considered by motorists to be reasonable, proportionate or realistic, there was scope for it to be disregarded and how it was observed could lead to even more inappropriate overtaking manoeuvres being undertaken.

The Committee considered that there was a need for this issue to be given more detailed consideration to determine what measures might be appropriate to address the road safety issues raised. They asked that appropriate improvements should be made to linage and signage to ensure that it was clear where potential hazards lay. Thought provoking signage as used elsewhere might be considered too. Members recognised too that enforcement of the limit was essential in it being successfully applied. They also were disappointed that access to relevant accident data lay with Dorset Police and the availability to their ICT.

Resolved

That in understanding the difficulty to justify acceding to the request to reduce the speed limit on the A352 at Holnest from 60 mph to 40mph based on the evidence and information contained in the officer's report, arrangements be made to hold a meeting between the petitioner, officers and the appropriate local member to determine how the situation might be best addressed, taking into account improved signage and linage.

Reason for Decision

In order to comply with the County Council's published scheme for responding to petitions and so as to enable local people to connect with local elected decision makers.

In complying with the Dorset County Council speed limit policy and the Department for Transport speed limit management guidance.

Proposed Waiting Restrictions - Sandbourne Avenue and Shottesford Avenue, Blandford

30 The Committee considered a report by the Head of Highways explaining that following the advertisement of proposed changes to parking restrictions on various roads in Blandford, objections had been received to the proposals for Sandbourne Avenue and Shottesford Avenue, Blandford, which was part of the Persimmons Estate. On 11 June and 8 July 2015 respectively the Regulatory Committee recommended, and Cabinet approved, the proposed waiting restrictions as advertised.

Subsequently it had come to light that further investigation into the bus route through the Persimmons Estate was required before any waiting restrictions could be implemented and the Committee were now being asked to consider whether the Traffic Regulation Order should be made as advertised, modified or abandoned in part. This further consideration also gave the original objectors an opportunity to make their contribution to the debate.

With the aid of a visual presentation, officers explained what had been the reasoning behind the need to originally impose the waiting restrictions and the basis on which the objections had been received. Photographs and plans were shown to the Committee by way of illustration. This showed where the proposals would be situated, the character of the roads and their setting within the townscape. The need for the proposals had arisen from the experience of service buses using the route having their passage impeded by vehicles parking around the tight bends in that area of the estate. Of particular concern was that not only were buses being affected but emergency, refuse and delivery vehicles were on occasion unable to pass. As the bus route was well used and well established there was reluctance for it to be altered so as to avoid that particular point. Accordingly, the proposed restrictions were designed to alleviate the situation.

Given the issues which had come to light over how the bus route was managed, officers now considered it necessary to review how the entire bus route provision through the estate could be sustained and managed effectively. For this reason it was now being proposed that the existing Blandford parking review should be implemented as advertised, save for - Sandbourne Avenue/Shottesford Avenue - to provide the opportunity for the entire bus route through the Persimmons Estate to be fully assessed and evaluated so that an acceptable solution might be achieved for both the bus company and residents.

The County Councillor for Blandford, who supported this course of action for the reasons given, considering that it was necessary for the bus route to be preserved and that the safe passage of large vehicles around that point should be assured. Blandford Forum Town Council supported this too. On a wider issue, he considered that more consideration should have been given to the configuration of the road network in the development of the estate. The Committee considered that this was a practical solution and

Recommended

That Cabinet be asked to:-

- revoke its previous decision to implement the proposals for Sandbourne Avenue and Shottesford Avenue, Blandford
- approve the making of the Traffic Regulation Order to implement the parking restrictions in Blandford as advertised, excluding the proposals for Sandbourne Avenue and Shottesford Avenue
- agree that parking matters along the whole bus route through the Persimmons Estate be considered separately and in their own right.

Reason for Recommendation

- New information has come to light that indicated the advertised proposals for Sandbourne Avenue and Shottesford Avenue were not the most appropriate as they stood;
- The remaining proposals for parking restrictions in Blandford remained suitable restrictions and no objections were received to the advertised proposals. The Town Council was supportive of the proposals being implemented as soon as possible.
- Further investigation into the bus route through the Persimmons Estate was required to determine whether further parking restrictions were required.

Dorset County Council (Footpaths 37 (Part), 38 and 103 (Part), Thorncombe) Public Path Diversion Order 2015

31 The Committee considered a report by the Head of Environment which considered objections to the Dorset County Council (Footpaths 37 (part), 38 and 103 (part), Thorncombe) Public Path Diversion Order 2015, the grounds on which these were based and what options were available to the Committee in their consideration of the matter.

With the aid of a visual presentation, officers explained the background to the Order and how the recommendation now being made had arisen. Photographs and plans were shown to the Committee by way of illustration showing the proposed diversion, the characteristics of the routes and how they were designed to address issues of improved land management, security and privacy for the benefit of the applicant.

Objections to the Order meant that the County Council was unable to confirm the Order itself so consequently, if supported, there would be a need for it to be sent to the Secretary of State (SoS) for Environment, Food and Rural Affairs for confirmation.

Details of the objections received and the grounds on which they were made were drawn to the attention of the Committee and summarised in the report, together with the options the Committee had available to them to deal with the matter. Costs associated with the various options were also explained.

Officers explained that as the Committee had previously supported the application and it was considered that the outstanding objections did not outweigh the tests for continuing the Order, it was now being recommended that the County Council should take a supporting stance in any further proceedings.

The Committee heard from Nick Cunningham who emphasised that as there had been no substantive change to the situation since the Committee last considered and, subsequently, supported the application, there was no reason for that view to change. The reasons for seeking to divert the path, on grounds of privacy and security, remained relevant and he asked the Committee to endorse its previous decision.

Steve Dunford expressed his objection to the application on the grounds that this would be detrimental to amenity and the pastoral views which were currently enjoyed when using Footpaths 37 and 38 and that the convenience of this route would be considerably compromised.

Before consideration was given to this matter, the Committee were advised that they were not being asked to consider the merits of the application but to give consideration to what stance should be taken in proceedings.

On that basis, the Committee considered that the proposed diversions satisfied the requirements for confirmation but understood that as the objections remained outstanding, the County Council was unable to determine the matter itself and it must be sent to the SoS for determination if support was maintained. As the County Council had previously supported the application, the Committee considered that this should be endorsed and that a supporting stance should be taken in any further proceedings. The County Councillor for Marshwood Vale endorsed how this was to be progressed.

Resolved

- That the Order be submitted to the Secretary of State for determination;
- That the County Council takes a supporting stance in the proceedings.

Reasons for Decisions

- The diversions, which were the subject of the Order, satisfied the requirements for confirmation. As there had been objections to the Order, the County Council could not itself confirm the Order but may submit it to the Secretary of State for an Inspector to be appointed to consider confirmation;
- The County Council had accepted the application and previously supported the proposed diversion. It was not considered that the objections demonstrated that the Order should not be confirmed.
- Enabling Economic Growth
 - Work in partnership to ensure the good management of our natural and historic environment
 - Work with partners and communities to maintain cycle paths, rights of way and disabled access
 - Encourage tourism to our unique county
 - Support community transport schemes
 - Ensure good management of our environmental and historic assets and heritage
- Promoting Health, Wellbeing and Safeguarding
 - Actively promote physical activity and sport
 - Develop and maintain safe, convenient, efficient and attractive transport and green infrastructure that is conducive to cycling and walking
 - Improve the provision of, and access to, green open spaces close to where people live

2/2015/1562/DCC - Retain and extend existing modular classroom at The Forum Centre, Park Road, Blandford Forum

32 The Committee considered a report by the Head of Economy on planning application 2/2015/1562/DCC for the retention and extension of an existing modular classroom at a pupil referral unit at the Forum Centre, Park Road, Blandford Forum, this being sited within a designated conservation area. The proposed development was considered to be in general accordance with the Development Plan and officers considered that the retention and extension of the existing building would not adversely affect either local amenity or the character and appearance of the conservation area; having paid special attention to the desirability of preserving or enhancing the conservation area. Moreover, the public benefits of the development and the purpose it served weighed heavily in favour of granting planning permission.

With the aid of a visual presentation officers described the proposal, what it was designed to achieve and set out the planning issues in detail. Photographs and plans illustrated the dimensions of the development and its characteristics; its setting within the character of the townscape and its relationship with other development in the conservation area. Parking and access arrangements associated with the site were also described in detail and the purpose of the proposal explained: the extension being to provide additional accommodation for children to be taught on a one-to-one basis and ease pressure on existing school capacity, enabling pupils to attend for longer periods in the day.

Officers explained that there had been a succession of temporary permissions granted but, given the ongoing need for the provision of the unit, there was now a desire to make this permanent. The terms of previous permissions were explained, these conditions being designed to enable the impact of the building and its use to be monitored and reassessed.

Blandford Forum Town Council had objected on the grounds that the existing building

was temporary and should be permanently replaced by an appropriate design in a conservation area in keeping with the site surroundings.

However officers explained that the proposed development was considered to be in general accordance with the Development Plan for the reasons outlined in the report and presentation.

Officers answered a series of questions on the detail of the application particularly from the County Councillor for Blandford relating to the number of car parking spaces available, which required some clarification as there was some discrepancy between the number of marked spaces and the number of vehicles actually parked on site. Whilst recognising the need for the unit, the local member also expressed concern that as its design was not in keeping with the character of the area, making the permission permanent at this time would not allow scope for its appearance to ever be improved. He also was concerned about the benefits of the extension and that this was being proposed to be built adjacent an electricity transformer. On this basis, he felt he could not support the proposal as it stood but could only agree to another temporary permission being granted at best. He proposed an amendment to the application be made on that basis.

Officers explained that in accordance with current Government policy, temporary planning permissions should not be used indefinitely and should either be made permanent or refused. In following that guidance, it was proposed that permission should be made permanent for the reasons given. Officers reminded members that a condition was proposed that the building would be removed when its educational purpose had been served. Recommended condition 3 of any grant of permission covered this point.

On being put to the vote, the proposed amendment was lost. The Committee then agreed that planning permission should be granted on the basis of the officer's report so as to ensure that need continued to be met, improvements made to the facility and that it fulfilled all that it was designed to do.

Resolved

That planning permission be granted subject to the conditions set out in paragraph 8 of the report.

Reason for Decision

The reasons for granting planning permission were summarised in paragraphs 6.34 and 6.35 of the report.

Arrangements for Wytch Farm application

33 The Committee took the opportunity to discuss the arrangements in respect of the need to hold a site visit in connection with consideration of the upcoming Wytch Farm planning applications.

Resolved

That a site visit to Wytch Farm Oilfield be held on a date to be determined.

Reason for Decision

To enable the Committee to see at first hand and gain a better understanding of operations at the Oilfield so that they might bear this in mind in their consideration of the applications.

Questions from County Councillors

34 No questions were asked by members under Standing Order 20(2).

Regulatory Committee

Dorset County Council



Date of Meeting	09 June 2016
Officer	Head of Economy
Subject of Report	To consider planning application 6/2015/0198 for the modification of Conditions 1 and 5 of Planning Permission 6/1999/0804 to allow for continued winning and working of mineral and removal of the previously imposed limitation on winter HGV movements at Southard Quarry, Swanage.
Executive Summary	The proposal is for continued extraction of Purbeck stone from a small quarry to the south of Swanage to allow for the completion of previously approved mineral extraction, together with removal/modification of a previously imposed winter HGV traffic restriction.
Impact Assessment:	Equalities Impact Assessment: The report concerns the determination of an application for planning permission and not any changes to any new or existing policy with equality implications.
	Use of Evidence: The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the main body of the report.
	Budget/Risk Assessment: No budget/risk assessment implications.
Recommendation	Grant planning permission subject to the conditions set out in paragraph 8.2 of the Report.

Reason for Recommendation	The reasons for granting planning permission are summarised in paragraphs 6.27 and 6.28.
Appendices	01. Location Plan. 02. Site Context Plan. 03. Extract from Road Safety Risk Assessment Report.
Background Papers	Planning Application File 6/2015/0198
Report Originator and Contact	Name: Mr Huw Williams Tel: (01305) 228264 Email: H.R.Williams@dorsetcc.gov.uk

1. Background

- 1.1 The application by W. J. Haysom and Son (hereafter referred to as 'the applicant') was received on 20 February 2015. The applicant is a family run business that quarries and processes Purbeck and Portland-Purbeck stone at various locations on the Isle of Purbeck.
- 1.2 Planning permission 6/85/323 for the use of land for quarrying at Southard was granted on 27 September 1985 and permission 6/1999/804 for the continued winning and working of minerals was granted on 25 April 2000. The current application is made under section 73 of the Town and Country Planning Act 1990 (i.e. determination of applications to develop land without compliance with conditions previously attached) to allow the continued winning and working of minerals and the removal/ modification of a previously imposed limitation on winter HGV movements.
- 1.3 Access to the quarry is off Panorama Road which also provides access to California Quarry and which previously also provided access to the former Swanage household recycling centre and tip (now closed).
- 1.4 Planning permission 6/2013/0571 granted in December 2013 provides for the drilling of an underground borehole for oil and gas exploration from California Quarry to an offshore hydrocarbon reservoir. A related permission (Ref: 6/2013/0456) provides for the construction of a wellsite, the undertaking of production tests and the retention of the site and wellhead valve assembly gear for evaluation within California Quarry. These applications, which were considered by the former Planning Committee in November 2013, generated a large number of representations. Access to the wellsite would also be via Panorama Road.
- 1.5 Further representations have been received in response to the current application which focus mainly on the traffic implications of the site access arrangement and particularly the multiple use of Panorama Road.
- 1.6 Panorama Road is not an adopted highway and for most of its length is not a registered public right of way. However, the road, which is in the ownership of Swanage Town Council, appears to be freely used by members of the

public both on foot and in vehicles. It links from the Class D Priests Road and Quarry Close to the former household recycling centre and tip – a distance of approximately 900 metres, initially providing access to a number of residential properties and the Swanage Bay View Holiday Park, then passing between the holiday park to the west and Hoburne Residential Park to the east and progressing southwards towards the former recycling centre, where there is now a small area used for parking and turning. Access to the quarries is via tracks from the southern section of the road close to the former recycling centre.

- 1.7 A plan illustrating the location of the site is produced at Appendix 01 of this report.

2. Site Description

- 2.1 Southard Quarry is situated on a low ridge in the open countryside approximately 0.8 km south of the Herston/Benlease area of Swanage and approximately 0.7 km north of the coast.
- 2.2 The quarry and its associated mining land are accommodated within a field of approximately 2.0 hectares, with the extraction area being in the south and land to the north used for overburden storage, stone stockpiling and hand processing.
- 2.3 Access to the quarry is gained via a track off the southernmost section of Panorama Road. A utilitarian stone dressing shed is situated adjacent to the quarry entrance. Public footpaths (SE3/56 and SE3/59) run north-south past either side of the quarry and form part of an extensive network of public rights of way that link between Swanage and the coast.
- 2.4 The quarry field is enclosed by a natural stone wall and hedgerow to the south, a hedge and fencing to the east, and scrub/hedging to the west, beyond which is the access track to California Quarry. Stone extraction has progressed west to east across the quarry, with part restoration having followed in the south-west. Vegetated bunds formed from excavated soils lie to the east and north-west. Relatively open views of the quarry are available from public rights of way on rising ground to the north, but the quarry is not prominent in the landscape from the south, east or west.
- 2.5 The nearest residential properties are at California Farm (approximately 300 metres to the north-west), Southard Farm (approximately 400 metres to the north) and Durlston Dairy (approximately 450 metres to the north-west).
- 2.6 The quarry lies wholly within the Dorset Area of Outstanding Natural Beauty (AONB) and the Purbeck Heritage Coast. The South Dorset Coast Site of Special Scientific Interest (SSSI) and St Albans Head to Durlston Head Special Area of Conservation (SAC) lie within 300 metres of the quarry and the coastal strip comprises part of the Jurassic Coast World Heritage Site (approximately 650 metres).
- 2.7 AONBs have the highest status of protection in relation to landscape with great weight to be given to conserving the landscape and scenic beauty. Heritage Coasts are areas of undeveloped coastline which are managed to

conserve their natural beauty and, where appropriate, to improve accessibility for visitors.

- 2.8 Sites of Special Scientific Interest are designated by Natural England under the Wildlife and Countryside Act 1981. Development proposed on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted.
- 2.9 Special Areas of Conservation are given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations. They comprise important high-quality sites that will make a significant contribution to conserving identified habitat types and species that are considered to be most in need of conservation at the European level.
- 2.10 World Heritage Sites are listed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) for their special cultural or physical significance. Inclusion indicates that UNESCO considers it to be in the interest of the international community to preserve the site.
- 2.11 No material impact on either the designated nature conservation sites or the World Heritage Site as a consequence of the proposed development is considered likely.
- 2.12 A plan illustrating the site context is produced at Appendix 2 of this report.

3. The Proposal

- 3.1 The application seeks permission for continued winning and working of mineral so as to allow for the extraction of un-dug stone within the original permission area. An end date for the extraction of stone of 31 December 2024 is proposed.
- 3.2 HGV traffic leaving the site has previously been limited to a maximum of five vehicles per full working day during May to September (inclusive) and one per full working day during October to April (inclusive). The applicant requests that the additional winter limitation be removed, so that a maximum of five HGVs can leave the site on any working day.

4. Consultations and Representations

- 4.1 The application was advertised on site and in the local press and consultation letters were sent to 28 properties.
- 4.2 **County Council Ward Member**
No response received.
- 4.3 **Purbeck District Council**
No objection subject to conditions.
- 4.4 **Swanage Town Council**
As owner of Panorama Road, has drawn attention to Road Safety Risk Assessment report prepared in response to safety issues arising from HGV

movements along Panorama Road. Ask that assessment recommendations be taken into account when evaluating the current application, drawing particular attention to comments that:

“If other large (particularly heavily laden) vehicles are going to have a problem negotiating the route up the gradient of Panorama Road in certain road and weather conditions then all haulage operations should be restricted to summer months when ice and rain is unlikely to be a problem for large HGVs negotiating the steep gradient of Panorama Road.”

and

“... if other large (particularly heavily laden) vehicles are going to have a problem negotiating the route up the gradient of Panorama Road in certain road and weather conditions then it should be rescheduled to a more appropriate time or arrive in smaller delivery vehicles that can negotiate the steep gradient of Panorama Road in all road and weather conditions without incident. Alternatively, all haulage operations should be restricted to summer months when ice and rain is unlikely to be a problem for large HGVs negotiating the steep gradient of Panorama Road.” (paragraph 9.12)

Suggest it may be that the introduction of risk management measures would be an appropriate condition to any grant of planning permission.

4.5 **DCC Highway Liaison Engineer**

No objection.

4.6 **DCC Rights of Way**

No response received.

4.7 **Environment Agency**

No objection.

4.8 **District Environmental Health Officer**

No response received.

4.9 **Natural England**

No comments to make.

4.10 **Dorset Wildlife Trust**

No objection, but highlight the close proximity of quarry working to Durlston SNCI and need for due care to be taken in any continued working of the quarry.

Also note that HGV access along Panorama Road abuts the Durlston SNCI and the DWT Townsend Reserve and that, again, care needs to be taken to ensure there are no detrimental impacts on these sites from increased traffic along this route.

Comment that presumed that restoration work at the quarry will recreate species rich limestone grassland in keeping with the high wildlife value of the local area.

- 4.11 **DCC Ecologist**
No ecological objection to the modifications.
- 4.12 **AONB Partnership**
No response received.
- 4.13 **DCC Senior Landscape Officer**
No response received.
- 4.14 **DCC Senior Archaeologist**
No response received.
- 4.15 **Other Representations**
14 other representations have been received.
- Panorama Road already serves a large caravan park along with 20 to 30 journeys of heavy duty lorries and tractors pulling stone from California Quarry. Permission has also been granted for the temporary wellhead at California Quarry.
 - Panorama Road already has enough heavy duty noisy and oversized vehicles using it every day without DCC giving further permission to remove the limitation on winter HGV movements.
 - In light of recent safety audit report on Panorama Road which specifies that HGV use of this road is not safe and that winter use is a specific risk it is inappropriate to lift the HGV restrictions that are in place. Also concerned that other quarries do not have similar restrictions.
 - All HGV movements should be stopped until a safe system is in place. If this is not done immediately then the Swanage Council and Purbeck District Council could be sued if an accident were to happen as the result of HGV, or indeed other, traffic on this road.
 - Road has supposed 20 mph speed limit, but 90 % of traffic, including the heavy lorries, trundle past our property far in excess of that, some probably doing 50 mph plus.
 - HGV vehicles are unsuitable for the very steep roads through highly populated streets with young families.
 - The route taken by HGVs to and from Southard Quarry is too dangerous to be allowed in winter. Pedestrians in particular would be gravely at risk.
 - Clear that when planning approval was granted to Southard Quarry the traffic conditions were put in place due to the inappropriateness of the access via the mile long road owned mostly by Swanage Town Council. The road has not improved and so there is no justification for softening these conditions.
 - New gas and oil exploration site is considered not to have been properly risk assessed.
 - Road represents a significant health and safety risk and it is unclear if Swanage Town Councils Insurers have been made aware of the risk themselves and whether they would cover accidents or deaths on the road now that this document has been generated finding fault.
 - In light of the risk assessment it would be wiser to restrict the traffic movements for California Quarry and the gas and oil exploration in line with those currently in place for Southard Quarry.
 - Problems for access include, but are not limited to:
 - Restricted view at junction with Priests way.

