

SCHEDULE OF PLANNING APPLICATIONS

1. PURPOSE AND RECOMMENDATIONS

Purpose of Report:	To consider the planning applications contained within the schedule and to receive details of any withdrawn or requested deferred applications, if any.
Recommendations:	It is RECOMMENDED that: The applications contained in this Schedule be determined or otherwise dealt with in accordance with the Development Manager’s recommendation.
Lead Member:	Cllr M Dyer
Wards:	Council-wide
Contact Officer:	Giles Moir, Development Management Manager

2. APPLICATION SCHEDULE

No.	Application No.	Site Address	Pg.
1.	3/14/0479/FUL	Premier Inn , Ringwood Road, Ferndown	16
2.	3/14/0511/COU	Costa Coffee, Area B, The Square, Wimborne	26
3.	3/14/0579/FUL	Cranborne Lodge, Castle Street, Cranborne	29
4.	3/14/0580/LBC	Cranborne Lodge, Castle Street, Cranborne	53
5.	3/14/0787/FUL	Unit 5, Jessop House, Mill Lane, Wimborne	68
6.	3/14/0788/COU	2 Avon Park, St Leonards, Ringwood	72
7.	3/14/0822/FUL	Millmoor Farm, Kings Street, Sturminster Marshall	80

Item Number	1	Ref:	3/14/0479/FUL
Proposal:	Two storey extension to hotel. Amended plans rec'd 28.8.14 show a reduction in size of extension from 20 bedrooms to 18 bedrooms and alterations to proposed parking. Amended by plans rec'd 07.10.14 remove two parking spaces and AC compound. Landscaping plan rec'd 27/10/14 to add hedging and improve landscaping to southern boundary.		
Site Address:	Premier Inn , Ringwood Road, Ferndown, for Premier Inn Hotels Ltd		
Site Notice expired:	9 August 2014		
Advert Expiry Date:	N/A		
Nbr-Nfn expired:	11 September 2014		

Parish Comments: No objection.

Consultee Responses:

County Highways
Development Liaison Officer

The County Highway Authority has **NO OBJECTION**, subject to the following condition(s):

The development hereby permitted shall not be occupied or utilised until the parking and turning indicated on the submitted details has been constructed. Thereafter, these areas shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: In the interests of road safety.

Natural England

No objection- no conditions requested

EDDC Public Health -
Housing And Pollution

I have read the documents associated with the above application. Since there is a Garage next door, where there was probably some fuel tanks in the past, then please put our standard contaminated land condition on.

It is likely that they will only need to do part A and B - the desktop assessment.

CONTAMINATED LAND CONDITION

Before the change of use is implemented a scheme shall be submitted to the Local Planning Authority to deal with potential contamination of the site. Such scheme shall include the following actions and reports, which must be carried out by appropriately qualified consultant(s):

(a) A Site History Report, which shall, by reference to site layout drawings of an appropriate scale, include a history of the site, past land uses, current and historical maps, site plans, locations of any known spillages or pollution incidents and the location and

condition of old tanks, pits, fuel or chemical storage areas. (Please note it is the responsibility of the landowner, developer or consultant to provide and disclose all relevant information).

(b) A Site Investigation Report (based on the information contained in the site history report), will be required where the appointed consultant and/or the Local Planning Authority anticipate that contamination may be present in, on or near the proposed development area. The site investigation report must characterise and identify the extent of contamination, identify hazard sources, pathways and receptors and develop a conceptual model of the site for purposes of risk assessment.

(c) Before any works commence on site, should (in the opinion of the Local Planning Authority) remedial works be required, consultants appointed to carry out intrusive site investigation work must submit their sampling strategy to the Local Planning Authority for approval.

(d) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Statement, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s), or part(s) thereof recommended in the remediation statement, shall require approval to be obtained in writing from the Local Planning Authority.

(e) No development shall occur until the measures in the remediation scheme have been approved in the remediation scheme have been implemented in accordance with the remediation statement to the satisfaction of the Local Planning Authority.

(f) If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority.

(g) On completion of all the works detailed in the agreed Remediation Statement, a Remediation Completion Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have supervised all the agreed remediation actions. This report to be submitted to the planning authority

confirming that all works as specified and agreed have been carried out to the point of completion. Until the Planning Authority is in receipt of said Remediation Completion Report and is satisfied with the contents of the statement and the standard of work completed it will be viewed that the remediation of the site is incomplete.