- Restricted visibility at junction with holiday park.
- Width at lower end of Panorama Road unable to accommodate two HGVs passing each other.
- Width at higher end of Panorama Road narrows further to 3.7 meters making passing of all vehicles impossible without reversing and being on a steep incline could lead to loss of control for HGVs travelling downhill especially in inclement or frosty weather.
- No footpath along upper end of Panorama Road which is utilised by children and parents and there is no place for them to get out of the way of HGVs.
- Vehicle restraint system in place to protect Plantation Close from out of control HGVs is inadequate and even vans are likely to somersault over.
- The condition of the road surface is unsuitable with the likelihood of an unsuitable Polished Stone Value.
- There are insufficient passing places on the road to accommodate additional traffic.
- Increase in traffic conflicts with the nine pedestrian accesses and rights of way onto the upper end of Panorama Road.
- Incline is 10% or greater making use by HGVs difficult.
- Loss of integrity at Priests Way Panorama Road junction has been caused by HGVs turning and represents a hazard to two wheel vehicles. Further HGV movements will increase the rate of degradation.
- Agricultural vehicles utilise the road and conflict with HGV increasing likelihood of reversing.
- A wall running along the length of the upper portion of Panorama Road means there is no safe run off for any runaway vehicle on the steep road.
- There is a conflict of use between vehicles, HGVs, farm vehicles, cyclists, pedestrians and children going to and from school and the swimming baths.
- In short it is an accident waiting to happen and allowing increased use is utterly inappropriate and must be prevented.

5. Planning Policy Framework

- 5.1 Applications for planning permissions must be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan includes the *Bournemouth, Dorset and Poole Minerals Strategy* adopted in May 2014, the saved policies of the *Dorset Minerals & Waste Local Plan* originally adopted in April 1999, and the *Purbeck Local Plan Part 1: Planning Purbeck's Future* adopted by Purbeck District Council in November 2012. The term '*material considerations*' is wide ranging, but includes national, emerging and supplementary planning policy documents. Material to all applications is the *National Planning Policy Framework* issued in March 2012 (the NPPF) which sets out the Government's planning policies for England and how these are expected. Also material is the Government's online *Planning Practice Guidance (PPG)*. The most relevant policies and provisions are listed below.

5.2 The Development Plan

Bournemouth, Dorset and Poole Minerals Strategy, May 2014 (the Minerals Strategy)

- Policy SS1 – Presumption in Favour of Sustainable Development.
- Policy SS2 – Identification of Sites in the Mineral Sites Plan.
- Policy PK1 – Provision of Purbeck Stone.
- Policy PK2 – Considerations for Purbeck Stone Quarries.
- Policy PK4 – Crushing of Purbeck Stone at Dimension Stone Quarries.
- Policy RS1 – Restoration, Aftercare and Afteruse of Minerals Development.
- Policy RS2 – Retention of Plant, Machinery and other Ancillary Development.
- Policy DM1 – Key Criteria for Sustainable Minerals Development.
- Policy DM2 – Managing Impacts on Amenity.
- Policy DM3 – Managing the Impact on Surface Water and Ground Water Resources.
- Policy DM4 – Protection and Enhancement of Landscape Character and the Countryside.
- Policy DM5 – Biodiversity and geological interest.
- Policy DM6 – Dorset and East Devon Coast World Heritage Site.
- Policy DM8 – Transport and Minerals Development.

Dorset Minerals & Waste Local Plan, April 1999 (the DM&WLP)

- Saved Policy 6: Relating to Applications Outside the Preferred Areas.

Purbeck Local Plan Part 1: Planning Purbeck's Future, November 2012 (the Purbeck Local Plan)

- Policy SD: Presumption in Favour of Sustainable Development.
- Policy CO: Countryside.
- Policy BIO: Biodiversity & Geodiversity.
- Policy GP: Groundwater Protection.
- Policy LHH: Landscape, Historic Environment and Heritage.

5.3 Other Material Considerations

National Planning Policy Framework, March 2012 (the NPPF)

- Achieving sustainable development – paragraphs 6-10 and 14.
- Conserving and Enhancing the natural environment – paragraphs 109, 115, 116, 118 and 123.
- Facilitating the sustainable use of minerals paragraph 144.
- Decision-taking - paragraph 186, 187 and 206.

Technical Guidance to the National Planning Policy Framework, March 2012

- Minerals policy – paragraph 20-51.

6. **Planning Assessment**

- 6.1 Having regard to the provisions of the development plan, the information submitted in support of the application and the representations received, the main issues in the determination of the application relate to:

- (i) the acceptability in principle of the proposed development; and
- (ii) the impact of the development on the environment and on amenity, including its impact on scenic beauty, landscape character and visual amenity and traffic related impacts.

Principle of Development

- 6.2 Section 73(2) of the Town and Country Planning Act 1990 provides that on applications for planning permission for the development of land without complying with conditions subject to which a previous planning permission was granted, the local planning authority shall consider only the question of the conditions subject to which planning permission should be granted. However, as the current application seeks permission for the continuation of mineral working beyond the previously imposed deadline for the cessation of mineral extraction, the acceptability in principle of continued extraction should also be considered.
- 6.3 Paragraph 14 of the NPPF establishes a presumption in favour of sustainable development which is endorsed by Policy SS1 of the Minerals Strategy and Policy SD of the Purbeck Local Plan.
- 6.4 Paragraph 8 of the NPPF provides that to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. Paragraph 19 of the NPPF confirms that the Government is committed to ensuring that the planning system does all it can to support sustainable economic growth and that planning should operate to encourage sustainable growth. Significant weight should therefore be placed on the need to support economic growth through the planning system. However, paragraph 116 of the NPPF (Conserving and enhancing the natural environment) provides that planning permission should be refused for major development in AONB's other than in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:
 - (i) the need for the development, including impact on the economy;
 - (ii) the cost of and scope for developing elsewhere outside the designated area, or meeting the need in some other way; and
 - (iii) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which these could be moderated.
- 6.5 Major development is identified to include the winning and working of minerals.
- 6.6 With regard to facilitating the sustainable use of minerals, paragraph 144 of the NPPF provides that, when determining planning applications, local planning authorities should, amongst other matters:
 - give great weight to the benefits of mineral extraction (including to the economy);
 - ensure that there are no unacceptable adverse impacts on the natural and historic environment or human health, and take into account the

cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality;

- ensure that any unavoidable noise, dust and particle emissions are controlled, mitigated or removed at source, and establish appropriate noise limits for extraction in proximity to noise sensitive properties;
- provide for restoration and aftercare at the earliest opportunity to be carried out to high environmental standards, through the application of appropriate conditions, where necessary; and
- recognise the small-scale nature and impact of building and roofing stone quarries, and the need for a flexible approach to the potentially long duration of planning permissions reflecting the intermittent or low rate of working at many sites.

- 6.7 The Minerals Strategy recognises that the quarrying of Purbeck Stone is a long established industry which for centuries has been providing dimension stone for local building and for use in some major cities. It is further noted that it continues to be in demand for a range of uses, notably the repair and restoration of historic buildings, for architectural masonry and for monumental and ornamental work, and that over 100 people are employed in the industry, demonstrating its economic value to the area.
- 6.8 The Purbeck Stone resource is generally confined to an area of approximately 10 km² within the coastal zone south of Swanage and west to St Aldhelm's Head. The resource lies wholly within the Dorset AONB and consequently there is no scope for accommodating the proposed development outside the designated area.
- 6.9 Policy PK1 of the Minerals Strategy provides that the mineral planning authority will maintain an adequate and steady supply of the full range of Purbeck Stone beds for building and roofing purposes during the plan period and that provision will be made for an average of at least 20,000 tonnes per annum of saleable Purbeck Stone, excluding Purbeck Mable and Burr.
- 6.10 The Minerals Local Plan identified '*Preferred Areas*' within the AONB wherein applications for new or extended Purbeck Stone quarries would be permitted (former Policies 5 and 30) and established a presumption against extraction of block stone outside these Preferred Areas (former Policy 31). The application site does not lie within one of the Preferred Areas identified for Purbeck Stone extraction, but saved Policy 6 details criteria to be applied to any applications for mineral facilities outside the Preferred Areas and it has previously been held (April 2000) that the relevant criteria have been satisfied. Very much the same circumstances continue to apply.
- 6.11 The Minerals Strategy does not identify Preferred Areas for Purbeck Stone extraction, but instead defines a broad area of search wherein Policy PK2 provides planning permission may be granted if they are needed to meet a shortfall in supply that cannot be met through existing permitted or allocated sites. Site allocations have since been proposed, but not yet adopted. However, the application site is within the defined area of search, operation of the site has previously permitted and adjacent land has been identified to contribute to the adequate and steady supply of Purbeck Stone (Site Ref: PK-10).

- 6.12 The winning and working of Purbeck stone from Southard Quarry has formed an important part of the applicant's business operation which involves the extraction of a range Purbeck Stones from a number of quarries to meet market demands. Extraction rates at Southard have generally been relatively modest (averaging approximately 500 tonnes per annum), with output regulated by both the preclusion of non-traditional use of the stone and the level of market demand for what is a valuable mineral resource. The proposed further extension of time allows for completion of the previously permitted extraction in line with anticipated requirements.
- 6.13 In all these circumstances, it is considered that the continued operation of Southard Quarry would be consistent development plan policy for Purbeck Stone and, subject to the consideration of the detailed environmental implications of the proposal, that the application therefore provides for a sustainable form of development that is acceptable in principle.

Impact of Development

- 6.14 Policy PK2 (Considerations for Purbeck Stone Quarries) of the Minerals Strategy provides that proposals must meet all of the following criteria:
- a. their scale, extent and location are such that adverse impacts upon the environment and amenity can be avoided, minimised or adequately mitigated to the satisfaction of the Mineral Planning Authority;*
 - b. they are accompanied by details of anticipated overburden and evidence of how this will be accommodated within the landform so as not to have a significant impact on the landscape character and quality of the Dorset AONB;*
 - c. there will not be an unacceptable cumulative impact on the landscape character or amenity having regard to activities within the proposed site and other sites within the area;*
 - d. existing characteristic landscape features, such as stone walls, are retained in situ unless the stone is incapable of being viably worked without disturbance to such features. Where disturbance is unavoidable proposals must include measures to minimise disturbance and/or mitigate the impact to an acceptable degree;*
 - e. there would not be unacceptable impacts on the highway network or amenity arising from transporting stone from the quarry to the service area; and*
 - f. in the case of applications for non-allocated sites, they would not prevent or constrain the delivery of an existing permitted or allocated site, having regard to the potential for cumulative impacts to occur."*
- 6.15 Similarly, Policy DM2 (Managing Impacts on Amenity) of the Minerals Strategy provides that proposals for mineral development will only be permitted where the proposals demonstrate that, for the life-cycle of the

proposed development, any potential adverse impacts associated with noise, dust, air emissions, lighting, visual and landscape impacts, vibration levels, site related traffic impacts and stability of land are avoided and/or adequately mitigated to an acceptable level.

- 6.16 Purbeck Stone working is recognised as a key part of the cultural and historic evolution of the Purbeck plateau landscape and consequently is an established feature of the local landscape character. Southard is a relatively small quarry and its operation, whilst in close proximity to a number of other quarries, has only a modest impact on the character of the landscape and visual amenity. Site boundaries have been adequately maintained helping to screen operations. Arrangements for the progressive restoration of the site to acid grassland and its aftercare have previously been approved and remain satisfactory and in line with policy requirements. Neither the AONB Team nor the Council's Senior Landscape Officer object to the proposal and previous working has not given rise to significant environmental problems, with extraction being above the water table and potential hazards being mitigated by working practices and planning conditions.
- 6.17 Other than the duration of the extraction period and a minor alteration to the limitation on winter traffic movements, no change is proposed to the approved mineral working arrangements. Past operation of the quarry has not given rise to particular problems in relation to noise, dust and other emissions and, subject to the appropriate operation of the quarry, future problems are not expected.
- 6.18 With regard traffic impacts, Minerals Strategy Policy PK2(e) requires that proposals for Purbeck Stone must not have an unacceptable impact on the highway network or amenity arising from transporting stone. Minerals Strategy Policy DM8 similarly requires that minerals development is served by a safe access and that there will be no adverse impacts on the road network.
- 6.19 Following the grant of planning permission for the temporary wellsite at California Quarry, Swanage Town Council commissioned the preparation of a Road Safety Risk Assessment report for Panorama Road. Swanage Town Council has requested that the assessment recommendations be taken into account when evaluating the current application and a number of other representations have referred to the assessment. The assessment recommendations are produced at Appendix 03 of this report.
- 6.20 The focus of the assessment is on the potential increase in HGV traffic arising from the permitted oil and gas developments at California Quarry, but it has been noted in representations that many of the points raised also relate to the use of the road for stone haulage.
- 6.21 It should be noted that the County Council as highway authority is under no obligation to carry out repairs, maintenance or street cleansing on private streets, even if the public has a right of access. The physical condition of Panorama Road is therefore primarily a matter for Swanage Town Council as owner. However, the adequacy of proposed access arrangements is a material planning consideration.
- 6.22 Neither the Council's Highway Liaison Engineering nor the Rights of Way Team have raised any objection to the proposal to continue the operation of

Southard Quarry. Use of Panorama Road by quarry traffic is long standing, but it is clear that the route from Southard Quarry both to and through the edge of Swanage to the A351 is not ideal for quarry traffic. However, there is little in the way of a practicable alternative to this route and previous mineral permissions have specifically required use of Panorama Road in preference to potential alternative arrangements.

- 6.23 Even at its maximum proposed traffic generation (i.e. 5 vehicles or 10 movements a day), the number of HGV movements associated with Southard Quarry is very low and the actual number of movements has generally been much lower and sporadic in nature, typically being associated with specific and occasional extraction campaigns. Movements have also tended to involve tractors and trailers rather lorries, with lorries being a particular concern for a number of local residents.
- 6.24 HGV traffic leaving the California Quarry service area is required to use the route via Panorama Road and is subject to a restriction that an average of not more than 6 laden vehicles may leave the site per full working day over any week. Construction, operation and decommissioning of the temporary wellsite at California Quarry would generate some additional traffic movements along Panorama Road, but the transport assessment submitted in support of that development made clear that movements would be concentrated during two specific weeks when the drill rig and associated equipment would be brought to California Quarry and when the rig etc are removed. During these periods, traffic management measures including the deployment of 'banks men' would be implemented along the route at locations within Swanage and elsewhere. Some vehicles would also have escorts and some of the movements would come under additional abnormal loads procedures that are controlled by the police. There would also be liaison between vehicles, escorts and banks men using mobile phones and radios so that movements would be co-ordinated through any difficult points along the route. At other times, operation of the wellsite would have only a minor impact on existing traffic conditions.
- 6.25 A previous temporary wellsite was operated successfully from Southard Quarry (Planning Permission 6/88/1269) and HGV movements along Panorama Road have reduced substantially since the closure of the former recycling centre and tip.
- 6.26 In all these circumstances, notwithstanding the contents of the Road Safety Risk Assessment report for Panorama Road and other representations received, I am satisfied that the access arrangements (including the proposed restriction on HGV movements) are adequate and that, subject to the imposition of updated conditions, the scale, extent and programming of the proposed extraction and site restoration are acceptable.

Conclusion

- 6.27 The NPPF provides that the purpose of the planning system is to contribute to the achievement of sustainable development and that to achieve this, economic, social and environmental gains should be sought jointly and simultaneously (paragraphs 6 and 8). Planning authorities are advised to approach decision taking in a positive way to foster the delivery of sustainable development (paragraph 186), looking for solutions rather than problems and

to approve applications for sustainable development where possible (paragraph 187). Development proposals that accord with the development plan should be approved with out delay (paragraph 14).

- 6.28 For the reasons set out above, the proposed development is considered to be in general accordance with the development plan. There are no material considerations indicating that the application should be determined other than in accordance with the development plan. Accordingly, planning permission can and should be granted.

7. Human Rights Implications

- 7.1 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:

- (i) Article 8 - Right to respect for private and family life; and
- (ii) The First Protocol, Article 1 - Protection of Property.

- 7.2 Having considered the impact of the development, as set out in the assessment above as well as the rights of the applicant and the general interest, the opinion is that any effect on human rights does not outweigh the granting of the permission in accordance with adopted and prescribed planning principles.

8. Recommendation

- 8.1 Grant planning permission subject to the conditions set out in paragraph 8.2 below.

8.2 SCHEDULE OF CONDITIONS

Time Limit – Commencement of Development

1. The development hereby permitted shall be begun not later than the expiration of 3 years beginning from the date of this permission.

Reason

In accordance with section 91 of the Town and Country Planning Act 1990 (as amended).

Duration of Development

2. The development subject of this permission shall cease by 31 December 2026 by which date all plant, buildings and stockpiled stone shall have been removed from the site and the site shall have been restored in accordance with the details approved by the mineral planning authority on 22 March 2001 and 05 August 2014 pursuant to conditions 25 and 28 of planning permission 6/99/804. Extraction of mineral shall cease by 31 December 2024.

Reason

To limit the duration of disturbance from the development and to secure restoration of the site having regard to Policies SS1, PK2,

RS1, RS2 and DM1 of the Bournemouth, Dorset and Poole Minerals Strategy and saved Policy 6 of the Dorset Minerals & Waste Local Plan.

Compliance with Approved Documents

3. Unless otherwise required by the conditions of this permission or agreed in writing by the mineral planning authority, the working and restoration of the site shall be carried out in accordance with the plans, drawings and documents previously approved by or pursuant to planning permission 6/1999/804 including:
- (i) Drawing No. SD1 titled Location Plan;
 - (ii) Drawing No. SD2 titled Site Plan;
 - (iii) Drawing No. SD3 titled Working Scheme;
 - (iv) Plan DCC/SD4 dated 17/3/2000 and titled Variation of Planning Conditions etc;
 - (v) the site restoration arrangements detailed in the letter from Sue Haysom dated 15 March 2001 as approved by the mineral planning authority pursuant to Condition 25 of planning permission 6/1999/804 by letter dated 22 March 2001; and
 - (v). the Southard Quarry Restoration Scheme submitted by email dated 23 July 2014 and approved by the mineral planning authority pursuant to Condition 28 of planning permission 6/1999/804 by letter dated 05 August 2014.

Reason

To enable the mineral planning authority to adequately control the development having regard to its location within the Dorset Area of Outstanding Natural Beauty and to Policies SS1, PK1, PK2, PK3, PK4, PK5, RS1, RS2, DM1, DM2, DM3, DM4, DM5, DM6, DM7 and DM8 of the Bournemouth, Dorset and Poole Minerals Strategy and saved Policy 6 of the Dorset Minerals & Waste Local Plan.

Hours of Operation

4. Other than for essential maintenance and in emergencies to maintain safe quarry working (which shall be notified to the mineral planning authority as soon as practicable) no winning or working of minerals (including stone extraction) nor movement or loading of minerals shall take place outside the hours of 0700 to 1800 hours Mondays to Fridays and 0700 to 1300 hours on Saturdays. No working shall take place on Sundays, Public Holidays or Bank Holidays.

Reason

To safeguard the amenities of the locality and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM2, and DM4 of the Bournemouth, Dorset and Poole Minerals Strategy.

Limit of Extraction

5. No extraction of stone or other minerals shall take place outside the area shown on Drawing SD3 as 'AREA TO BE EXTRACTED' and diagonally hatched.

Reason

To accord with the terms of the application and to limit the extent of the development and resultant disturbance within the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM4 and DM7 of the Bournemouth, Dorset and Poole Minerals Strategy.

Depth of Working

6. No extraction operations shall take place below 78 metres Above Ordnance Datum or deeper than 12 metres below the surface of the nearest undisturbed ground, whichever is the higher, and no extraction shall take place beneath the level of the natural water table.

Reason

To limit the depth of working and safeguard water interests having regard to Policies PK2, DM1, DM2, DM3 and DM4 of the adopted Bournemouth, Dorset and Poole Minerals Strategy.

Traditional Uses & Crushing of Stone

7. Unless otherwise agreed in writing by the mineral planning authority, no crushing of stone shall take place within the site. Stone extracted from the site shall not be sold or used as aggregate or fill except for use by the operator for the maintenance of the quarry and quarry access tracks. Any crushing of stone shall be limited to that previously approved by the mineral planning authority and shall be limited to waste stone extracted from the site.

Reason

To secure the availability of suitable material for the restoration of the site having regard to Policies PK2, PK4, RS1, DM1 and DM4 of the Bournemouth, Dorset and Poole Minerals Strategy.

Blasting Restriction

8. No blasting shall be carried out on the site.

Reason

To safeguard the amenities of the local area and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM2 and DM4 of the Bournemouth, Dorset and Poole Minerals Strategy.

Stockpiling of Stone

9. Unless otherwise agreed in writing by the mineral planning authority no stone shall be stockpiled on the site other than in the Stone Stockpiling Area shown on approved Plan DCC/SD4.

Reason

To safeguard the amenities of the local area and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM2 and DM4 of the adopted Bournemouth, Dorset and Poole Minerals Strategy.

Height of Stockpiles

10. Unless otherwise agreed in writing by the mineral planning authority, no stockpiles shall exceed 3 metres in height.

Reason

To safeguard the amenities of the local area and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM2 and DM4 of the adopted Bournemouth, Dorset and Poole Minerals Strategy.

Soil Stripping and Handling

11. Topsoil and subsoil shall only be stripped or handled when in a dry and friable condition. Topsoil and subsoil shall be separately stripped to their full depths and, wherever reasonably practicable, both topsoil and subsoil shall be directly placed as part of the phased restoration of the site. Where this is not reasonably practicable, they shall be stored separately in stockpiles or bunds in locations approved by the mineral planning authority. Unless otherwise agreed in writing by the mineral planning authority, no topsoil or sub-soil shall be removed from or imported the site.

Reason

To prevent loss of soil and to ensure direct replacement of soil wherever reasonably practicable having regard to Policies RS1 and DM1 of the Bournemouth, Dorset and Poole Minerals Strategy.

Placement of Waste Material

12. Unless otherwise agreed in writing by the mineral planning authority, no further waste materials shall be deposited outside previously worked parts of the 'AREA TO BE EXTRACTED' shown on approved Drawing No: SD3 and all overburden, inter-burden and waste extracted shall be deposited in the worked out part of the extraction area.

Reason

To ensure that the site is restored in an orderly and progressive manner, and to aid the restoration of the site to beneficial use having regard to Policies PK2, DM1, DM2 and DM4 of the adopted Bournemouth, Dorset and Poole Minerals Strategy.

Export of Waste Material

13. Unless otherwise agreed in writing by the mineral planning authority, no waste stone, overburden or inter-burden originating from quarrying within the site shall be exported from the site.

Reason

To secure the availability of suitable material for the restoration of the site having regard to Policies PK2, PK4, RS1, DM1 and DM4 of the Bournemouth, Dorset and Poole Minerals Strategy.