Economic Generation

Support for the proposal, as it adds to the accommodation capacity in the area and will support economic activity in the area.

Officers Report:

This application is brought before Committee due to the number of neighbour representations which have been received regarding the proposal.

There have been 8 objections from the residents of Ford Close regarding the increased noise, disturbance and potential damage to their properties as a result of the expansion of the hotel, the proximity of the proposed car parking to the rear of their properties and the associated loss of the dense hedging and screening along this boundary. Other objections include the increased traffic and use of the site by commercial vehicles, increased activity at the Beefeater Restaurant, including noise and smells, and concerns over the loss of trees on site.

The application site is located on Ringwood Road at Tricketts Cross and the Premier Inn is adjacent to the Smugglers Haunt Beefeater Restaurant. The existing hotel contains 32 rooms over two floors, and this application is for the erection of a two storey extension to the Premier Inn which will provide an additional 18 bedrooms.

Site Description:

The plot including the Beefeater Restaurant, is approximately 0.59 ha, and is located within the Ferndown urban area, fronting onto Ringwood Road. Coastal Car Sales is located to the north east of the site, with the houses and gardens of Ford Close 28m to the south west of the existing hotel, and Sainsbury's supermarket opposite.

The site frontage is open, with the hotel located towards the rear of the site. The entire site is covered by a TPO, and there are several large trees located along the north east, southern and western boundaries of the site.

Site History:

The hotel was added to the site following the grant of permission in 1990 (3/90/0383). Subsequent applications have added and replaced illuminated advertisements, and permission was granted in 2008 for the conversion of part of the roof-space to provide three additional bedrooms (3/08/0257).

Proposal:

The proposal, as amended, is for the erection of a two storey extension wing to the Premier Inn to provide an additional 18 rooms. The layout of the extension shows 9 rooms on each floor, and the extension is to be located in the existing car park, almost at a right angle to the existing hotel, running along the sites northern boundary with Coastal Car Sales garage. The proposal features a corridor link to the main hotel building.

The original plans were for a 20 room extension which had a footprint measuring 14m by 20.8m and an external AC condenser compound located in the north east corner to be enclosed with 2.1m high close boarded timber fencing. Following amendments, this has been reduced down to 18 rooms, measuring 11.5m by 24m, in order to overcome arboricultural objections regarding the loss of several significant trees, as the site is subject to a blanket TPO. The AC compound is no longer required and has been removed from the plans.

The proposed extension measures 7m in height, which matches the existing hotel. The eaves height at 4.2m also matches the main building. The design of the extension mirrors the existing with first floor dormer windows, mansard style roof with a central flat roof section.

The materials also match the existing hotel building with a brickwork plinth and ivory render to the ground floor, and timber boarding to the first floor.

The proposal also includes the provision of a new car parking layout with provision for ten additional spaces.

Considerations:

The main policy considerations are policies HE2, ME1, ME2, KS11, KS12 and PC6 of the Christchurch and East Dorset Core Strategy, and paragraphs 58 - 61, and 109 of the National Planning Policy Framework (NPPF).

The key considerations are the impact on the protected trees and residential amenities of the adjacent properties, and also the effect of the proposal on the character and visual amenities of the area. The impact of the proposal on the highways network, protected heathlands, biodiversity and local economy must also be taken into account.

Impact on the Street-scene:

The principal of the extension is acceptable in general terms due to the commercial location of the hotel, within the urban area and surrounded by existing commercial uses.

The proposal is considered to be acceptable in the street-scene as it is set back 33m from the road, and projects no further forward than the existing Smugglers Haunt Inn with Beefeater Restaurant building. A matched design has been proposed, matching the height, scale, fenestration pattern and materials of the main building, and will be linked by corridor. This is considered acceptable as the extension is located towards the entrance of the site, where a more prominent structure is appropriate.

The site is also bounded by pine trees and dense shrubs to the northern boundary, and several trees to the eastern boundary which provides a sylvan setting, and softens the appearance of the site.

Impact on neighbouring properties:

The proposal is located to the northern edge of the site, where the boundary is shared with Coastal Car Sales. This boundary is composed of several protected trees and hedging within the landscaping strip and a proposed 1.8m high timber fence. The proposal is not considered to result in an unacceptable visual or physical impact on the neighbouring garage due to the presence of this landscaping and boundary treatment, and the less sensitive nature of this adjacent site.