Site Maintenance

14. All disturbed areas of the site and all topsoil, soil making material and overburden mounds shall be kept free from pernicious weeds such as thistle, dock, Japanese knotweed and ragwort.

Reason

To prevent the build up of harmful weed seeds in soils that are being or will be used for restoration of the site having regard to Policies RS1 and DM1 of the Bournemouth, Dorset and Poole Minerals Strategy.

Means of Access

15. Unless otherwise agreed in writing by the mineral planning authority, no vehicle visiting the site in connection with the development hereby permitted shall enter or leave the site other than by the access route from Panorama Road as shown in red on Drawing Nos. SD1 and SD2.

Reason

To accord with the terms of the application and safeguard the amenities of the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM4 and DM8 of the Bournemouth, Dorset and Poole Minerals Strategy.

Traffic Generation

16. Unless otherwise agreed in writing by the mineral planning authority, the number of heavy good vehicles (HGVs) leaving the site shall be limited to a maximum of five per full working day. A HGV shall be taken to be any vehicle weighing more than 3.5 tonnes.

Reason

To safeguard the amenities of the local area and nearby residential properties, the character and safety of affected public rights of way and the character of the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM2, DM4 and DM8 of the Bournemouth, Dorset and Poole Minerals Strategy.

Traffic Records

17. From the commencement of the development hereby permitted, the site operator shall maintain records of all heavy goods vehicles entering and leaving the site, all such records to be retained for a period of at least two years. On receipt of reasonable notice, the site operator shall make the records available to the mineral planning authority.

Reason

To enable the mineral planning authority to monitor traffic activity associated with the site having regard to Policies PK2, DM1, DM2, DM4 and DM8 of the Bournemouth, Dorset and Poole Minerals Strategy.

Vehicle Cleaning

18. No commercial vehicles leaving the site shall enter the public highway unless their wheels and chassis are sufficiently clean to prevent material being deposited on the highway.

Reason

In the interests of highway safety and to prevent mud and dust getting on the highway having regard to Policies DM2 and DM8 of the Bournemouth, Dorset and Poole Minerals Strategy.

Protection of Existing Boundaries

19. No operations shall take place and no materials shall be deposited on the site within one metre of the edged of any wall or hedge on the boundaries of the site.

Reason

In the interest of amenity and nature conservation having regard to Policies PK2, DM1, DM2, DM4 and DM5 of the adopted Bournemouth, Dorset and Poole Minerals Strategy.

Restriction of Permitted Development Rights

20. Notwithstanding the provisions of part 17 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order, 2015 (or any Order amending, replacing or re-enacting that Order) no fixed plant or machinery, buildings, structures and erections, or private ways shall be erected, extended, installed, rearranged, replaced, repaired or altered at the site without the prior written approval of the mineral planning authority.

Reason

To safeguard the visual amenity of the local area and of the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1, DM2 and DM4 of the Bournemouth, Dorset and Poole Minerals Strategy.

Control of Visual Impact

21. Unless otherwise agreed in writing by the mineral planning authority, no plant, equipment or materials other than that required for the permitted working of the site shall be stored or kept at the site. No plant, equipment or other materials shall be stored or parked on storage mounds or bunds above surrounding ground level within the site.

Reason

To safeguard the visual amenities of the local area and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1 and DM4 of the Bournemouth, Dorset and Poole Minerals Strategy.

Lighting

22. No external illumination shall be used on the site unless previously approved in writing by the mineral planning authority.

Reason

To safeguard the visual amenities of the local area and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1 and DM4 of the Bournemouth, Dorset and Poole Minerals Strategy.

Noise Limits

23. Noise emanating from mineral extraction, processing and transportation or any similar activity within the site measured at The Cottage, California Farm, Priest's Way shall not exceed:

- (a) 46dB LAeq 1 hour (freefield) between the hours of 7.00am to 6.00pm on Mondays to Fridays and 7.00am to 1.00pm on Saturdays, with the exception of essential temporary operations to construct or remove bunds and strip or spread soil, and
- (b) 42 dB LAeq 1 hour (freefield) at all other times.

Noise levels during temporary operations involving the addition or removal of material from environmental bunds and soil storage areas shall not exceed 70 dB (LAeq, 1 hour) freefield at any noise sensitive property. The higher noise level for temporary operations shall be limited to a maximum period of eight weeks in any calendar year.

In the event of any exceedence of noise limits being identified by either the operator or the mineral planning authority, the use of any offending plant shall be suspended until the precise cause of the problem has been established and appropriate mitigation measures first submitted to and approved by the mineral planning authority in writing have been implemented.

Reason

To limit disturbance from site operations and for the avoidance of nuisance to the local community, AONB and local footpaths having regard to Policies PK2, DM1 and DM2 of the Bournemouth, Dorset and Poole Minerals Strategy and Policy 6 of the Dorset Minerals & Waste Local Plan.

Noise Control

- 24. All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification at all times and shall be fitted with and use effective silencers to prevent unnecessary noise. All equipment when not in use shall be switched off.

Reason

To limit disturbance from operations having regard to Policies PK2, DM1 and DM2 of the Bournemouth, Dorset and Poole Minerals Strategy.

Noise Monitoring

- 25. Within 28 days of a reasoned written request to the operator from the minerals planning authority following a justifiable noise complaint, noise monitoring shall be undertaken in accordance with details submitted to and agreed by the authority and the results shall be reported to the authority.

Reason

To enable compliance with the established noise limits to be monitored having regard to Policies PK2, DM1 and DM2 of the Bournemouth, Dorset and Poole Minerals Strategy.

Dust

26. Best practicable means shall be employed to prevent the raising of dust as a result of mineral operations. As a minimum, haul roads, hard surfaced areas and stockpiles shall be sprayed with water as may be necessary to prevent the raising of fugitive dust.

Reason

To protect the amenities of locality having regard to Policies PK2, DM1, DM2 and DM4 of the adopted Bournemouth, Dorset and Poole Minerals Strategy.

Water Protection and Pollution Prevention

27. Any chemical, oil or fuel storage containers on the site shall be sited on an impervious surface within bund walls. The bunded areas shall be capable of containing 110% of the containers' total volume and shall enclose within their curtilage all fill and draw pipes, vents, gauges and sight glasses. There must be no drain through the bund floor or walls. No water contaminated by oil, grease or other pollutants shall be discharged into any ditch or watercourse or allowed to flood adjacent land.

Reason

To reduce the risk of pollution of the water environment having regard to Policies DM1 and DM3 of the Bournemouth, Dorset and Poole Minerals Strategy.

Phased Restoration

28. Restoration shall be undertaken in accordance with the details approved by the mineral planning authority on 22 March 2001 and 05 August 2014 pursuant to conditions 25 and 28 of planning permission 6/99/804.

Reason

To secure the satisfactory restoration of the site and protect the visual amenity of the local area and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, RS1, RS2, DM1, DM4, DM5 and DM7 of the Bournemouth, Dorset and Poole Minerals Strategy and saved Policy 6 of the Dorset Minerals & Waste Local Plan.

Aftercare

29. Site aftercare for a period of not less than five years shall be undertaken in accordance with the details approved by the mineral planning authority pursuant to condition 28 of planning permission 6/99/804 on 05 August 2014.

Reason

To secure the beneficial afteruse of the site land and the viability of newly created habitats having regard to Policies PK2, DM1 and RS1 of the Bournemouth, Dorset and Poole Minerals Strategy.

Cessation of Works and Restoration of the Site

30. In the event of a cessation of winning and working of minerals prior to the achievement of the completion of the development and which in the opinion of the mineral planning authority constitutes a permanent cessation within the terms of paragraph 3 of Schedule 9 of the Town

and Country Planning Act 1990, a revised restoration scheme, to include details of reclamation and aftercare, shall be submitted to and approved in writing by the mineral panning authority within 24 months of the cessation of the winning and working of minerals. The scheme, which shall include the removal all buildings, structures, plant, equipment, areas of hard-standing and access roads and a timetable for the restoration of the site, shall thereafter be implemented in accordance with the approved scheme and timetable.

Reason

To secure the satisfactory restoration of the site and protect the visual amenity of the local area and the Dorset Area of Outstanding Natural Beauty having regard to Policies PK2, DM1 and RS1 of the Bournemouth, Dorset and Poole Minerals Strategy.

8.3 INFORMATIVES

Pollution Prevention

1. Safeguards should be implemented to minimise the risks of pollution from the development. Such safeguards should cover:
 - (i) The use of plant and machinery;
 - (ii) Oils/chemicals and materials;
 - (iii) The use and routing of heavy plant and vehicles, including sediment runoff;
 - (iv) The location and form of work and storage areas and compounds; and
 - (v) The control and removal of spoil and wastes.

The applicant should refer to the Environment Agency Pollution Prevention Guidelines at:

<http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>.

Mining Waste – Environmental Permit

2. Activity on this site may be managed under a Mining Waste Environmental Permit. The details of this Environmental Permit will have to be approved by the Environment Agency before work commences. Please contact the Environment Agency to discuss this on 01258 483307.

Statement of Positive Involvement

3. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Dorset County Council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by:
 - (i) providing a pre-application advice service;
 - (ii) updating the applicant's agent of issues as they arose in the processing of the application;
 - (iii) Discussing possible solutions to material concerns raised; and

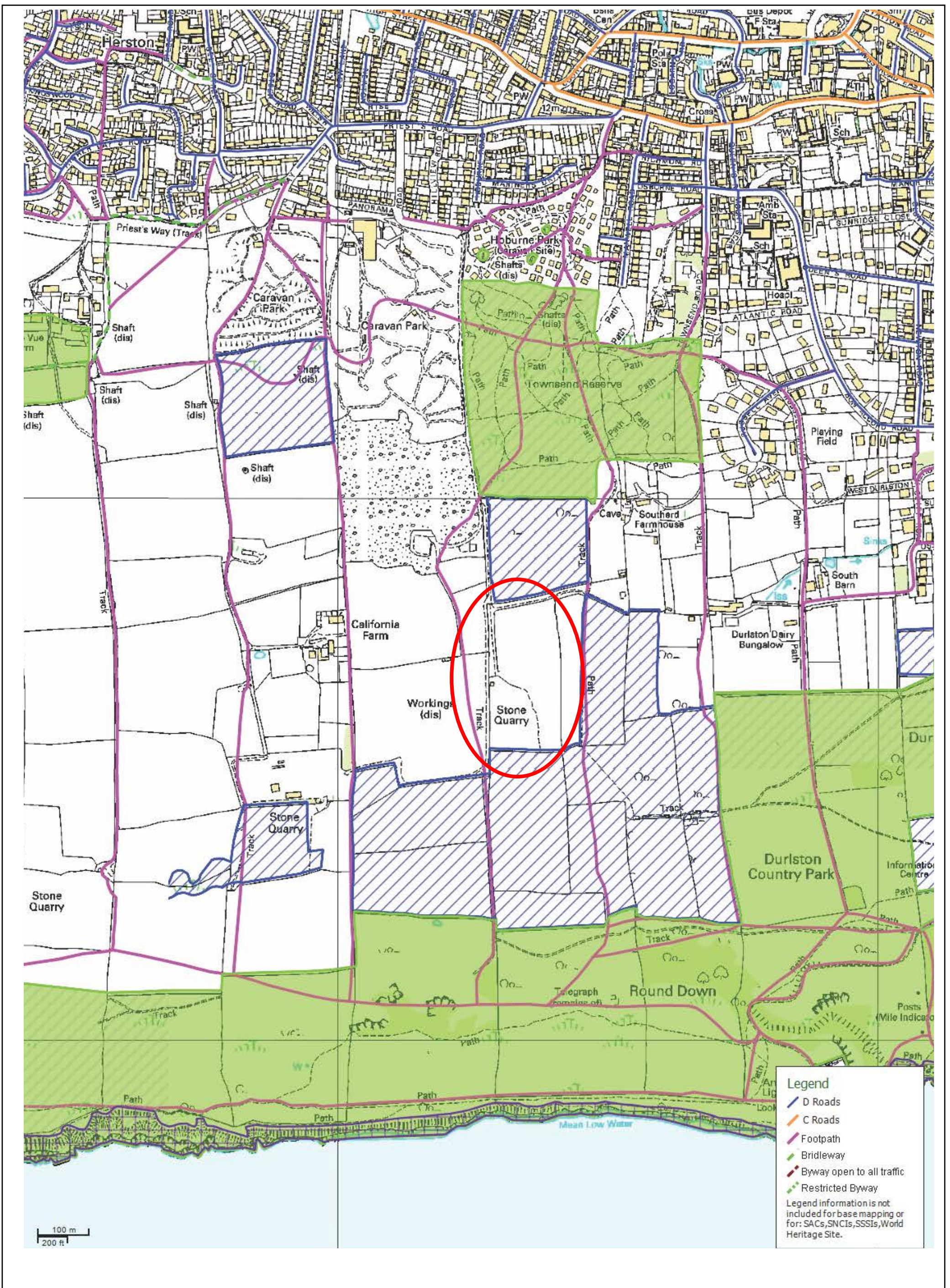
- (iv) providing the applicant with the opportunity to address issues of concern with a view to facilitating a recommendation to grant permission.

Further Information

- 4. Further details including application documents and the Planning Officers report can be viewed by entering the application reference number given above in to the relevant search field at the following url:
<http://countyplanning.dorsetforyou.com/ePlanningOPS/searchPageLoad.do>

Matthew Piles
Head of Economy
10 May 2016

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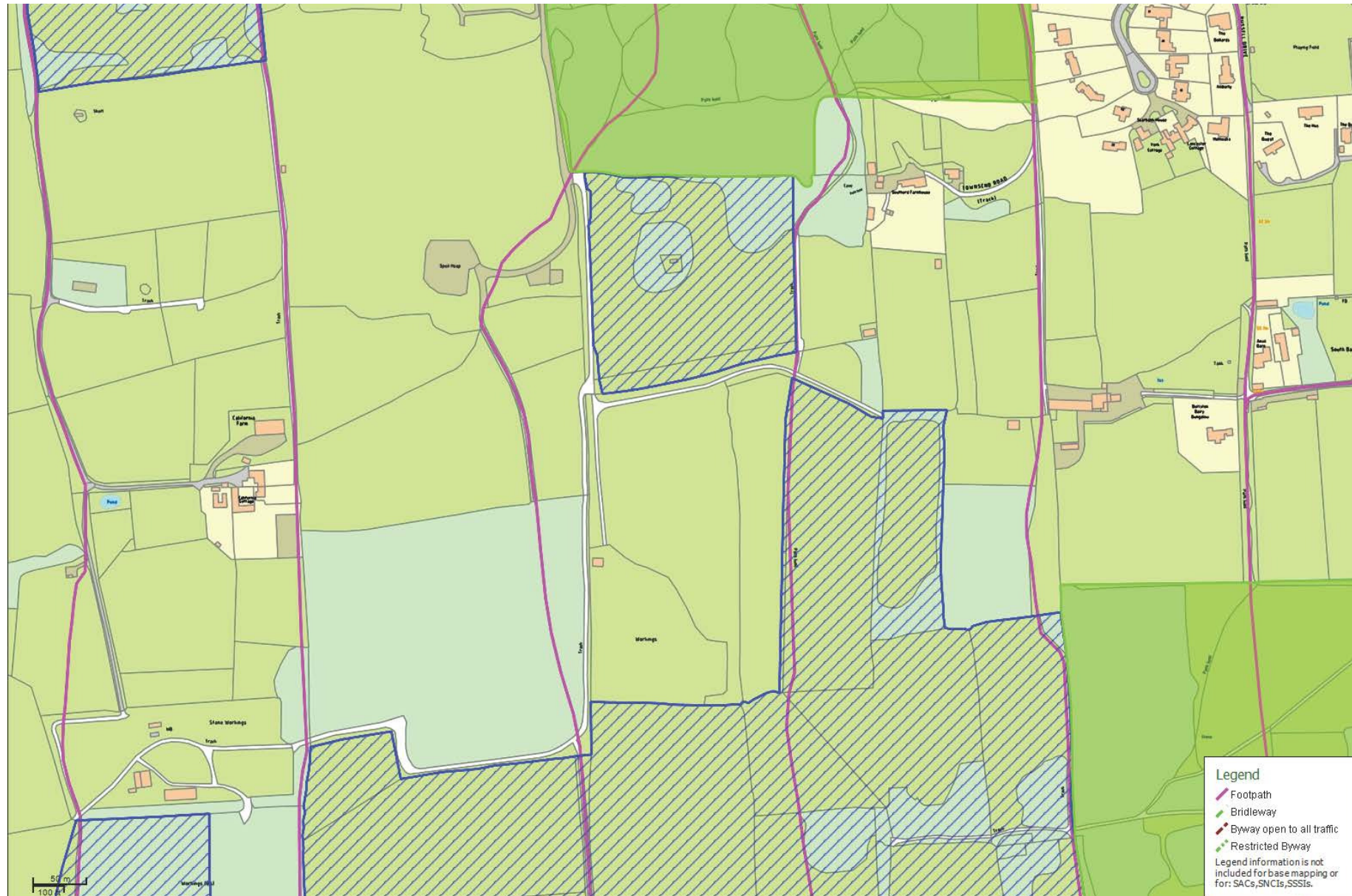


Appendix 1: Location Plan

Application No: 6/2015/0198

Modification of Conditions 1 and 5 of Planning Permission 6/1999/0804 to allow for continued winning and working of mineral and removal of the previously imposed limitation on winter HGV movements at Southard Quarry, Swange.

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Appendix 02: Site Context Plan

Application No: 6/2015/0198

Modification of Conditions 1 and 5 of Planning Permission 6/1999/0804 to allow for continued winning and working of mineral and removal of the previously imposed limitation on winter HGV movements at Southard Quarry, Swanage.

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Appendix 03: Extract from Road Safety Risk Assessment Report.

Application No: 6/2015/0198

Modification of Conditions 1 and 5 of Planning Permission 6/1999/0804 to allow for continued winning and working of mineral and removal of the previously imposed limitation on winter HGV movements at Southard Quarry, Swanage.

Swanage Town Council
Town Hall
High Street
Swanage
Dorset
BH19 2NZ

Road Safety Risk Assessment

Panorama Road,

Swanage Dorset

18th November 2014

**DAVID A GRAHAM
ASSOCIATES LIMITED**

*Traffic & Road Safety Engineering Consultants
4 Lower Downside, Shepton Mallet, Somerset
BA4 4JX. Tel / Fax: 01749 342532
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9 SUGGESTED ROAD SAFETY RISK IMPROVEMENTS FOR PROPOSED ROUTE FOR HGVs ALONG PANORAMA ROAD

- 9.1 There are a number of potential road safety issues / risks identified in Sections 4, 5, 6 and 7 above with respect to the proposed access route for HGVs along Panorama Road to and from California Quarry. These potential issues / risks and some suggested road safety improvements are listed below:-
- 9.2 Panorama Road between the first bend and the entrance to California Quarry is not suitable for two-way simultaneous HGV traffic in its existing layout. A minimum carriageway width of 5.5 metres should be provided for two way traffic (greater at bends) where possible and where not possible traffic control should be introduced (see 9.15 below).
- 9.3 If there is a likelihood of abnormal loads needing to access the site, particularly during set up and de commissioning then these will pose significant further issues in their own right including the method by which they can negotiate the public highway en-route to Panorama Road. These factors will need to be established and put together in the form of suitable Travel Plan for such deliveries.
- 9.4 At the entrance to California Quarry on the east side of Panorama Road visibility is restricted to the south on emerging from the quarry access road by hedging. Whilst it is appreciated that traffic movements from this direction will be limited as this is a no through road it was noted during the site visit that the route is also used by dog walkers, joggers, cyclists and farm vehicles on what appears to be a regular basis. As such, the hedge should be cut back and maintained on a regular basis.
- 9.5 Given the ambiguity of the current speed limit the notional 20mph speed limit on Panorama Road should be formalised and accompanied by the appropriate road markings and upright traffic signs that comply with current regulations.
- 9.6 Parking on Panorama Road on the eastbound approach to the second bend adjacent to Plantation Close results in vehicles having to pass on the opposite side of the carriageway to negotiate the bend (see 4.19 above). This has the potential for head-on conflicts to occur with vehicles travelling north to west around the bend in the opposite direction. As such, an appropriate length of waiting restrictions should be introduced on the north side of Panorama Road on the eastbound approach to the bend.
- 9.7 The inability of certain vehicles to gain traction in certain weather conditions on the steep gradient of Panorama Road after the second bend should now result in the Polished Stone Value (PSV) of the carriageway at this point to be established. If this found to be inadequate, (a PSV greater than 65 is recommended at this location) then an appropriate length of High Friction Surfacing (HFS) should be introduced.
- 9.8 Should it be necessary to close Panorama Road in the event of an abnormal load being required to access the site then such a closure would need to have a

comprehensive publicity campaign as it would be likely to cause significant disruption to the local community, schools and Bay View Holiday Home Park. It would also be necessary to give sufficient advance notice of such an operation and when implemented it would require the manned operation of road closures and footway accesses along the entire route to California Quarry.

- 9.9 Notwithstanding 9.8 above should an abnormal load be required to access the site then it would be necessary to enforce temporary parking restrictions on the agreed access route which will need to be timed appropriately following adequate advance notice to local schools, business and residential premises en-route.
- 9.10 Notwithstanding 9.5 above it is felt that delivery Drivers should have a compulsory speed limit imposed which would be particularly important for Drivers leaving the site and travelling down the steep gradient of Panorama Road. The actual current speed limit as it stands on the steep gradient section of Panorama Road is not clear but is likely to be interpreted as derestricted. As such, a mandatory 20mph speed limit should be introduced.
- 9.11 Following the incident on the 6th November 2013 HGVs with automatic gearboxes should be restricted from deliveries to the site if this failure to gain road surface traction in inclement weather conditions and on a steep gradient is characteristic of these types of vehicles.
- 9.12 Notwithstanding 9.11 above if other large (particularly heavily laden) vehicles are going to have a problem negotiating the route up the gradient of Panorama Road in certain road and weather conditions then it should be rescheduled to a more appropriate time or arrive in smaller delivery vehicles that can negotiate the steep gradient of Panorama Road in all road and weather conditions without incident. Alternatively, all haulage operations should be restricted to summer months when ice and rain is unlikely to be a problem for large HGVs negotiating the steep gradient of Panorama Road.
- 9.13 The route to and from California Quarry should include a number of traffic sign improvements to include gradient signs if appropriate (greater than 10% refer Traffic Signs Manual Chapter 4), sharp bend signs on both approaches to both bends, Keep in Low gear signs on the northbound approach to the second bend, 'Pedestrians in carriageway' warning signs at appropriate points along the route, signing for pedestrians emerging from the various footpaths onto Panorama Road to be alert for vehicles, 'Chevron' signs on the apex's to both bends visible from both approaches and the formalisation of a 20 mph speed limit for Panorama Road in the form of the appropriate upright traffic signs and road markings (refer Traffic Signs Regulations and General Directions 2002 and Chapter 5 of The Traffic Signs Manual 2003).
- 9.14 The need of some form of control of potentially opposing HGVs movements on the narrow section of Panorama Road between the second bend and the California Quarry entrance is essential. Whilst the use of temporary traffic signals would appear to be one solution these could be compromised by the difficulty in

calculating the amount of southbound (uphill) 'green time' that would be required to allow a large fully laden HGV to pass. Nonetheless an alternative method short of widening the entire route or providing a significant number of additional passing places seems unfeasible.

- 9.15 To prevent potential conflicts with school children and parents travelling to and from school or the swimming baths then all deliveries should be restricted outside of these time periods.
- 9.16 Given the undulating vertical profile of the steep gradient on Panorama Road between the second bend and the entrance to California Quarry which includes a number of hill crests the ground clearance of low loaders should be checked against the vertical profile of Panorama Road before they are despatched to make deliveries.
- 9.17 To prevent pedestrians from walking in the carriageway after the first bend a new footway should be constructed making use of either the northern or southern verge of Panorama Road to connect with an existing pedestrian route at the apex of the second bend. Any new pedestrian crossing point provided as part of these works should ensure that adequate intervisibility is maintained for both drivers and pedestrians.
- 9.18 The integrity of the existing vehicle restraint system (VRS) on the northern side of Panorama Road between the two bends should be checked by an appropriately qualified engineer and if necessary improvements / replacements carried out.
- 9.19 All HGV deliveries to and from the site should be accompanied where appropriate by suitable number of banksmen.
- 9.20 The Author has considered the potential for the introduction of an arrester bed off the steep gradient of the northbound section of Panorama Road towards the second bend. However, it is recommended that the suitability and practicality of such a device in this location is the subject of a further report from a suitably qualified Highway Design Engineer, (refer TA 57/87 of The Design Manual for Roads and Bridges (DMRB)).

Regulatory Committee

Dorset County Council



Date of Meeting	09 June 2016
Officer	Head of Economy
Subject of Report	To consider planning application 8/16/0138 for retention of modular building for use as a pre-school (previous ref 8/2013/0081) at Highcliffe St Mark Primary School, Greenways, Highcliffe, Christchurch, Dorset BH23 5AZ.
Executive Summary	The proposal is for the retention of a modular building for use as a pre-school. Temporary planning permission was granted in April 2013 so that the impact of the use could be monitored and reassessed. Objections have been received from the occupiers of neighbouring residential properties and Christchurch Borough Council has requested imposition of a further temporary period restriction. However, it is considered that the pre-school does not unduly detract from residential amenity and that retention of the building for continued use as a pre-school is in accordance with the development plan and acceptable. A permanent grant of planning permission is recommended.
Impact Assessment:	Equalities Impact Assessment: The report concerns the determination of an application for planning permission and not any changes to any new or existing policy with equality implications.
	Use of Evidence: The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the main body of the report.

	Budget/Risk Assessment: No budget/risk assessment implications.
Recommendation	Grant planning permission subject to the conditions set out in paragraph 8.2 of the Report.
Reason for Recommendation	The reasons for granting planning permission are summarised in paragraph 6.19.
Appendices	01. Site Context Plan. 02. Elevations. 03. Site Plan.
Background Papers	Planning Application File 8/16/0138.
Report Originator and Contact	Name: Mr Huw Williams Tel: (01305) 228264 Email: H.R.Williams@dorsetcc.gov.uk

1. Background

- 1.1 Highcliffe St Marks Primary School is located off Greenways in Highcliffe and caters for children aged 4-11. There were 468 pupils on the school roll in September 2015.
- 1.2 The school site extends to approximately 2.6 hectares with residential development to the north, west and south and an area of woodland and common (Chewton Common Site of Nature Conservation Interest) situated to the east. Vehicular access is from Greenways with pedestrian access available from Greenways (west) and Chewton Common Road (east).
- 1.3 Chewton Common Playgroup established as a pre-school in 2005 and operated initially from within the main school buildings. Planning permission 8/2013/0081 was granted on 17th April 2013 for the transfer of a modular building to the site and associated external works. The building was proposed to be used by the pre-school, freeing up space within the main buildings for school use.
- 1.4 Planning permission 8/2013/0081 was subject to a condition requiring that the permitted use should cease 01 May 2016, with the building to be removed and the land reinstated in accordance with a scheme of work to be submitted and approved. The condition was imposed to enable the impact of the use to be monitored and reassessed, with the officer's report making particular reference to concerns raised regarding potential noise and additional activity.
- 1.5 A further planning permission (Ref: 8/15/0210) was granted in July 2015 for extensions to the main school buildings and associated works including the extension of the main car park (staff). This development, which is underway, will facilitate expansion of the school.

2. Site Description

- 2.1 The school site is generally well screened by vegetation and woodland. It contains a range of school buildings that are arranged in an L-shaped pattern in the central and south-western sections of the site. The school's playing field is located to the south-east of the main school buildings with hard play areas and the main school car park to the north.
- 2.2 The modular pre-school building is located to the west of the main car park within a woodland area in the north-western sector of the school site. Trees within the woodland area are subject to a Tree Preservation Order (No: 2009/5).
- 2.3 The nearest dwellings to the pre-school are located to the north on the south side of Braemar Drive, with the modular building being approximately 17 metres from the nearest residential boundary and approximately 35 metres from the nearest dwelling. A timber canopy extends approximately 2.7 metres from the end elevation of the building towards the properties in Braemar Drive.
- 2.4 Planning permission for a small wooden sensory shed was granted in January 2015 (Ref: 8/14/0621) and this building now stands adjacent to (west) of the modular classroom.
- 2.5 The site context is illustrated at Appendix 01 of this report.

3. The Proposal

- 3.1 The current proposal is for the retention of the modular building for ongoing use as a pre-school.
- 3.2 The building measures approximately 21.2 by 8.6 metres. It is a modest single storey structure with green painted walls beneath a flat felt roof. Accommodation includes a classroom, store, office toilets, group room and lobby. Immediately adjoining outdoor play areas are enclosed by timber picket fencing, with the woodland beyond. The pre-school has space for 26 children aged 2-5 and operates each weekday from 8.45am to 11.45am and from 12 noon to 3pm during term time only. There are currently 95 children on the roll for the pre-school.
- 3.3 Elevations and a site plan are presented at Appendix 02 and 03 of this report.

4. Consultations and Representations

- 4.1 The application was advertised by site notice and consultation letters were sent to 8 properties.
- 4.2 **County Council Ward Member**
No response received.
- 4.3 **Christchurch District Council**
Christchurch Borough Council raises no objection, subject to development in accordance with approved plans and a time limit of three years from the decision date being imposed.

4.4 **Highway Liaison Engineer**

No objection.

4.5 **Other Representations**

4 objections have been received from neighbouring residents raising concerns in relation to noise, parking/'drop off' issues, making a temporary arrangement permanent and renegeing on previous understanding that pre-school would be re-accommodated in main school building as part of ongoing development works.

5. **Planning Policy Framework**

5.1 Applications for planning permissions must be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan includes the *Christchurch and East Dorset Local Plan Part 1 - Core Strategy* adopted April 2014 and the saved policies of the Borough of Christchurch Local Plan originally adopted in January 2002. The term 'material considerations' is wide ranging, but includes national and emerging planning policy documents. Material to all applications is the *National Planning Policy Framework* (the NPPF) issued in March 2012 which sets out the Government's planning policies for England and the associated online Planning Practice Guidance. The most relevant policies and provisions are:

5.2 **Development Plan**

Christchurch and East Dorset Local Plan: Part 1 – Core Strategy, 2014:

- Policy KS1 – Presumption in Favour of Sustainable Development.
- Policy KS2 – Settlement Hierarchy.
- Policy HE2 – Design of New Development.
- Policy HE3 – Landscape Quality.

Borough of Christchurch Local Plan, March 2002:

- Saved Policy ENV 3 Pollution and existing development.

5.3 **Other Material Considerations**

National Planning Policy Framework:

- Achieving sustainable development – paragraphs 6-10 and 14.
- Requiring good design – paragraph 56.
- Promoting healthy communities – paragraph 72.
- Decision Taking – paragraph 186.
- Conditions and obligations – paragraph 206.

Planning Practice Guidance (PPG):

- Use of Planning Conditions – ID: 21a-005-20140306 and 21a-014-20140306.

6. **Planning Assessment**

6.1 Having regard to the provisions of the development plan, the information submitted in support of the application and the representations received, the main issues in the determination of the application relate to:

- (i) the acceptability in principle of the proposed development;

- (ii) impact on the character and appearance of the surrounding area;
- (iii) impact on the amenities on neighbouring occupiers; and
- (iv) whether or not a further temporary grant of planning permission would be appropriate.

Principle of Development

- 6.2 The NPPF provides that the purpose of the planning system is to contribute to the achievement of sustainable development and that to achieve this, economic, social and environmental gains should be sought jointly and simultaneously (paragraphs 6 and 8). Planning authorities are advised to approach decision taking in a positive way to foster the delivery of sustainable development (paragraph 186), looking for solutions rather than problems and to approve applications for sustainable development where possible (paragraph 187). Development proposals that accord with the development plan should be approved without delay (paragraph 14).
- 6.3 Policy KS1 of the *Christchurch and East Dorset Local Plan: Part 1 – Core Strategy* (the adopted Core Strategy) endorses the presumption in favour of sustainable development set out in the NPPF.
- 6.4 Policy KS2 of the adopted Core Strategy provides that the location, scale and distribution of development should conform to the settlement hierarchy in which Highcliffe is identified as a District Centre and, as such, will provide for smaller scale community development.
- 6.5 Paragraph 72 of the NPPF explains that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities and that local planning authorities should give great weight to the need to create, expand or alter schools.
- 6.6 The application provides for the retention of development within a developed site in the urban area of Highcliffe, a location wherein smaller scale community development is acceptable in principle (Core Strategy Policy KS2). The proposal also provides for the retention of an existing building for which there is an ongoing educational need. Retention of the building is in accordance with both development plan policy and the principles of sustainable development.

Impact on Character and Appearance of Area

- 6.7 Paragraph 56 of the NPPF provides that the government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development.
- 6.8 Policy HE2 of the adopted Core Strategy provides that the design of development must be of a high quality, reflecting and enhancing areas of recognised local distinctiveness. Policy HE3 further provides that development will need to protect and seek to enhance the landscape character of the area.

- 6.9 Whilst the pre-school is accommodated within a modular building, it is a modest structure within a much larger school complex and is not visually prominent within the wider area. A condition of planning permission 8/2013/0081 secured the preparation and approval of an Ecological and Landscape Management Plan to ensure the remaining woodland within the application area is conserved and adequately maintained. Implementation of that plan is ongoing and its continued implementation can be secured by means of planning condition. Overall, the design and appearance of the development is considered to relate satisfactorily to its surroundings and retention of the buildings is considered to be acceptable from a design, ecology and landscape perspective.

Noise and Disturbance

- 6.10 Amongst other matters, paragraph 1.7 of the NPPF states that planning should seek to secure a good standard of amenity for all occupants of land. Saved Local Plan Policy ENV 3 provides that development proposals which create noise, discharges or emissions to the environment will not be permitted if the health, safety or amenities of the users or occupants of pollution problems can be overcome by mitigation measures.
- 6.11 Concerns have been raised by local residents regarding noise and disturbance arising primarily from the use of the outdoor play space adjacent to the building. However, it is not unusual to find school and pre-school facilities with residential areas and I do not consider that the use is unduly intrusive or disruptive.
- 6.12 Concern has also been raised over the safety and amenity implications of increased traffic activity associated with the pre-school, particularly during drop-off and pick-up periods.
- 6.13 Parking restrictions have been implemented in a number of the adjoining streets which operate during the busiest periods in the morning and afternoon. In accordance with the requirements of planning permission 8/2013/0081 a pedestrian guardrail has been installed in the public footway adjacent to the newly formed pedestrian access to the pre-school from Greenways.
- 6.14 Whilst it must be acknowledged that use of the new pedestrian access and changes to traffic and parking patterns in the area may have given rise to some irritation, paragraph 32 of the NPPF provides that development should only be refused on transport grounds where residual cumulative impacts are severe. In my opinion, the traffic impact of the pre-school is not severe and any harm to amenity is substantially outweighed by the public benefits associated with provision of the pre-school.
- 6.15 Provision for additional parking to serve the school site was made through planning permission 8/15/0210 and those arrangements are currently being implemented. Access and parking arrangements are therefore considered to be adequate.

Temporary or Permanent Planning Permission

- 6.16 Temporary planning permission was granted in 2013 so that the impact of the use could be monitored and reassessed. Paragraph 206 of the NPPF provides that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects (the six tests). Planning Practice Guidance (Reference ID: 21a-014-20140306) adds that a condition limiting use to a temporary period only where the proposed development complies with the development plan, or where material considerations indicate otherwise that planning permission should be granted, will rarely pass the test of necessity and that it will rarely be justifiable to grant a second temporary permission – further permissions should normally be granted permanently or refused if there is clear justification for doing so.
- 6.17 Planning permission 8/2013/0081 was granted having regard to former development plan policies. Although there have been significant changes to the planning policy framework since the granting of the previous planning permission, very similar considerations continue to apply and the proposal is considered to be in general accordance with the development plan.
- 6.18 The pre-school building is still required for the pre-school use and great weight is to be given to the need to create, expand or alter schools. As the proposal is considered to be in accordance with the development plan and it is considered that retention of the building will not unacceptably affect either local amenity or the character and appearance of the area, granting planning permission for a further temporary period would be inconsistent with national planning policy.

Conclusion

- 6.19 For the reasons set out above, the proposal is considered to represent a sustainable form of development that is in accordance with the development plan. There are no material considerations indicating that the application should be determined other than in accordance with the development plan. Accordingly, planning permission can and should be granted.

7. Human Rights Implications

- 7.1 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:
- (i) Article 8 - Right to respect for private and family life; and
 - (ii) The First Protocol, Article 1 - Protection of Property.
- 7.2 Having considered the impact of the development, as set out in the assessment above as well as the rights of the applicant and the general interest, the opinion is that any effect on human rights does not outweigh the granting of the permission in accordance with adopted and prescribed planning principles. However, in order to address concerns about noise and

additional activity, it is proposed to attach a three year time limit on the permission, to allow the ongoing monitoring of impact on the development.

8. Recommendation

8.1 Grant planning permission subject to the conditions set out in paragraph 8.2 below.

8.2 SCHEDULE OF CONDITIONS

Time Limit – Commencement of Development

1. The development hereby permitted shall be begun not later than the expiration of 3 years beginning from the date of this permission.

Reason

In accordance with section 91 of the Town and Country Planning Act 1990 (as amended).

Ecological and Landscape Management Plan

2. The management measures set out in the Highcliffe St. Mark's Primary School Woodland Management Plan approved pursuant to condition 5 of planning permission 8/2013/0081 shall be implemented in accordance with the approved arrangements.

8.3 INFORMATIVES

Statement of Positive Involvement

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Dorset County Council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by updating the applicant's agent of issues as they arose in the processing of the application.

Further Information

2. Further details including application documents and the Planning Officers report can be viewed by entering the application reference given above in to the relevant search field at the following url: www.dorsetforyou.com/ePlanning/searchPageLoad.do.

Matthew Piles
Head of Economy
10 May 2016



Appendix 01: Site Context

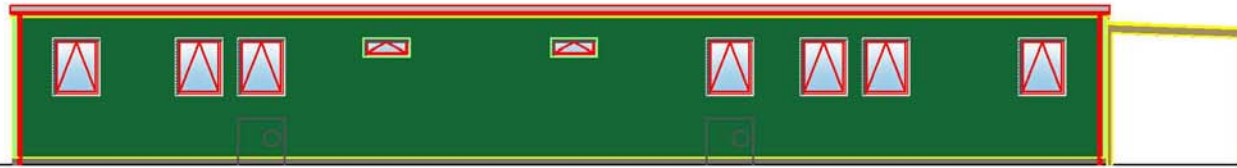
Application No: 8/16/0138 for retention of modular building for use as a pre-school. Previous ref 8/2013/0081.

Highcliffe St Mark Primary School, Greenways, Highcliffe, Christchurch, Dorset BH23 5AZ

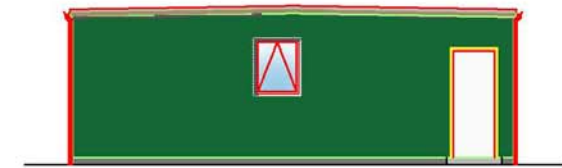
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External Facing Materials/Colours

External Walls	Textured painted ply	Green
Windows	uPVC with 100mm restrictors	White
Doors	Colour coated steel with vision panel	White
Roof	Felt	Grey
Rainwater goods	Plastic	Black
Plinth	Timber/paving slabs	Natural



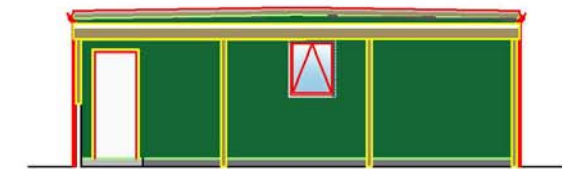
East Elevation



South Elevation



West Elevation



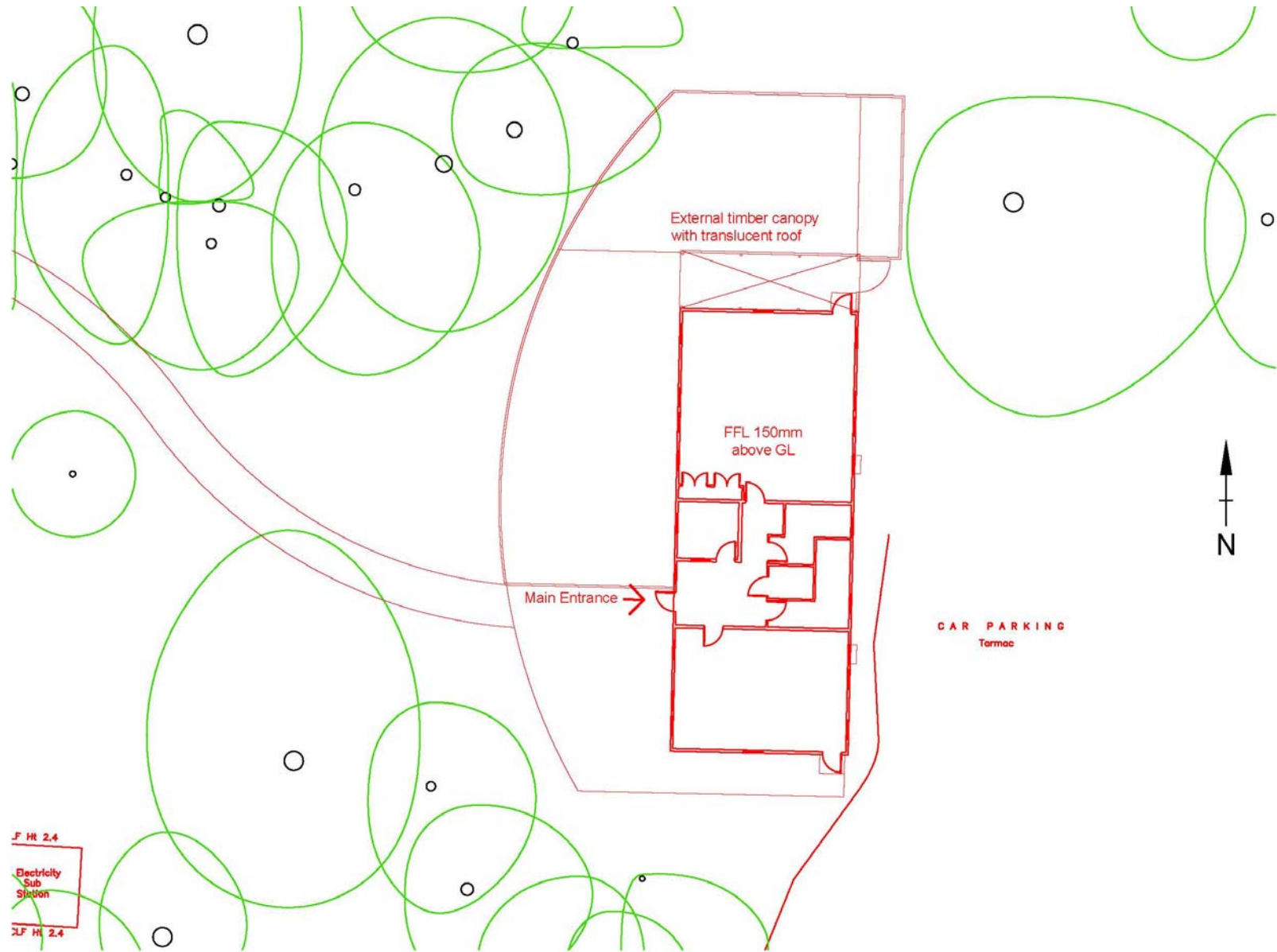
North Elevation

Appendix 02: Elevations

Application No: 8/16/0138 for retention of modular building for use as a pre-school. Previous ref 8/2013/008.

Highcliffe St Mark Primary School, Greenways, Highcliffe, Christchurch, Dorset BH23 5AZ

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Appendix 03: Site Plan

Application No: 8/16/0138 for retention of modular building for use as a pre-school. Previous ref 8/2013/0081.

Highcliffe St Mark Primary School, Greenways, Highcliffe, Christchurch, Dorset BH23 5AZ

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Regulatory Committee

Dorset County Council



Date of Meeting	9 June 2016
Officer	Head of Economy
Subject of Report	To consider planning application No. 2/2016/0260/DCC to create a temporary Gypsy Caravan Site to cater solely for a period of 3 weeks around the dates of the Great Dorset Steam Fair; at Field at Tarrant Hinton, on south - eastern side of A354, South- west of Turnpike Cottage, Tarrant Hinton, Dorset.
Executive Summary	The proposal is for a temporary gypsy caravan site to coincide with the dates of the Great Dorset Steam Fair. Whilst the development has a negative impact on the AONB it is for a temporary period of 3 weeks only. It would be a managed site which is considered preferable to unauthorised camping on unmanaged sites elsewhere within the AONB. The proposed development is in general accordance with the development plan. The public benefits of a well-managed site weigh heavily in favour of granting planning permission.
Impact Assessmnt	Equalities Impact Assessment: The report concerns the determination of an application for planning permission and not any changes to any new or existing policy with equality implications.
	Use of evidence: The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the main body of the report.
	Budget/Risk Assessment: No budget risk assessment implications.

Recommendation	That planning permission be granted subject to the conditions set out in paragraph 8 of this report.
Reason for Recommendation	The reasons for granting planning permission are summarised in paragraph 6.20 of this report.
Appendices	Location Plans. Appendix 1 Site location plan Appendix 2 Site plan
Background Papers	PA File: 2/2016/0260/DCC NB: Copies of representations may be inspected in the Environment Directorate and will be available for inspection in the Committee Room prior to the meeting.
Report Originator and Contact	Name: Chris Stokes Tel: 01305 224263 Email: c.stokes@dorsetcc.gov.uk

1 Background

- 1.1 Planning application reference 2/2011/0554 was approved in May 2011 for a five year period following and an initial 1 year trial. The site has been managed for each 3 week period of the Great Dorset Steam Fair (the Steam Fair) since 2011 and its use monitored. All caravans have been removed at the end of the 3 week period and the land returned to its original condition. This application is for approval for a further five year period.

2 Site Description

- 2.1 The site is located on the south eastern side of the A354, approximately 300m to the north of the junction with the C25 at Tarrant Hinton. A field with frontage to the A354 has been identified as a temporary gypsy site for the duration of the Great Dorset Steam Fair. The site forms part of a large arable field, which slopes down towards Tarrant Hinton. There is a mature hedgerow on the roadside boundary and arable fields to the north and east. A roadside hedge forms the western boundary and a farm gateway is located in the south-western corner.
- 2.2 The site falls within the Cranborne Chase and West Wilts Area of Outstanding Natural Beauty.

3 The Proposal

- 3.1 It is proposed to use the field as a temporary transit Gypsy site for three weeks to coincide with the Great Dorset Steam Fair. The field in question is bordered by mature hedgerows and it is proposed to subdivide it with temporary fencing. Additionally temporary portable toilets, refuse collection facilities and tanked drinking water would be provided.
- 3.2 The existing farm gateway giving access to the A354 would be upgraded to a standard to be agreed with the Highway Authority and access in and out of the site would be supervised. The access arrangements involve making good a rough layby on the A354 which gets used throughout the year and becomes rutted. Each year this will be made good before the steam fair so that it is capable of serving a farm track that is hard-surfaced with crushed stone. This will be a temporary measure only to serve the site during its operation.
- 3.3 The applicants have confirmed that a temporary 30 mph speed limit would be imposed on the stretch of the A354, approximately 400m to the east of the access to the site. The visibility splays would be in excess of the minimum requirement of 2.4 x 43m. A pedestrian access would be available along a concrete farm track which links the site to the Steam Fair site.

4 Consultations and Representations

4.1 County Council Ward Member

No comment received.

4.2 North Dorset District Council

North Dorset District Council raises no objections to the proposal subject to the following comments :

Conditions should be appended to any permission to secure adequate sightlines at the entrance, on site management during the Steam Fair and a programme of works

to clear and reinstate the field to agricultural use upon cessation of the temporary use.

4.3 **Tarrant Hinton Parish Council**

Supports the application subject to conditions. The Parish Council has always understood and supported the need for a site for the Travellers which would allow the police to direct Travellers to an official, local authority run site. The existing site has worked well and the Parish Council supports the application No 2/2016/0260/DCC, subject to all the conditions included in the grant of Planning Permission on 16 May 2011 applying to application 2/2011/0554.

The Parish Council made it clear that any proposal for a permanent use of this site in future years would not have the support of the Parish Council.

4.4 **Tarrant Monkton and Launceston Parish Council**

No comments received.

4.5 **Vale of Allen Parish Council.**

Support the application. The temporary gypsy caravan site has allowed the police to reduce camping on unauthorised sites during the Great Dorset Steam Fair and has enabled the police to monitor any unsocial behaviour within a more restricted area.

4.6 **DCC Highway Liaison Engineer**

No objections subject to the imposition of the same [highway] conditions as application 2/2011/0554.

4.7 **Cranborne Chase and West Wilts AONB Team**

The site is in the Southern Downland Belt landscape character area of the Open Chalk Downland landscape character area.

The AONB Partnership appreciates the proposal is for a temporary, three week use. It is noted that the application relates to the south western sector of the field, adjacent to the A354. In summary, the response from the AONB Partnership highlights the following:

- The National Planning Policy Framework states that great weight should be given to conserving landscape and scenic beauty in AONBs as well as wildlife and cultural heritage.
- The boundary hedges should be maintained to screen the site. In particular the hedge on the western boundary should be allowed to grow so that the rising part of the field to the east which becomes the skyline, and caravans / tents etc there, and in the foreground, are less obvious. Limited screening is offered from vehicles travelling from the east.
- Any site lighting should comply with the AONB Position Statement on Light Pollution.
- There will need to be traffic controls, additional to those in place on the A354 for access to the Steam Fair itself, to ensure safety for road users and site occupiers. Also, the proposal site would extend the stretch of road adversely impacted upon by the Steam Fair on the eastern side of the Tarrant Valley and exacerbate an already difficult highway situation.
- It is concerned about the eastward spread of the impacts of the Steam Fair to the east of the Tarrant valley to an area largely unaffected previously.
- Currently locals can use the roads of the Tarrant valley to bypass the traffic congestion before, during, and immediately after the Steam Fair but having an

additional traffic control / incident point east of the valley will make travelling more difficult for local people.

- A further factor to consider is the potential hazard to travellers and other road users/residents arising from the passage of travellers to and from the Steam Fair site at all hours. Security issues are also highlighted.
- The site adjoins, and has extensive links to, the bridleway network and the Partnership has expressed a concern about potential inappropriate use of this for access/egress.
- The area also has considerable historical and archaeological interest. In particular there is a milestone and toll cottage along the boundary of the site facing onto the A354. The site is also in an area of fairly dense archaeological activity, however, so long as there is no ground disturbance deeper than normal agricultural cultivation, this is unlikely to be a significant issue.
- The AONB Partnership reiterates its previous comment that it would consider a travellers site within the Steam Fair site as the most appropriate long term solution to the security, safety, transport and community issues.

4.8 **Dorset Police – Blandford Police Station.**

Fully support the proposal. This site has been in operation for many years now and has served both the traveller community and the local residents well. It has not gone unnoticed that the introduction of this well run site has coincided with a decrease in crime and disorder and an increase in public confidence, both from within the traveller and settled communities.

4.9 **Environment Agency**

No comment.

4.10 **Other representations.**

The application was advertised by site notice and in the press. No letters of objection were received.

5 Planning Policy Framework.

- 5.1 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The term 'other material considerations' is wide ranging, but includes national and emerging planning policy documents.

The Development Plan

- 5.2 The Development Plan includes the North Dorset Local Plan Part 1 ("the Plan"), which was adopted on 15 January 2016. This contains new policies for the period 2011 – 2031. As well as setting out new policies it also retains a number of 'saved' policies of the North Dorset District-Wide Local Plan (1st Revision) 2003 to 2011 as listed in Appendix A of the Plan.

- 5.3 The following policies of the Plan are relevant:

Policy 4 - Areas of Outstanding Natural Beauty

Within the areas designated as AONB and their setting, development will be managed in a way that conserves and enhances the natural beauty of the area. Proposals which would harm the natural beauty of the AONBs will not be permitted unless it is clearly in the public interest to do so. In such instances, effective mitigation should form an integral part of the development proposals. Developers will

be expected to demonstrate how they have had regard to the objectives of the relevant AONB management plan.

Policy 10 – Gypsies, Travellers and Show people

This confirms that provision to meet the identified need for Gypsies, Travellers and Travelling Showpeople pitches within the District will be made through the identification of sites within the Dorset-Wide Gypsy, Traveller and Travelling Showpeople Site Allocations Development Plan Document (DPD). The requirement for the provision of transit sites will be addressed through the same DPD. The supporting text to Policy 10 notes that the need for temporary pitches associated with the Steam Fair is not addressed in the Dorset-Wide Gypsy, Traveller and Travelling Showpeople Site Allocations DPD. However, it confirms that the District and County Councils will seek to provide a site within a reasonable distance of the Steam Fair site each year, for as long as the event is located within the District.

National Planning Policy

- 5.4 The Government's Planning Policy for Traveller Sites was revised in August 2015 and should be read in conjunction with the National Planning Policy Framework (NPPF). Paragraph 24 provides that local planning authorities should, amongst other things, the existing level of local provision and need for sites as well as the availability (or lack) of alternative accommodation.
- 5.5 Paragraph 25 adds that local planning authorities should very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. They should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community, and avoid placing an undue pressure on the local infrastructure. Paragraph 28 goes on to state that local planning authorities should consider how they could overcome planning objections, such as using conditions to limit the maximum number of days for which caravans might be permitted to stay on a caravan site.

6. Planning Assessment.

- 6.1 Having regard to the provisions of the development plan, the information submitted in support of the application and the representations received, the main issues in the determination of the application relate to:
- i. the acceptability in principle of the proposed development;
 - ii. the impact of the development on the environment and on amenity, including its impact on scenic beauty, landscape character and visual amenity, including those of the AONB, and traffic related impacts; and
 - iii. notwithstanding i and ii, the appropriateness or otherwise of granting a further temporary permission.

Principle of Development

- 6.2 The provision of a temporary Gypsy site for the steam fair formed part of a County wide review of gypsy and traveller sites. Local authorities in Dorset jointly commissioned Anglia Ruskin University to carry out a Dorset Gypsy and Traveller Needs Assessment. The subsequent report has indicated the spatial pattern for need for Gypsy and Traveller pitch numbers at local authority level for the sub-region.
- 6.3 The report indicated exceptional demand for North Dorset. This exceptional demand arises from the influx of Gypsies and Travellers at the time of the Great Dorset Steam

Fair. The applicants confirm the Fair has consistently attracted Gypsies and Travellers in large numbers and, in the absence of a temporary site, they have tended to park on highway verges, Common land and supermarket car parks in and around Wimborne and Blandford.

- 6.4 The North Dorset Plan Part 1 provides that sites for Gypsies, Travellers and Showpeople will be addressed through the emerging Dorset-wide development plan. However, it clarifies that this will not address the need for around 1,000 temporary transit pitches arising from the steam fair and it commits the District and County Councils to work together to identify suitable provision near to the steam fair. The site has a safe access, it is not within a flood plain and has been successfully managed in the past. The proposal is also supported by Dorset Polices as without the site there would be an increased risk of unauthorised encampments in more sensitive locations for the duration of the steam fair.
- 6.5 The national policy for travellers states that local planning authorities need to consider levels of existing provision and the need for sites, as well as the availability (or lack) of alternative sites. They should also seek to strictly limit new sites in the open countryside or away from allocated sites. However, it is apparent from the adopted Local Plan that there is an identified need for such accommodation during the Great Dorset Steam Fair.
- 6.6 It is considered that the principle of the development is acceptable having regard to national and local policies and the clear identified need for a site near to the steam fair.

Impact of Development

- 6.7 The site falls within the Cranborne Chase and West Wilts AONB. The landscape character comprises a gently rolling landscape of large fields, poor boundary hedges, isolated copses/plantations and panoramic views.
- 6.8 The site would be used for a three week period whilst there is demand generated by the Steam Fair. It will require temporary facilities such as heras fencing, water tanks and a temporary access. The modified access would have little impact on the wider landscape, and the siting of 20-30 caravans and associated vehicles and domestic paraphernalia would not be unduly prominent from the A354 locally, but would be highly visible from the A354 and public vantage points to the west.
- 6.9 However, like the Steam Fair, the development would only have an intrusive impact for a limited period of time. As the AONB Team have stated the site is exposed and visible to traffic/people travelling eastwards on the A354. In their view the hedge on the western boundary provides minimal screening and the dip in the land also means that the rising part of the field to the east becomes the skyline and caravans/tents in the foreground would be particularly prominent. By contrast the site would not be prominent for drivers travelling from the east.
- 6.10 Whilst the site would be exposed to views from the west, its impact on the landscape would be relatively insignificant when compared to the Steam Fair site. So long as the site is cleared of all caravans, vehicles and temporary facilities within a given period of time, there would be no lasting impact on the landscape character of the area. The temporary site facilities (heras fencing, portaloos) are not in themselves development requiring planning permission, but a condition for the clearance of the site would be required to ensure any adverse visual impact is kept to a minimum. Apart from the connection of a standpipe to an existing water pipe in the field, there

- would be no need for permanent works, such as the cutting of trenches or the removal of hedgerow to form sight lines.
- 6.11 When the site was monitored from 2011 to 2015 there were approximately 20-30 caravans located mainly around the edges of the site. The impact on the landscape character of the area was for a short period only, and negligible compared to the impact on the adjoining Steam Fair Site; moreover the impact was far less than indiscriminate camping on more sensitive sites elsewhere within the AONB.
- 6.12 Since it is proposed to use the site for a short period of time mainly for parking, there is likely to be no impact on items of archaeological interest. Although the applicants wish to use this site for three weeks there are no proposals for trenches for permanent service connections and, therefore, a detailed archaeological evaluation would not be needed.
- 6.13 The A354 site is located approximately 400m from the Steam Fair site and there are concerns that it will increase pedestrian traffic on the busy A354. The 30mph speed limit would be extended from Tarrant Hinton to Turnpike Cottage and a hard surfaced track would provide a safe pedestrian route through fields to the valley road. Consequently the development accords with Policy 26 of the Local Plan Part 1.
- 6.14 The Highway Authority has no objections to the development subject to conditions in relation to modifications to the existing access and the imposition of a 30 mph speed limit along a stretch of the A354.
- 6.15 In the past, residents have raised concerns that the site would give rise to nuisance in the area. The police have powers to direct travellers to a "suitable pitch on a relevant site". The applicants have previously rented a field and the police have used their powers to direct gypsies to that location from locations where they had set up unauthorised encampments. The applicants state that this has been a successful strategy and, in addition to being able to direct travellers away from unsuitable locations, the authorities have been able to better manage behaviour.
- 6.16 The site would be located approximately 300m from the nearest dwelling, so the impact on the amenities of local residents would be minimal. Concerns about crime and disorder would need to be taken up with the Police, although the applicants confirm the incidence of crime and disorder is less than that on unmanaged sites.
- 6.17 The national policy on traveller sites states that local planning authorities should consider the use of suitable conditions to deal with objections to proposals. This application is for a three week period only, to coincide with the operation of the Steam Fair. Conditions would be imposed to restrict the use of the site for a limited period each year to serve the need generated by the annual Steam Fair.

Appropriateness of Granting a Temporary Consent

- 6.18 Permission has previously been granted for a temporary period of five years following an initial 1-year trial. Paragraph 206 of the NPPF provides that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects (the six tests). Planning Practice Guidance adds that a condition limiting use to a temporary period only where the proposed development complies with the development plan, or where material considerations indicate otherwise that planning permission should be granted, will rarely pass the test of necessity and that it will rarely be justifiable to grant a second temporary permission – further permissions

should normally be granted permanently or refused if there is clear justification for doing so.

- 6.19 As the proposal is considered to be in accordance with the development plan and is for a temporary 3-week period each year to coincide with the steam fair, it is considered that granting planning permission for a further temporary period would be inconsistent with national planning policy. However, as the use of the site is for a temporary period, a condition requiring the cessation of use as a Gypsy caravan site and its restoration to its former condition is recommended.

Conclusion

- 6.20 The temporary gypsy site on the A354 has been operated successfully for 5 years and is supported by the Parish Council and the police, and there are no objections from local residents. There are no highway objections subject to a 30mph speed limit operating on the A354 for the duration of the Steam Fair. Given its relatively limited impact upon the AONB and the fact that it is for a 3-week period only, it is considered that the benefits of granting consent, subject to appropriate conditions, outweigh the negative impacts.

7 Human Rights Implications

- 7.1 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:

Article 8 - Right to respect for private and family life.
The First Protocol, Article 1 - Protection of Property.

8 Recommendation

- 8.1 That planning application number 2/2016/0260/DCC is approved subject to the following conditions:

Three Years - Full Planning Application

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).

Use of Site

2. The site shall not be used other than as a caravan site for the occupation by gypsies as defined by Section 24(8) of the Caravan Sites and Control of Development Act 1960.

Reason

In accordance with Policies 4 and 26 of the North Dorset Local Plan Part 1.

Temporary Consent

3. The use hereby permitted shall be for a temporary three week period only each year, unless the applicant otherwise agrees in writing with the County Planning Authority.

Reason

In the interests of the character and appearance of the area and in accordance with Policies In accordance with Policies 4 and 11 of the North Dorset Local Plan Part 1.

Site Restoration.

4. At the end of the three week period each year the use shall cease and the site shall be restored to its former condition, in accordance with a scheme of work to be submitted to, and approved in writing by, the County Planning Authority. The scheme shall include the removal of all vehicles, temporary structures, repairs to hedgerows and fences.

Reason

In the interests of the character and appearance of the area and in accordance with Policies 4 and 26 of the North Dorset Local Plan Part 1.

Steam Fair Site

5. The use of the site, the subject of this application, for the period set out in Condition 3, shall only be permitted whilst the Great Dorset Steam Fair is located on Monkton Down. In the event that the Great Dorset Steam Fair ceases to operate, or moves to a different location, the use of the land hereby permitted shall cease.

Reason

The site is required for travellers and gypsies in connection with the operation of the Great Dorset Steam Fair at Monkton Down, and for no other purpose. The use of the site other than when the Great Dorset Steam Fair is in operation on Monkton Down would detract from the character of the West Wilts and Cranborne Chase AONB, contrary to Policies 4 and 26 of the North Dorset Local Plan Part 1.

Access

6. Before the occupation of the site commences a scheme showing precise details of the temporary means of access to the site shall be submitted to, and approved in writing by the County Planning Authority. The approved scheme shall be constructed prior to occupation of the site hereby permitted.

Reason

In the interests of highway safety and in accordance with In accordance with Policies 4 and 26 of the North Dorset Local Plan Part 1.

Entrance gates.

7. Before the development hereby permitted is commenced any entrance gates shall be set back a minimum distance of 5m from the edge of the carriageway and hung so that the gates can only open inwards.

Reason

To enable vehicles to be parked clear of the carriageway whilst any gates are being opened or closed, in the interests of highway safety and in accordance with In accordance with Policies 4 and 26 of the North Dorset Local Plan Part 1.

Visibility splays.

8. Before the development commences visibility splays shall be provided at the access to the site with an X dimension of 2.4 metres and a Y dimension of 43 metres such

that a vehicular user of the access can see the entire road width for the entire distance of 43m. Thereafter the visibility splay areas shall be maintained and kept free from obstruction whilst the site is occupied.

Reason:

To provide adequate visibility for road users, in the interests of highway safety and in accordance with Policy 26 In accordance with Policy 26 of the North Dorset Local Plan Part 1.

Temporary Speed Limit.

9. The proposed use of the site each year shall not commence until a temporary 30mph speed limit has been implemented along the A354 in accordance with a scheme to be submitted to, and approved in writing by, the County Planning Authority. Any such scheme should provide full details of the exact location and duration of the speed restriction.

Reason:

In the interests of highway safety and in accordance with In accordance with Policies 4 and 26 of the North Dorset Local Plan Part 1.

8.2 INFORMATIVES

Statement of Positive Involvement:

1. In accordance with paragraphs 186 and 187 of the NPPF the Council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by updating the applicant/agent of any issues as they arose in the processing of the application;

Further Information.

2. Further information including application documents and the Planning Officers report can be viewed by entering the application reference given above in to the relevant search field at the following url:
www.dorsetforyou.com/ePlanning/searchPageLoad.doc

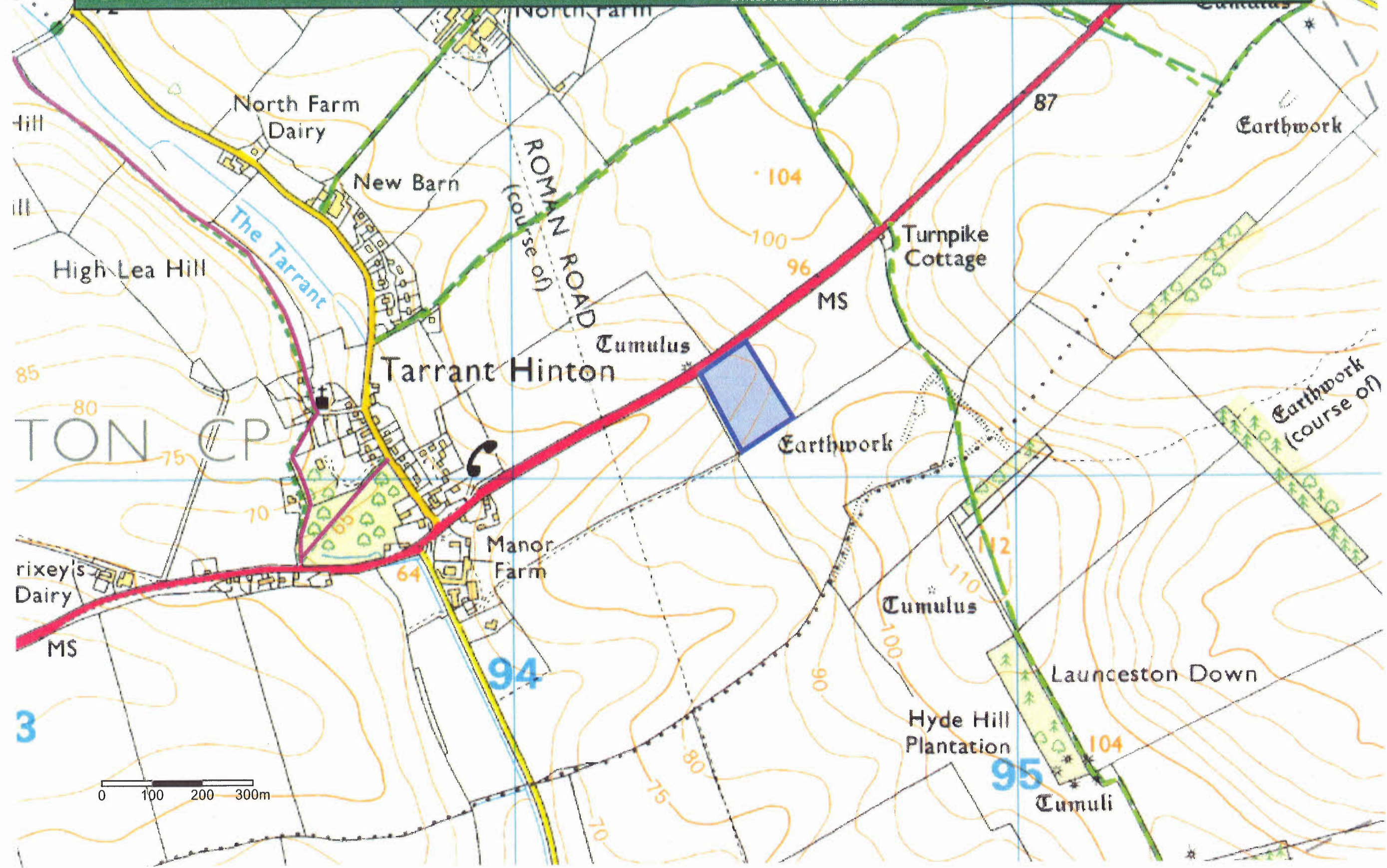
Matthew Piles
Head of Economy
June 2016

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Proposed transit site

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Scale: 1:10000
Date: 21/01/2016 12:05





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THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

Site Location Plan

Proposed Temporary Traveller Site

DEVELOPMENT
CONTROL
RECEIVED
16 FEB 2016

Ref:

Date: 16/02/2016

Scale: 1:2500

Drawn By:

Cent X: 394478

Cent Y: 111201

GEOGRAPHICAL INFORMATION SYSTEMS



Dorset County Council

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Regulatory Committee

Dorset County Council



Date of Meeting	9 June 2016
Officer	Head of Economy
Subject of Report	To consider planning application No. 8/16/0126 to provide an Improved Roundabout east of the existing roundabout at the junction of Christchurch Road, Parley Lane and Avon Causeway, located on the B3073, Hurn Roundabout, Christchurch, Dorset.
Executive Summary	The proposal is for the relocation of Hurn Roundabout to the east of its current position, and the realignment of Parley Lane and Avon Causeway, Christchurch. A new signal controlled Toucan crossing would be provided on Avon Causeway. Part of the site falls within the Hurn Conservation Area and the works involve the loss of a significant number of trees. The proposed development is considered to be in general accordance with the development plan. The impact on the character and amenities of the area should be weighed against the need for improvements to the strategic road network and the economic benefits to the area which weigh heavily in favour of granting planning permission.
Impact Assessment	Equalities Impact Assessment: The report concerns the determination of an application for planning permission and not any changes to any new or existing policy with equality implications.
	Use of evidence: The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the main body of the report.
	Budget/Risk Assessment: No budget risk assessment implications.

Recommendation	That planning permission be granted subject to the conditions set out in paragraph 8 of this report.
Reason for Recommendation	The reasons for granting planning permission are summarised in paragraphs 6.13 – 6.16 of this report.
Appendices	Location Plans. Appendix 1 Site location plan Appendix 2 Site plan Appendix 3 Block plan
Background Papers	PA File: 8/16/0126 NB: Copies of representations may be inspected in the Environment Directorate and will be available for inspection in the Committee Room prior to the meeting.
Report Originator and Contact	Name: Chris Stokes Tel: 01305 224263 Email: c.stokes@dorsetcc.gov.uk

1 Background

- 1.1 The application was received on 29 January 2016. The County Council in its capacity as Highway Authority is seeking planning consent for improvements to Hurn Roundabout, Christchurch, on the B3073. The proposals will involve the replacement of the roundabout at Hurn Village with a larger, realigned roundabout incorporating additional entry lanes and better visibility.
- 1.2 The scheme is part of a wider package of strategic transport improvements proposed to relieve congestion and meet future capacity requirements. The proposals seek to reduce traffic congestion at Hurn roundabout and to provide increased vehicular capacity and journey time reliability for travellers to/from Bournemouth Airport and Aviation Park, identified as a strategic growth point by Dorset Local Enterprise Partnership (LEP). This is part of the Bournemouth International Growth Programme, which forms part of the LEP's Strategic Economic Plan (SEP), to bring about extensive transport improvements around the airport.

2 Site Description

- 2.1 Hurn Roundabout forms part of the B3073 corridor which connects to the A338 to the south, and Parley Lane to the Chapel Gate roundabout and Parley village to the west. Beyond Chapel Gate the B3073 Christchurch Road continues north-west connecting to the A347 Ringwood Road, providing links to Wimborne Minster and Ferndown.
- 2.2 The site comprises the existing Hurn Roundabout, sections of the B3073 and Avon Causeway. It includes areas of adjoining woodland and understorey, the village green and the access road to Hurn Post Office and Stores and adjoining Riverside Cottages on the Avon Causeway approach. The Old Sawmill (Stable Structures) is located to the south on the B3073, and Hurn Bridge House is located on the opposite side of the road, approximately 60m south of the roundabout.
- 2.3 Hurn Airport is approximately 1km to the west of the Roundabout. The site falls within the Hurn Village Conservation Area and there are Listed Buildings adjoining the site. Moors River SSSI is approximately 25 m to the west and the site falls within the South East Dorset Green Belt.

3 The Proposal

- 3.1 It is proposed to relocate the Roundabout to the east of its current position and realign Parley Lane and Avon Causeway. A new signal controlled Toucan crossing would be provided on Avon Causeway. Push button activated horse crossings would be provided on Avon Causeway and Parley Lane.
- 3.2 The centre of the repositioned Hurn roundabout would be to the east of its current position, and the Christchurch Road section re-orientated to the east to meet the new position. A new entrance would be formed for the use of the Old Sawmill, and part of the former Christchurch Road carriageway would be grassed. The Avon Causeway would be realigned to connect to the new roundabout, and part of the old carriageway would be reduced to one lane to provide access to Riverside Cottages. The Matchams Lane junction would be realigned to connect to the new alignment of the Avon Causeway.
- 3.3 The relocation of the roundabout would involve the felling of approximately 240 trees and the clearance of understorey. A full tree survey has been provided and plan

indicating those trees to be retained and those to be removed. The application is accompanied by a replacement tree planting and landscape plan.

- 3.4 The application also includes a Planning Statement, a Noise and Vibration assessment, a Landscape and Visual Study, an Ecological Survey and Preliminary Ecology Appraisal, a Protected Species Assessment, a Cultural Heritage study, an Arboricultural Assessment and a Scheme Traffic Assessment and Report.

4. Consultations and Representations

4.1 County Council Ward Member

No response received.

4.2 East Dorset and Christchurch Councils

No response received.

4.3 Hurn Parish Council

1. Councillors do not consider that the new roundabout will have much impact on the traffic congestion unless the issues at the Blackwater junction are remedied. Traffic travelling south will still back up to Hurn and will still queue around a new roundabout. The money would be better spent at Blackwater Junction. Those works should be completed first and then the requirements at Hurn Roundabout and Chapel Gate should be reassessed, as they may change.
2. Councillors are very concerned that there will be no left turn out from the Post Office on to the Avon Causeway. This will be dangerous as drivers will turn left regardless. The Toucan crossing needs to be moved or a repeater light added at a lower level to the Toucan crossing, so that the left turn can be allowed.
3. Councillors object to column lighting being positioned on the green space/Village Green between the Post Office and the new carriageway. All lighting should be moved adjacent to the carriageway, they can see no reason why lighting should be positioned at a distance from the carriageway. Councillors ask that lighting be kept to a minimum to reduce urbanisation of a rural area.
4. Bollards need to be positioned to prevent vehicles using the access road to the Riverside Cottages to access Parley Lane. In addition, a suitable parking restriction should be implemented to prevent vehicles parking on the access road whilst at the airport or on holiday. Airport parking on the road outside properties is a recurring problem in Hurn.
5. Councillors would like to point out that whilst they realise that this scheme is supposed to part of the bigger picture of access to employment land at the Airport, this roundabout is the specific scheme which will have the most impact on the Village of Hurn; the Hurn Conservation Area; listed buildings within the Conservation Area; and the rural aspect of the Village where around 250 trees will be lost. Whilst in the long term some changes to the current roundabout may be required, it was felt that as noted at 1. above, if works to the main traffic problem area of Blackwater Junction were carried out first, then such drastic work within Hurn Village could be reassessed and may not be necessary. This will completely change the look and aspect of rural Hurn Village.
6. The Parish Council wish to emphasise the priority for a crossing on Parley Lane for local Residents. School children need to cross Parley Lane from Mill Lane (and return), to walk to and from the school bus which collects them in the morning and

then drops them off in the afternoon at Moors Close. This is already a dangerous, fast and difficult road to cross. The proposed improvements will only increase the volume of traffic and increase the difficulty to cross the road safely. Councillors support the request, by residents, for a crossing near Mill Lane across Parley Lane.

The current application includes a horse crossing which is welcomed. Could this proposed crossing be adapted to include a button for use by pedestrians, perhaps with zebra marking on the road? It would be best if the crossing could stop the traffic to enable pedestrians, cyclist and horses to cross safely. It is felt that a flashing warning light will not be sufficient.

Councillors request that this application is not approved unless a suitable pedestrian crossing, on Parley Lane, is included. The new scheme must not put the safety of Residents at risk.

4.4 **DCC Highways Liaison Engineer**

The scheme is designed to full DMRB standards and there is no objection subject to the following condition:

The development shall carried out in accordance with Drawing Number DC3710/11/01/N to the specification of the County Highways Authority.

Reason: In the interests of road safety.

4.5 **Senior Landscape Officer.**

No comments received.

4.6 **DCC Senior Arboricultural Officer.**

A tree survey for the project was carried out several years ago and ensured that as many mature trees that were worth keeping were saved. As a result of discussions with the Highway Engineer the roundabout was repositioned in order to keep as many good trees as possible.

There is a lot of poor quality growth in the area, which if removed, will benefit the trees which remain. Most of the trees to be removed are self-sown and of poor quality – including sycamores, birch and willow. None of the trees on the site have been managed or maintained and many require remedial work. Certainly those nearest the new road lay-out will need to have all the large deadwood removed.

Bearing in mind that the new road layout will impact on some trees, the applicant has managed to limit the impact as much as possible.

4.7 **Environment Agency**

No objection but recommends a condition and informatives.

The proposed development will only meet the National Planning Policy Framework (NPPF) policy to not increase flood risk if a planning condition is included.

The developer should submit pre and post development survey to demonstrate that the levels in the floodplain have not been raised.

4.8 **DCC Flood Risk Management Officer.**

No objection but a drainage condition should be attached.

4.9 **DCC Ecologist.**

The Ecological Survey Report and the Arboricultural Method Statement highlight a number of significant mature and veteran trees. All trees identified as having medium to high potential for bats should be retained in both the short-term and the longer

term where possible through appropriate action. Should this position change the trees will require phase 2 bat survey work.

Mitigation and enhancements have been highlighted comprehensively. However, the DCC Ecologist would recommend information from both reports is clearly summarised in an overall Biodiversity Mitigation Plan (BMP) for the works summarising the Mitigation Method Statement to cover the trees, hedgerows, nesting birds and ground flora as well the recommended enhancements. Presented in this way, and in accordance with guidance outlined for the production of BMPs under the Dorset Biodiversity Protocol, will ensure all the necessary information has been fully captured and can be more easily conditioned, enforced and monitored.

4.10 **DCC Senior Archaeologist.**

The footprint of the new groundworks seems relatively limited, although it is noted that the application's Heritage Statement has identified the archaeological potential of the general area particularly based on the results of archaeological work on nearby quarry sites. That Statement rates that potential on the site as 'low to medium'. It is noted by the DCC Senior Archaeologist that, since the footprint of new development is close to the existing road, it may well have been disturbed by works associated with that road (e.g. drainage).

4.11 **Other Representations.**

One letter setting out the following comments:-

- That provision is made for a right turn access for customers to the Old sawmills
- That access is maintained to the Old Post Officer Stores and Riverside Cottages.
- That the construction works do not have an unreasonable impact on Hurn Bridge House.

5 **Planning Policy Framework.**

5.1 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The term 'other material considerations' is wide ranging, but includes national and emerging planning policy documents.

5.2 **Development Plan**

Christchurch and East Dorset Local Plan Part 1 ("the Plan"):

- Objective 4 - Significant new zones of employment development will be located at Bournemouth Airport.
- Policy KS9.- Strategic infrastructure improvements necessary to facilitate further employment development – B3073 Wimborne Town Centre- Longham mini roundabouts- Parley Cross- Chapel Gate- Hurn Roundabout- Blackwater Interchange (A338 Junction)
- Policy KS 10 - Strategic Transport improvements
 - Short term (2013 – 2017): Improvements to Hurn Roundabout
 - Long Term (2018-2022): B3073 Parley Cross Junction Improvements; B3073 Backwater Junction Improvements
- Policy BA1 – Vision for Bournemouth Airport
- Policy BA2 – Airport Northern Business Parks.
- Policy KS 3 - Green Belt.
- Policy ME 1- Nature Conservation.

- Policy ME6 – Flood Risk.
- Policy HE1 – Heritage assets
- Policy HE3 – Landscape Character.

4.3 Other Material Considerations

National Planning Policy Framework:

- Paragraphs 19-21 Building a Strong Competitive Economy.
- Paragraphs 79 – 92 Protecting Green Belt Land.
- Paragraphs 126-129 Conserving and Enhancing the historic environment.
- The following paragraphs are also relevant: Section 4 sustainable transport, section 8 promoting healthy communities, section 9 Green Belts, Section 10 flooding, Section 11 Conserving and enhancing the natural environment.

6. **Planning Assessment.**

6.1 Having regard to the development plan, the information submitted in support of the of the application and the representations received, the main issues in the determination of the application relate to:

- (i) the acceptability in principle of the development;
- (ii) whether the works are inappropriate development in the Green Belt;
- (iii) the impact of the development on the Conservation Area;
- (iv) the impact of the development on amenity of residents in nearby properties

Principle of Development

6.2 The improvement of the strategic road network is identified by the Local Economic Partnership in the recently approved Strategically Economic Vision for Dorset. (Feb 2016). The replacement of Hurn Roundabout forms part of a wider package of capacity improvements to the B3073 corridor, providing direct access to Bournemouth Airport and the strategically significant Aviation Business Park. The proposal is in accordance with Policies KS9 and KS 10, and BA1 and BA2, of the adopted Christchurch and East Dorset Local Plan Part 1. Overall, the proposed development is considered to accord with the wider transport objectives for the strategic road network, the need for which has been established in the recently adopted local plan.

Green Belt

6.3 The development is in the Green Belt where there is a presumption against inappropriate development. Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

6.4 Para 89 states - 'A local authority should regard the construction of new buildings as inappropriate in the Green Belt' and sets out the exceptions. Paragraph 90 states 'Certain other forms of development are also not inappropriate in the Green Belt provided they preserve the openness and do not conflict with the purposes of including in land in Green Belt. These include:-

- Engineering operations

- Local transport infrastructure which can demonstrate a requirement for Green Belt location.

6.5 Hurn roundabout is wholly within the Green Belt and its realignment can only be accommodated within the Green Belt. The proposals will address an identified strategic need for local transport infrastructure improvements. Furthermore, the proposals will preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The proposal therefore is not inappropriate development in the Green Belt Policy and is in accordance with Policy KS3 of the Christchurch and East Dorset Local Plan Part 1.

Conservation Area

6.6 The site falls within the Hurn Conservation Area which included a number of listed buildings so that special attention must be given to the desirability or preserving or enhancing the character of the Hurn Conservation Area. This Conservation Area is characterised by groups of mature trees, woodland and woodland understorey. The relocation of the roundabout will involve the removal of approximately 240 trees. A tree survey identifies the species and condition of trees, trees to be lost and those to be retained. Most of the trees to be lost would be on the eastern side of the proposed roundabout adjoining the grounds of Hurn Bridge House. The tree officer was involved in the initial stages of the design to ensure the most valuable trees were retained. Much of the tree growth is of poor quality and has not been managed. Over time the woodland cover would improve with the removal of the poor quality growth.

6.7 Whilst there would be a significant loss of tree and woodland cover, the woodland belt is substantial and a belt of trees adjoining Hurn Bridge House would remain. An extensive landscaping scheme is proposed. The retained woodland would benefit from the clearance of poor quality trees though there would be a negative impact on the character of the Conservation Area in the short term while works take place and whilst the landscaping matures.

6.8 With respect to the built heritage, the new scheme would realign roads away from Riverside Cottages and the Post Office and Stores, but closer to Hurn Bridge House. The new roundabout would be larger than the existing, but would be located further from the listed buildings and the village centre. Consequently the intrusion of traffic would be further from the village centre. The roundabout would be set in a cutting and the edges landscaped so that the impact on the new works would be reduced by the change in levels. Overall, I consider that the scheme would at least preserve the character of the Conservation Area and in the medium to long term would enhance the character of the area as the landscaping matures.

Impact on Amenity

6.10 A number of concerns have been raised about the impact of the development on the character of the area including the loss of trees and the impact on the rural character of the village. It has been suggested that it would be preferable to carry out works to Blackwater junction before carrying out works to the roundabout.

6.11 The levels of congestion contribute to the negative impact on the village centre. The improvements to Hurn roundabout are part of a package of measures to reduce congestion and need to be seen in the context of the overall route improvements, at Blackwater Junction and elsewhere. The applicants state that funding has been approved for the changes to Blackwater Junction but they are major changes which will take time to design and construct. In the meantime other elements of the route

improvements, such as Hurn roundabout, can take place which will contribute to the reduction in congestion.

- 6.12 There have been concerns raised about the access to properties and the use of the old road. The applicants have agreed to add bollards at the end of the new access to Riverside cottages to prevent it being used as a shortcut. The plans have been amended to facilitate right hand turns into the Old Sawmill and review speed limits on Avon Causeway. The applicants have also agreed to reduce the column lighting around the village green. However they state that the pelican crossing has been located at its optimum position for pedestrians and for road safety reasons traffic leaving the Post Office stores will not be able to turn left from the access road to travel along Avon Causeway. They will need to turn right and go round the roundabout, to avoid left hand turns immediately adjoining the Toucan Crossing.

Conclusion

- 6.13 There is congestion along the route of the A338 from Wimborne to Christchurch. Hurn Bridge and Hurn roundabout contribute to congestion on the strategic route and a replacement roundabout is needed. The improvements to the route network are set out in the Local Transport Plan and the Christchurch and East Dorset Local Plan. These improvements play a key role in the expansion of Bournemouth Airport and the Aviation Business Park.
- 6.14 The works to form the new roundabout would have an adverse impact on the character and appearance of the Hurn Village Conservation Area in the short term. Apart from the construction works the main impact would be the loss of woodland and understorey, particularly on the eastern edge. However the woodland belt is extensive and after the works mature woodland would fringe the new roundabout. The extensive landscaping and tree planting proposed would mitigate the adverse impact but there would be a period whilst the landscaping matures when sylvan setting of the Conservation Area would be compromised.
- 6.15 The roundabout would be further from the village centre and is intended to reduce congestion which has a significant adverse impact on the character of the area. Any short term impacts on the Conservation Area needs to be balanced against the need to improve the strategic road network and the benefits to the economy of the area, as well as other positive benefits to the Conservation Area itself. Thus overall the proposal will at least preserve the character of the Conservation Area. The development would be in accordance with the approved policies of the Local Transport Plan and the adopted policies of the Christchurch and east Dorset Local Plan.
- 6.16 For the reasons set out above, the proposal is considered to represent a sustainable form of development that is in accordance with the development plan. There are no material considerations indicating that the application should be determined other than in accordance with the development plan. Accordingly, planning permission can and should be granted.

7 Human Rights Implications

- 7.1 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:
- Article 8 - Right to respect for private and family life.
 - The First Protocol, Article 1 - Protection of Property.

8 Recommendation

8.1 Grant panning permission subject to the conditions set out in paragraph 8.2 of this report.

8.2 SCHEDULE OF CONDITIONS

Three Years - Full Planning Application

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. Submitted Plans and Details

The development shall be carried out in strict accordance with the approved plans DC3710/39/01A; DC3710/27/01A; DC3710/11/01/NDC3710/34/01/Orig; DC3710/18/03/C; DC3710/22/01/BDC3710/27/02/B unless otherwise agreed in writing by the County Planning Authority.

Reason

To enable the County Planning Authority to deal with any development not in accordance with the approved plans.

3. Highway Works.

The highway improvements for the replacement of the Hurn Roundabout and associated highway works shall be provided in accordance with the submitted details, as shown on Drawing Number DC3710/11/01/N to the specification of the County Highway Authority.

Reason: In the interests of road safety.

4. Landscaping Scheme

No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to, and approved in writing by, the County Planning Authority. These details shall include, as appropriate:

- (i) Proposed finished levels or contours.
- (ii) Means of enclosure.
- (iii) Surfacing of vehicle and pedestrian access and circulation areas.
- (iv) Hard surfacing materials.
- (v) Proposed and existing functional services above and below ground, eg drainage, power, communication cables, pipelines, etc.
- (vi) Implementation timetable.

Soft landscaping details shall include

- (i) Planting plans.
- (ii) Written specifications (including cultivation and other operations associated with grass establishment).
- (iii) Schedules of plants, noting species, planting sizes and proposed numbers/densities, where appropriate.
- (iv) Implementation timetables.

And the development shall be carried out in accordance with the approved details

Reason:

To enhance the character and appearance of the area in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

5. Tree Protection

All existing trees, shrubs and other natural features not scheduled for removal shall be fully safeguarded during the course of the site works (see guidance notes enclosed and BS 5837: 1991). The protection measures shall be as specified in drawing number S101 and the Arboriculture Impact Assessment and shall be maintained during the course of the works on site. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.

Reason:

To ensure the continuity of amenity afforded by existing trees and in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

6. Details of Replacement Trees

Details of the size, species and location of the replacement trees shall be submitted to and agreed in writing by the Local Planning Authority before commencing the works hereby permitted and shall be planted in accordance with a timetable to be agreed, in writing, with the County Planning Authority.

Any trees that are removed die or become, in the opinion of the local authority, seriously damaged or defective within five years of planting shall be replaced with specimens of a similar size and species as originally required.

Reason:

To ensure the continuity of amenity afforded by existing trees and in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

7. Site Management Plan

Prior to development commencing a site management plan including details of

- Access arrangements to Riverside Cottages, Hurn Post Office and Stores and The Old Sawmill during construction
- The protection of footpath routes
- Details of bollards to the new access to Riverside Cottages

shall be submitted to and approved in writing by the County Planning Authority and the development shall be carried out in accordance with the approved scheme.

Reason

In the interests of the character and appearance of the area and in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

8. Lighting.

Within 6 months of the date of this consent a highway lighting plan shall be submitted to and agreed in writing by the County Planning Authority, and the works shall be carried out in accordance the approved lighting plan unless otherwise agreed in writing by the County Planning Authority.

Reason

In the interests of the character and appearance of Hurn Village Conservation Area, and in accordance with Policy HE 1 of the Christchurch and East Dorset Local Plan Part 1.

9. Drainage.

Prior to works commencing drainage details shall be submitted to and agreed in writing by the County Planning Authority and the works shall be carried out in accordance with the approved scheme. The scheme shall include pre and post development surveys to ensure that there is no raising of ground levels in the floodplain.

Reason.

To prevent any increase in flood risk in accordance with in accordance with Policy ME6 of the Christchurch and East Dorset Local Plan Part 1.

10. Prior to works commencing, a Biodiversity Mitigation Plan (BMP) for the works shall be submitted to, and agreed in writing by, the County Planning and the works shall be carried out in accordance with the BMP. The BMP will include a Mitigation Method Statement to cover the trees, hedgerows, nesting birds and ground flora as well the recommended enhancements.

Reason

In the interests of the Biodiversity of the area and in accordance with Policy Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1

8 INFORMATIVES.

Statement of Positive Involvement:

1. In accordance with paragraphs 186 and 187 of the NPPF the Council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by updating the applicant/agent of any issues as they arose in the processing of the application.

Environment Agency Informative:

Flood Defence Consent

2. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the Moors River, The highway improvement(s) referred to in the recommended condition above shall be carried out to the specification and satisfaction of the Local Highway Authority in consultation with the Local Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Local Highway Authority, before any works commence on the site

Further Information

3. Further information including application documents and the Planning Officers report can be viewed by entering the application reference given above in to the relevant search field at the following url:

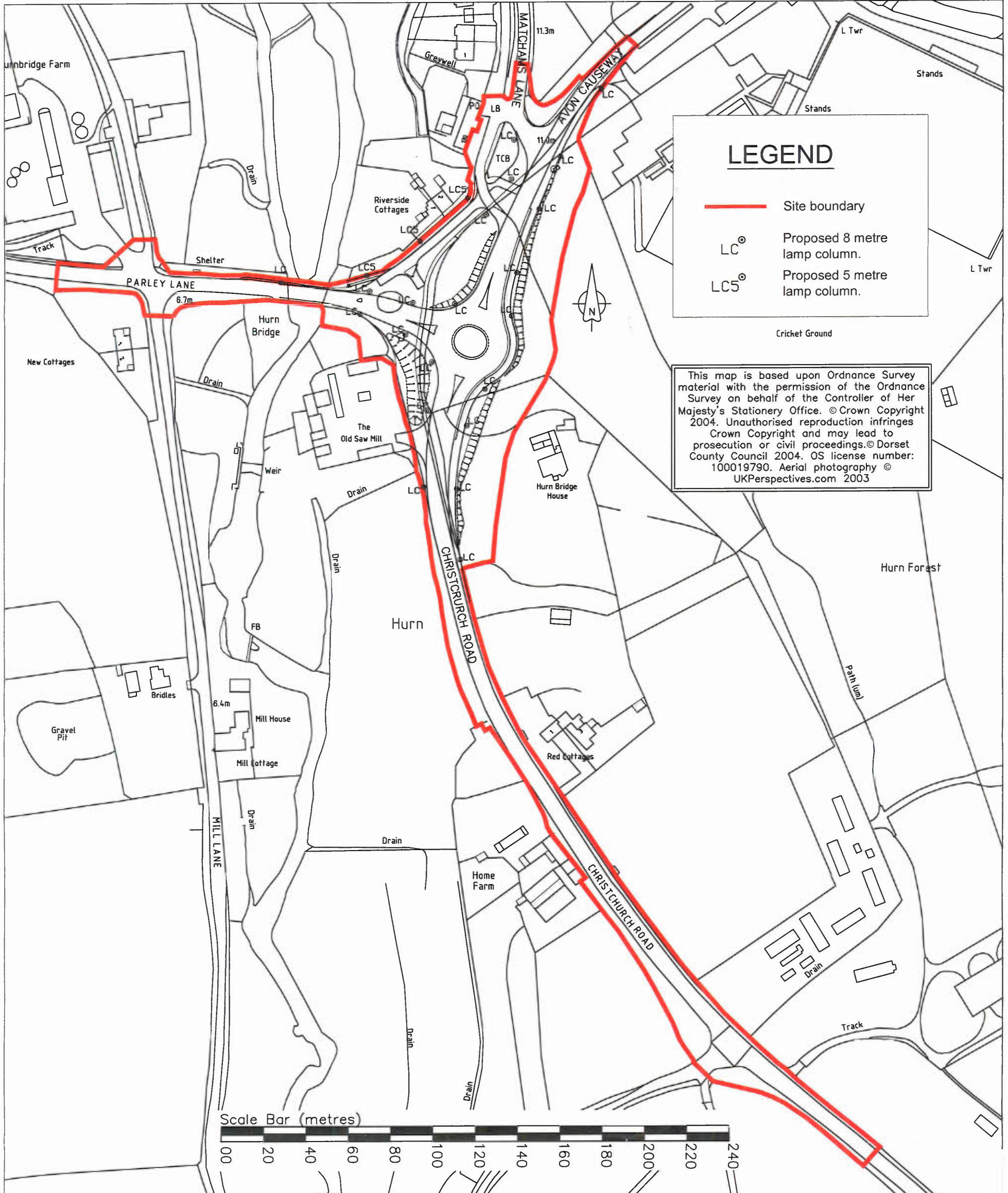
www.dorsetfor you.com/ePlanning/searchPageLoad.doc.

Matthew Piles
Head of Economy
June 2016

Application 8/16/0126

Hurn Roundabout Improvement

Appendices



LEGEND

- Site boundary
- LC[⊙] Proposed 8 metre lamp column.
- LC5[⊙] Proposed 5 metre lamp column.

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Dorset County Council
 ENVIRONMENT AND THE ECONOMY DIRECTORATE
 Mike Harries Director for Environment and the Economy

DORSET HIGHWAYS
 Andrew Martin
 Head of Dorset Highways

Project Title B3073 HURN ROUNDABOUT IMPROVEMENTS		
Drawing Title PLANNING APPLICATION: LOCATION DRAWING		
Scale (A4 Size) 1:2,500	Drawn SEP	Date 07 Sep 2015
Drawing Number DC3710/16/1/A		

A 07Sep15 Avon C'way approach amen	
Orig 08May13	-
Rev	Date Issue / Remarks
Drawing Status PLANNING APPLICATION	

Appendix 1



Appendix 2

KEY	
	Carriageway
	Shared Surface
	Island / Footway
	Grossed Areas
	Tree

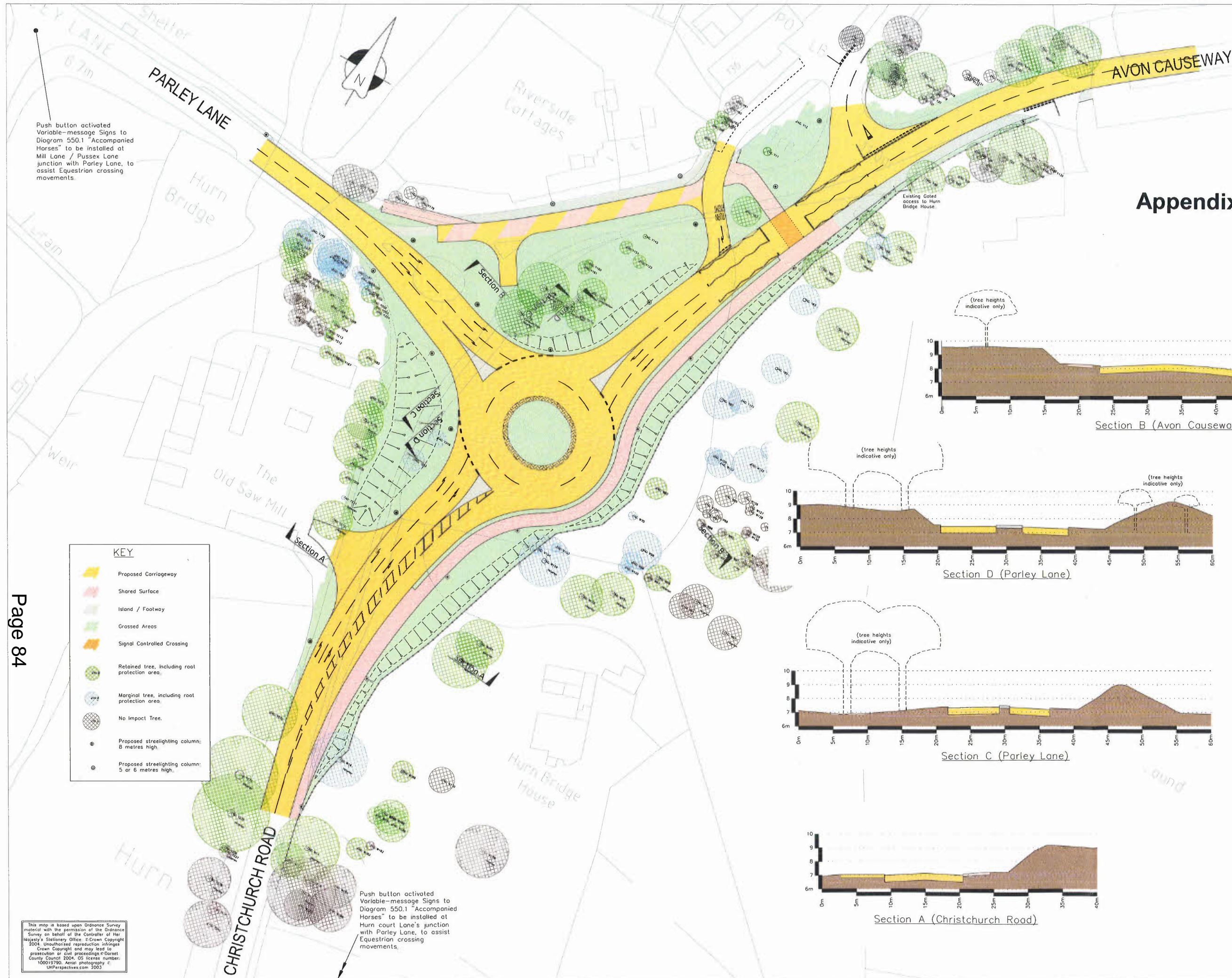
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Rev	Date	Issue / Remarks	Checked
A	22Jan16	Road markings added.	SEP
Orig	21Jan16		SEP

Dorset County Council
 ENVIRONMENT AND THE ECONOMY DIRECTORATE
 Mike Harvey Director for Environment and the Economy

DORSET HIGHWAYS
 Andrew Martini
 Head of Dorset Highways

Project Title		
HURN BRIDGE ROUNDABOUT IMPROVEMENTS		
Drawing Title		
EXISTING SITE LAYOUT		
Scale: (A1 Size)	Drawn By	Date
1:400	SEP	22 JAN 16
Drawing Number	DC3710/39/01/A	
Drawing Status	PLANNING APPLICATION	



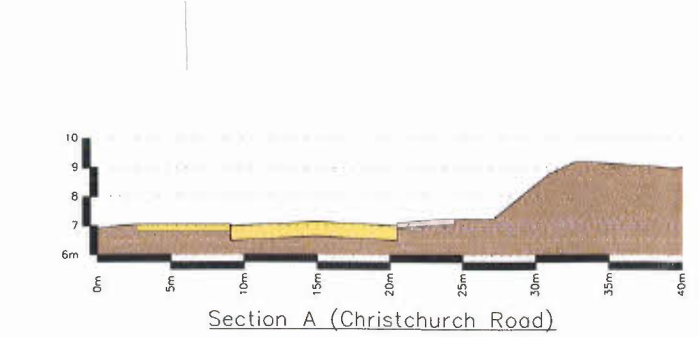
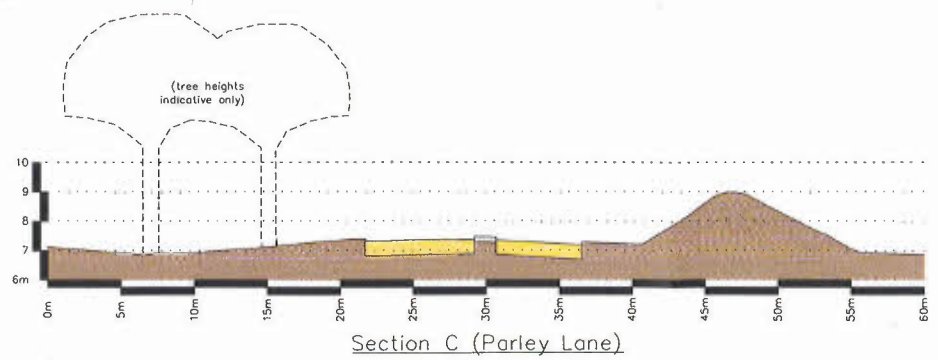
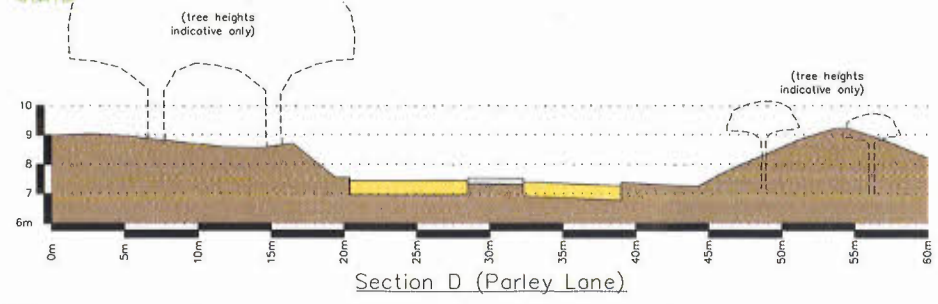
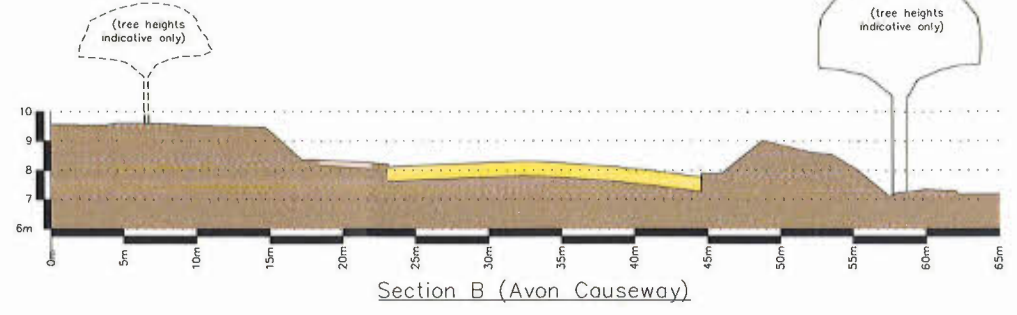
Push button activated Variable-message Signs to Diagram 550.1 "Accompanied Horses" to be installed at Mill Lane / Pussex Lane junction with Parley Lane, to assist Equestrian crossing movements.

Push button activated Variable-message Signs to Diagram 550.1 "Accompanied Horses" to be installed at Hurn court Lane's junction with Parley Lane, to assist Equestrian crossing movements.

KEY	
	Proposed Carriageway
	Shared Surface
	Island / Footway
	Crossed Areas
	Signal Controlled Crossing
	Retained tree, including root protection area.
	Marginal tree, including root protection area.
	No Impact Tree.
	Proposed streetlighting column: 8 metres high.
	Proposed streetlighting column: 5 or 6 metres high.

- NOTES**
- The street lighting locations and the quantity shown on this drawing are indicative only and the actual column locations will vary following the completion of detailed lighting design.
 - Grassed areas shown on this drawing are indicative only. Please refer to drawing number DC3710/34/01 for landscaping details.

Appendix 3



Rev	Date	Issue / Remarks	Checked
N	30Jun15	Avon Causeway arm widened to two lanes and roadmarkings augmented.	SEP
M	12Jan15	Key amended to include lighting column heights.	SEP
L	28Nov14	Tree locations updated from arboricultural survey information.	SEP
K	03Nov14	Post Office junction made 2-way vehicle "NO ENTRY" ban removed. Turning head repositioned.	SEP
J	24Sep14	Street lighting locations amended.	SEP
H	18Sep14	Christchurch Road southbound lane widened opposite Old Saw Mill entrance.	SEP
G	17Sep14	Drawing title changed from Option B to Option D.	SEP
F	11Sep14	Avon Causeway entry widened to two lanes.	SEP
E	25Jun13	Cross Section titles amended: drawing title altered.	SEP
D	23Jan13	Hurn Bridge house access onto Avon Causeway and indicative streetlighting positions added.	SEP
C	16Jan13	Road markings added.	SEP
B	08Nov12	Toucan Crossing widened to 6 metres; Annotation confirming push button activated VMS equestrian signs requirements added.	SEP
A	04Jul12	Toucan Crossing relocated, allowing removal of Avon Causeway central reserve and reduction in road width.	SEP
Orig	26Jun12		SEP

Dorset County Council
 ENVIRONMENT AND THE ECONOMY DIRECTORATE
 Mike Hurrell Director for Environment and the Economy

DORSET HIGHWAYS
 Andrew Martin
 Head of Dorset Highways.

Project Title
HURN BRIDGE ROUNDABOUT IMPROVEMENTS

Drawing Title
OPTION D (ROUNDABOUT) CONSULTATION PLAN

Scale (A1 Size)	Drawn By	Date
1:400	SEP	30 Jun 15

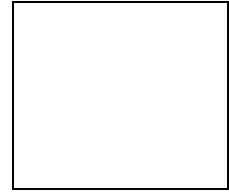
Drawing Number
DC3710/11/01/N

Drawing Status
PLANNING APPLICATION

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Regulatory Committee

Agenda Item:



Dorset County Council



Date of Meeting	9 June 2016
Officer	Andrew Martin – Head of Highways
Subject of Report	Dorchester Transport and Environment Plan (DTEP) Proposed Turning Movement Bans at Great Western Cross
Executive Summary	<p>In 2003 the County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic. As the plan was developed maintenance and improvement works at various locations in Dorchester were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publically acceptable.</p> <p>In September 2014, Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street, be progressed. This included replacement of the existing obsolete signal equipment at Great Western Cross and improvement of the junction to provide for controlled pedestrian crossing facilities on all major arms. A Local Member Led Project Working Group was set up to oversee development of the project with representation from County, District and Town Councils.</p> <p>In order to provide the pedestrian crossing facilities without adversely affecting the traffic capacity of the junction it is necessary to prohibit certain traffic movements. Following advertising of the proposed prohibition of turns, objections and representations have been received. This report considers those objections and representations and whether the proposed prohibition of turns should be implemented as advertised.</p>

<p>Impact Assessment:</p>	<p>Equalities Impact Assessment:</p> <p>An equalities impact assessment for DTEP was carried out in 2014. This concluded that there will be no discriminatory or negative consequences for any sector of the community on the grounds of race, gender, disability, faith, sexuality or age.</p> <p>The proposals at Great Western Cross seek to introduce new pedestrian crossings which will particularly benefit the young, elderly, infirm and disabled.</p> <hr/> <p>Use of Evidence:</p> <p>Traffic surveys and modelling, public consultation and support of Local Members, Town and District Councils and the Police.</p> <hr/> <p>Budget:</p> <p>The overall budget for the project is £3.582 million including contributions from West Dorset District Council, Dorchester Town Council and developer payments relating to the Poundbury development. The estimated cost of the works at Great Western Cross is approximately £494,000, including design and preparation costs.</p> <hr/> <p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: HIGH Residual Risk: LOW</p>
<p>Recommendation</p>	<p>That having considered the objections received, Cabinet be recommended to approve the proposed prohibition of turning movements.</p>
<p>Reason for Recommendation</p>	<p>The proposals should allow the provision of controlled pedestrian crossing facilities on all arms of Great Western Cross without adversely affecting the traffic capacity of the junction.</p>
<p>Appendices</p>	<p>Appendix 1 - Results of Traffic Survey Appendix 2 - Consultation Plan Showing Proposed Banned Movements Appendix 3 - Proposed Scheme Plan</p>
<p>Background Papers</p>	<ol style="list-style-type: none"> 1. The responses to the Order Public Advert as outlined in Para 4.2 are available to view in the Members Room. 2. Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillors are held on file in the Environment and the Economy Directorate.

Report Originator and Contact	Name: Paul Hannam Tel: 01305 225325 Email: p.l.hannam@dorsetcc.gov.uk
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1 Background

- 1.1 In 2003 the County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic. As the plan was developed maintenance and improvement works at various locations in Dorchester were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publically acceptable.
- 1.2 In September 2014, Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street be progressed. This included replacement of the existing obsolete signal equipment at Great Western Cross and improvement of the junction to provide for controlled pedestrian crossing facilities on all major arms. The design would also make allowance for the Poundbury link in the Dorchester Local Cycle Network to be easily accommodated when it is completed.
- 1.3 A Local Member Led Project Working Group comprising members and officers of the County, District and Town Councils was set up to oversee development of the project.
- 1.4 Following a decision by West Dorset District Council in December 2015 to defer support for a link road affecting Fairfield car park, in February 2016 Cabinet again resolved to progress design and construction of improvements at Great Western Cross and the other locations identified in the revised DTEP project.
- 1.5 In order to provide the pedestrian crossing facilities at Great Western Cross without adversely affecting the traffic capacity of the junction it is necessary to prohibit certain traffic movements.
- 1.6 The proposed prohibition of turns was advertised for public consultation on 18 February 2016. The objection period closed on 11 March, during which nineteen objections and representations were received. This report considers those objections and representations and whether the proposed prohibition of turns should be implemented as advertised.
- 1.7 The Director for Environment and Economy had declared a personal interest in the scheme put to consultation, the subsequent Cabinet decisions and the proposals at Great Western Cross, because he lives on a road that could be impacted by the proposals. He has taken no part in the development of the project and the portfolio holder has dealt directly with the design team manager, service manager and head of service. Nevertheless, the Director for Environment and Economy remains the nominal Lead Director.

2 Information

- 2.1 The existing traffic signal equipment at Great Western Cross is obsolete and in need of replacement.
- 2.2 A full 12-hour turning movement traffic survey was undertaken in October 2011. The results are shown in Appendix 1. Surveys taken at regular intervals at other sites within the town have shown that there has been little change in traffic flows, despite the various developments which have taken place.
- 2.3 The existing signals allow all turning movements for traffic. A controlled pedestrian crossing is only available on Cornwall Road and when this operates all traffic through

the junction is halted. At peak times the pedestrian crossing operates approximately two out of every three cycles of the signals and significant queuing occurs, particularly on Cornwall Road and Damers Road. If controlled pedestrian crossings were added on the other arms of the junction, to operate at the same time as the Cornwall Road crossing, it is probable that the signal stage would operate more frequently, thereby increasing the time during which all traffic is stopped. Traffic queues would therefore increase.

- 2.4 Traffic signal designers have proposed that, by prohibiting selected turning movements, controlled pedestrian crossings can be provided on all arms of the junction without increasing delay to vehicular traffic. Indeed, computer modelling of the signals indicates that there would be a small increase in traffic capacity.
- 2.5 The proposals allow for prohibiting left turns from the station yard into Damers Road so that pedestrians can cross Damers Road whilst traffic is flowing from the station yard.
- 2.6 Left turns from Damers Road into Cornwall Road and right turns from Great Western Road into Cornwall Road are to be prohibited to allow pedestrians to cross Cornwall Road with traffic flowing from Damers Road and Great Western Road. In addition, right turns into Victoria Road are to be prohibited to deter traffic from Great Western Road using Victoria Road to reach Top o' Town.
- 2.7 Right turns from Maumbury Road into Great Western Road are to be prohibited to allow pedestrians to cross Great Western Road whilst traffic begins to flow from Maumbury Road and Cornwall Road traffic is held at a red signal.
- 2.8 The pedestrian crossings on Maumbury Road and the station access road, when demanded, will operate alternately with the station access traffic.
- 2.9 The revised arrangements have been assessed using the computer traffic model for Dorchester and this indicates that whilst the changes to traffic patterns are likely to be fairly small the improved capacity of the junction is likely to encourage traffic to use it rather than using side roads to avoid it. There is no indication of any increase in traffic congestion elsewhere in the town.

3 Law

- 3.1 Sections 1 and 2 of the Road Traffic Regulation Act 1984 allow the County Council to make an Order requiring vehicular traffic to proceed in a specified direction or prohibiting its so proceeding. The circumstances where an Order may be made include:

For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;

For facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

For preserving or improving the amenities of the area through which the road runs;

4 Consultation

- 4.1 Under Dorset County Council’s procedure, primary consultation was carried out on the proposed scheme and it is supported by the Local Members for Dorchester, by West Dorset District Council, by Dorchester Town Council and by the Police.
- 4.2 There have been nineteen responses to the public consultation process, which are summarised below.

Respondent and Address	Summary of Response
Resident of Victoria Road, Dorchester	Objects to the banning of right turns from Damers Road into Victoria Road. Considers the proposals will increase rat-running in Victoria Road and will restrict exits from Victoria Road. Agrees improved pedestrian facilities are needed.
Resident of Cornwall Road, Dorchester	Objects to the proposals as he feels they will force him to use the high street when returning home from east of the town and will cause major congestion at the south end of Victoria Road near the chip shop.
Resident of Victoria Road, Dorchester	Objects to the lack of a controlled crossing on the Great Western Station access road and to the turning bans. Considers the proposals will increase rat-running and speeding in Victoria Road and reduce safety. Subject to the implementation and success of the proposed Victoria Road Access Only Order (referred to in paragraph 5.1) the resident has indicated they would withdraw their objection.
Resident of Victoria Road, Dorchester	Objects to the proposals. Considers the proposals will increase traffic both ways in Victoria Road and Westover Road, which are unfit for more traffic.
Resident of Victoria Road, Dorchester	Objects to bans on turns from Maumbury Road into Great Western Road, Damers Road into Cornwall Road and Dorchester West Station into Damers Road. Considers the proposals will increase traffic both ways in Victoria Road and Westover Road (which are unfit for more traffic) and reduce safety.
Resident of Coburg Road, Dorchester	Supports the proposals and in particular the improved pedestrian access to the station yard and the provision of a pedestrian crossing on Damers Road.
Residents of Victoria Road, Dorchester	Object to the proposals. Consider the proposals will increase traffic both ways and reduce safety in Victoria Road and Westover Road.
Resident of Victoria Road, Dorchester	Objects to the ban on turns from Damers Road into Cornwall Road. Considers this will increase traffic and reduce safety in Victoria Road. Subject to the implementation and success of the proposed Victoria Road Access Only Order (referred to in paragraph 5.1) the resident has indicated they would withdraw their objection.

Resident of Cambridge Road, Dorchester	Objects to the proposals. Considers the proposals will cause increased congestion in the town centre and in particular increase traffic flows on Victoria Road, Williams Avenue and Bridport Road.
Resident of Rothesay Road, Dorchester	Requests a right turn filter signal for traffic turning from Damers Road into Maumbury Road.
Resident of Cornwall Road, Dorchester	Objects to the proposals. Considers the ban on right turns into Cornwall Road and Victoria Road will increase traffic congestion in the high street and the ban on left turns into Cornwall Road will increase traffic in Victoria Road.
Resident of Cornwall Road, Dorchester	Objects to the proposals. Considers the ban on right turns into Cornwall Road and Victoria Road will make Great Western Road unusable as a route to the property from central and south east Dorchester.
Residents of Victoria Road, Dorchester	Concerned that traffic flow will increase on Victoria Road. Also concerned for pedestrian safety due to increased traffic on Fairfield Road.
Resident of Alice Road, Dorchester	Concerned that the proposals will do nothing to deal with traffic congestion and will increase traffic flow on Victoria Road. Considers that new pedestrian crossings on Damers Road and Great Western Road are unnecessary.
Resident of Victoria Road, Dorchester	Objects to the proposals. Considers the proposals will increase traffic both ways in Victoria Road and Westover Road, creating difficult conditions for residents and reducing safety.
Residents of Victoria Road, Dorchester	<p>Object to the proposals. Consider the proposals will result in an increase in traffic using Victoria Road and Westover Road, exacerbating congestion and safety issues, particularly at peak times.</p> <p>Subject to the implementation and success of the proposed Victoria Road Access Only Order (referred to in paragraph 5.1) the residents have indicated they would withdraw their objection.</p>
Resident of Victoria Road, Dorchester	Objects to the proposals. Considers the proposals will turn Victoria Road from a quiet residential street into a rat-run for traffic and reduce safety particularly for local children.
Resident of Victoria Road, Dorchester	Objects to the proposals. Considers the proposals will increase traffic in Victoria Road (which is unfit for more traffic) and reduce safety for residents.
Resident of Fourgates Road, Dorchester	Supports the introduction of pedestrian crossings at the junction but is concerned about aspects of the operation of the signals, about which he/she is unclear.

- 4.3 The responses consist of 14 objections (3 of which have been conditionally withdrawn, see paragraph 5.1), 2 expressions of support, 1 request for additional facilities, and 2 expressions of concern about possible effects of the proposals.
- 4.4 Eleven of the responses were from residents of Victoria Road and ten of these were objections. All of these objectors consider that traffic flow on Victoria Road will increase and some believe traffic speed will also increase. Both expressions of concern and two further objectors also raised the belief that traffic flow on Victoria Road will increase, making a total of 14 of the responses mentioning this point. One additional objector also suggested that there would be congestion at the south end of Victoria Road outside the chip shop.
- 4.5 The issues raised about the possible impact on Victoria Road largely relate to the lack of suitability of the road to accept more traffic and a reduction in road safety. Some of these respondents also mentioned increase in traffic and reduction in road safety on Westover Road.
- 4.6 Various suggestions were made for traffic reduction and traffic calming in both Victoria Road and Westover Road.
- 4.7 Other reasons for objection or concern raised by respondents are: -
- Objection to the lack of a controlled pedestrian crossing on the station access road (one is now to be provided);
 - Increased congestion elsewhere in the town (the high street, Bridport Road and Williams Avenue were mentioned);
 - Change of route to properties accessed from Victoria Road;
 - Concern that traffic congestion will not be reduced;
 - Concern that pedestrian crossings on Great Western Road and Damers Road are unnecessary;
 - The lack of a proper pedestrian route on Fairfield Road (across the market site);
 - The lack of a right turn filter for traffic turning right from Damers Road into Maumbury Road.
- 4.8 Supporters of the proposals mentioned the introduction of additional pedestrian crossing facilities as their main reason for expressing support.

5 DCC Comment on Representations

- 5.1 The main cause for concern is potential increased traffic flow in Victoria Road due to the banning of left turns from Damers Road into Cornwall Road. Any such increase should actually be small as a traffic survey undertaken in October 2011 showed only about 10 vehicles per hour undertaking the manoeuvre to be banned and not all of these are likely to re-route through Victoria Road. Nevertheless, given the concerns expressed by residents it is now proposed to progress a separate traffic regulation order to ban all motor vehicles from Victoria Road, Westover Road, Albert Road (west of Cornwall Road) and St Helen's Road, except for access. This has been agreed by the DTEP Local Member Led Working Group and primary consultation commenced on 28 April 2016. Since that time three of the residents of Victoria Road have withdrawn their objections subject to implementation and monitoring of the proposed access only order.
- 5.2 A controlled pedestrian crossing is now to be introduced across the station access road. The objection is therefore no longer valid.

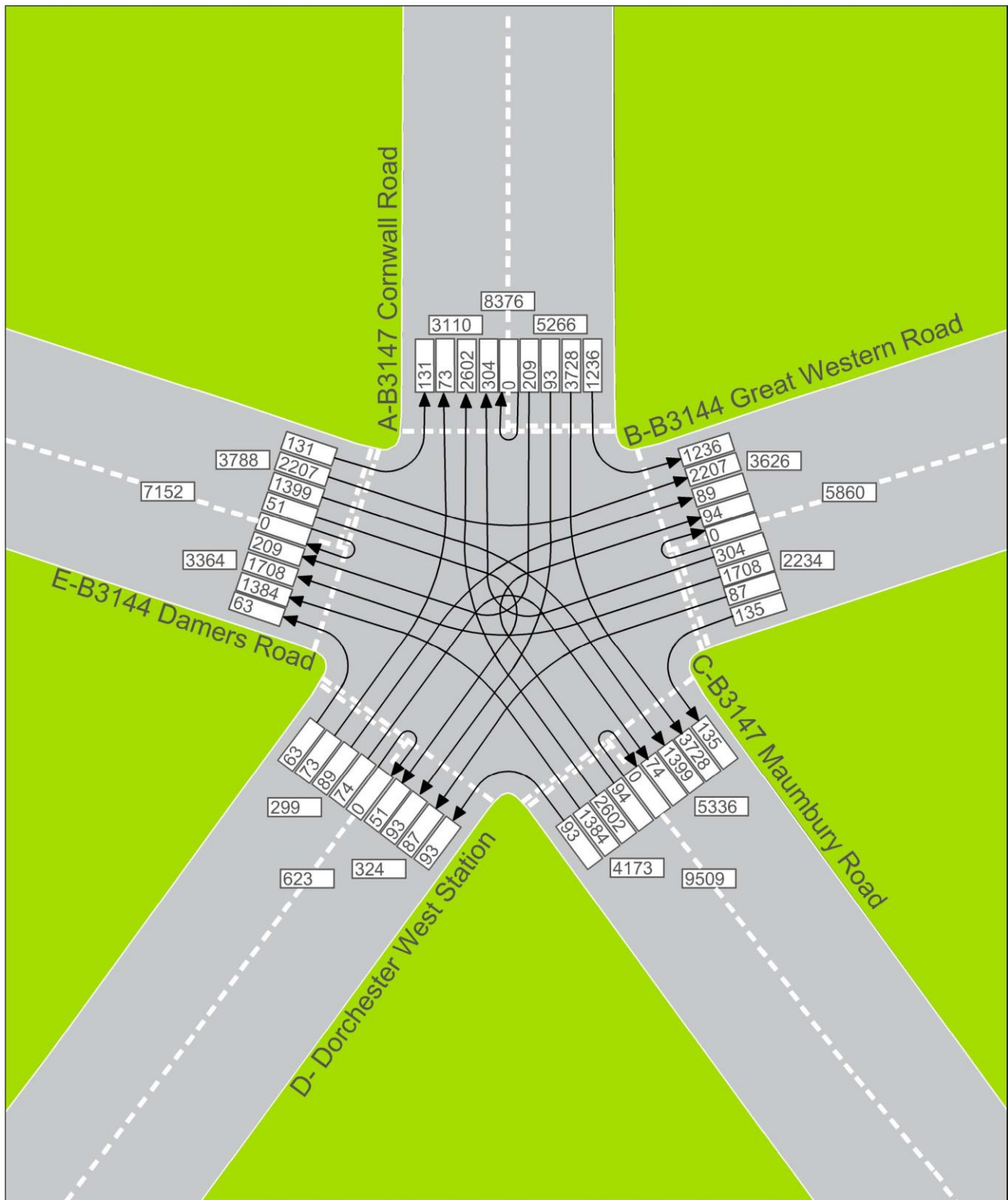
- 5.3 Traffic modelling indicates that traffic patterns will be largely unchanged and there is no indication that there will be increased congestion elsewhere in the town.
- 5.4 It is inevitable that the banned movements will require some traffic to re-route and some motorists will be disadvantaged. However, most of the banned movements are currently undertaken by only small numbers of vehicles and there are reasonable alternative routes. Banning these movements will allow safe pedestrian crossing facilities to be provided on all arms of the junction without causing additional congestion.
- 5.5 The proposals are not intended to reduce congestion, but to introduce pedestrian crossing facilities without increasing congestion. Nevertheless, computer modelling shows that there should be a small increase in junction capacity as a result of the changes.
- 5.6 The responses supporting the scheme confirm the need for controlled pedestrian crossings and this is further confirmed in responses from some of the objectors.
- 5.7 The lack of a marked pedestrian route across the market site is beyond the control of the highway authority as it is private land (owned by West Dorset District Council) and there are no highway rights across it.
- 5.8 Provision of a right turn filter for traffic turning from Damers Road into Maumbury Road would decrease the capacity of the junction as compared to the arrangements proposed. However, the design provides for additional road markings to encourage right-turners to avoid obstructing through traffic and the manoeuvre will be easier without the complication of opposing traffic from Great Western Road turning right into Cornwall Road.


6 Conclusion

- 6.1 The DTEP scheme has been developed as a result of the response to public consultation undertaken in Autumn 2013 and subsequent member led community liaison work in 2014.
- 6.2 Following concerns raised we are progressing a separate traffic regulation order to ban all motor vehicles from Victoria Road, Westover Road, Albert Road (west of Cornwall Road) and St Helen's Road except for access, which mitigates the main concerns raised to the proposed order at Great Western Cross.
- 6.3 Having considered the representations submitted, concerns raised have been mitigated or responded to as detailed in section 5.
- 6.4 The Highway Improvements team considers that the proposed measures are necessary in order to realise the scheme objective of improving access for pedestrians, cyclists, the elderly and disabled. The scheme will achieve this by providing controlled pedestrian crossing facilities on all arms of Great Western Cross without adversely affecting the traffic capacity of the junction.
- 6.5 It is recommended that the Committee recommend to Cabinet that the order be implemented as advertised.

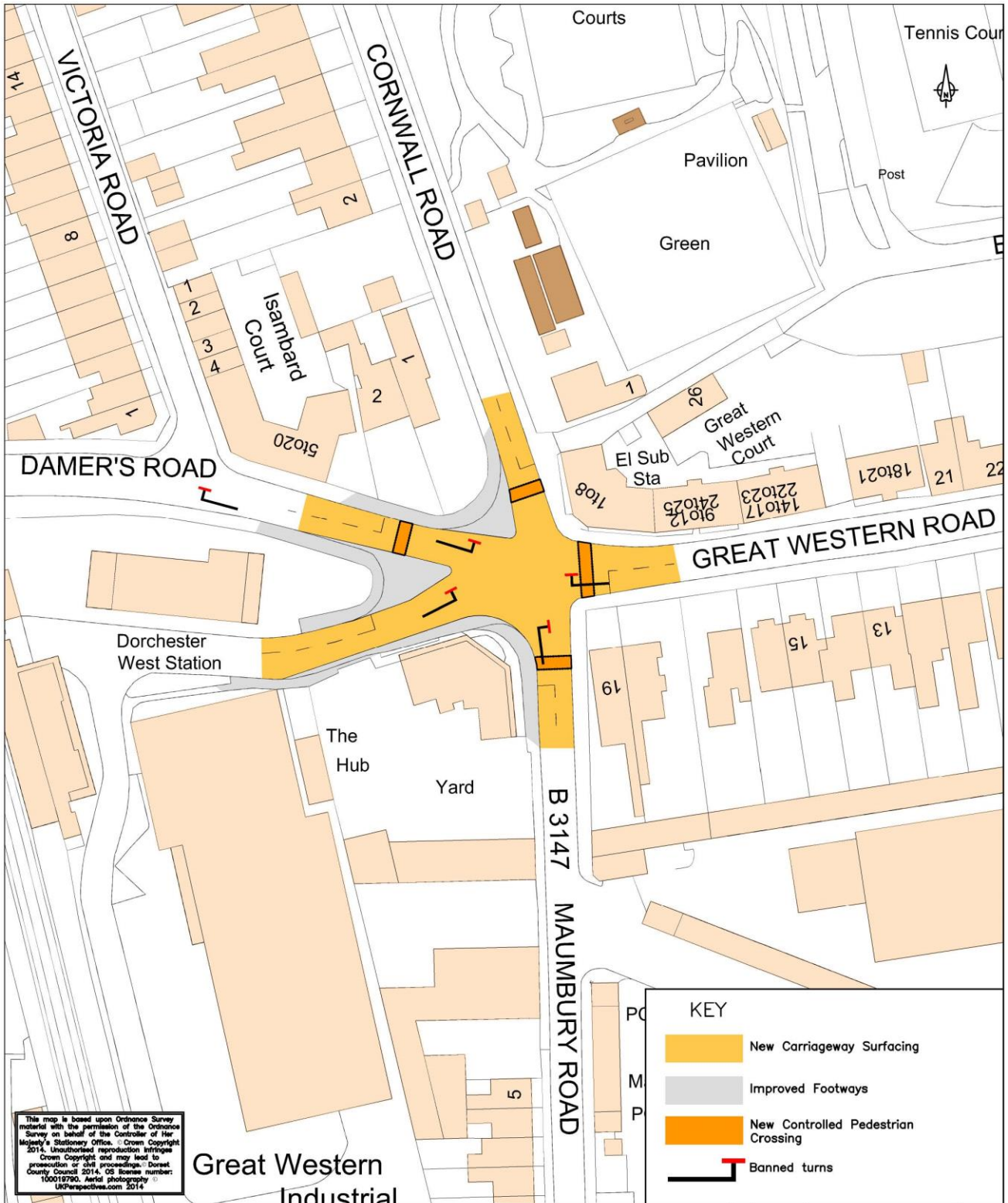
Andrew Martin
Head of Highways
May 2016

Appendix 1 – Results of Traffic Survey



 Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harries Director for Environment and the Economy	Project Title		Orig 12/04/16 Rev Date Issue / Remarks Checked PLH
	DTEP Great Western Cross Junction		
DORSET HIGHWAYS Andrew Martin Head of Dorset Highways	Drawing Title		Drawing Status -
	12 Hour 7AM-7PM Traffic Count October 2011		
	Scale (A4 Size)	Drawn	
Not To Scale	OGL	12/04/16	
Drawing Number			


Appendix 2 – Consultation Plan Showing Proposed Banned Movements



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KEY

- New Carriageway Surfacing
- Improved Footways
- New Controlled Pedestrian Crossing
- Banned turns

 Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harries Director for Environment and the Economy	Project Title DORCHESTER TRANSPORT AND ENVIRONMENT PLAN			2015 Scheme PHH	Issue / Remarks Checked
	Drawing Title GREAT WESTERN CROSS TRAFFIC REGULATION ORDER				
DORSET HIGHWAYS Andrew Martin Head of Dorset Highways	Scale (A4 Size)	Drawn	Date	Orig	Rev
	1/1000	NWT	24 Sep 15	17Oct14	
Drawing Number HI1086/02/01/Orig			Drawing Status		

Appendix 3 – Proposed Scheme Plan