The nearest residential properties are located over 70m to the south of the proposed extension, and at this distance it is not considered that the erection of the extension will result in any overlooking, loss of light or amenity to neighbouring properties.

The Public Health officer has assessed the proposed development, and has no objection to the proposal, but recommends a contaminated land condition due to the location of the development next to a garage and the possibility of previous fuel tank storage in close proximity.

There have been 8 letters of objection from the residents of Ford Close, regarding the levels of disturbance, noise, smells and damage to their properties as a result of the operation of the Restaurant and Hotel and increases as a result of the hotels expansion. This has been considered, however the relatively small scale addition of hotel rooms is unlikely to have a measureable increase in the creation of noise, smells and disturbance from the Restaurant or Hotel.

Several neighbours objected over the provision of additional parking spaces to the south, and subsequent reduction of the landscaping strip to the southern boundary, resulting in the removal of some dense hedging which currently acts as a buffer.

The new parking layout and provision of several new parking spaces to the south of the site has been assessed, and is not considered that it will have a significantly detrimental impact on neighbouring properties along Ford Close, the closest of which is located 15m to the south of the new parking. This is partially due to the distance, and also the presence of a 2m wide landscaping strip, proposed replacement hedging which has been added in the additional landscaping plans, and a 2m high timber fence along the boundary. It is therefore considered that sufficient amelioration has been provided to ensure that the residential amenity of these properties will not be adversely affected.

Impact on Trees:

The entire site is subject to a blanket TPO, which means that all the trees on site are protected. The plans have been amended due to Tree Officer's concerns regarding the loss of several significant trees and the lack of due consideration given to the sites tree constraints. This has resulted in a reduction in the size of the proposed extension, which now provides 18 additional rooms, rather than the previous 20 rooms. The proposed car parking layout has also been adjusted to avoid the root protection area of a protected Oak tree to the front of the hotel entrance. The Tree Officer is now satisfied that only a necessary and small number of lower quality trees will be lost, and the remaining trees will not be negatively affected.

The Tree Officer is now assured that the proposed development is possible without detriment to the protected trees, and has recommended several conditions which will need to be discharged prior to commencement, including a fully updated impact assessment, to ensure the constraints posed by the protected trees remain a full consideration, and the physical protection of the trees throughout the development.

Highway Impacts:

The site is located on the A347 Ringwood Road, and is well located within the local highway network linking to Poole, Bournemouth and the A31 trunk road. The existing

access arrangements will remain unchanged. Pedestrian links are considered to be of a good standard, and there are a number of cycle routes in the vicinity. The local bus network provides links within the local area with a number of bus stops in close proximity.

It is acknowledged that the majority of hotel customers will arrive by private car, but the availability of public transport, pedestrian and cycle links will allow staff and guests to use alternatives in travel to local destinations.

The site lies within the area covered by the South East Dorset Transport Contributions Scheme 2 (SEDTC2). In this area, developments that generate additional vehicle trips are required to pay a sum to provide mitigation against the impact of increased vehicle trips. The applicants have demonstrated that the proposed additional 18 bedrooms would result in a minimal increase in traffic during the highway peak hours. Also, as a significant proportion of Premier Inn guests are business related and attending meetings locally, they are likely to travel to Ferndown and pass the site regardless of the hotel, and so a financial contribution at a reduced rate towards SEDTC2 has been agreed with Dorset County Highways.

The application includes a signed Unilateral Planning Obligation requiring the applicant to pay the agreed sum for the extension that is proposed. Therefore, the requirements of the South East Dorset Transport Contributions Supplementary Planning Guidance 2010 and Policy KS11 of the Christchurch and East Dorset Core Strategy have been met.

The existing site comprises a 32 bedroom hotel and Beefeater restaurant, with a total on site car parking provision of 80 spaces for shared use with the hotel and restaurant. The proposal provides an additional 18 rooms, giving a total of 50 bedrooms, with an increased parking provision of 90 spaces, giving a net increase of ten car parking spaces.

Several neighbours have objected to the proposal due to increased numbers of commercial vehicles using the site exit on Ford Close and the resultant impact on highways safety. However, it is not considered that the proposal will result in a significant increase in the number of lorry movements on site, as large vehicles are already used to service both the Restaurant and Hotel.

The impact of the development on highways safety, access requirements and car parking provision has been assessed by Dorset County Council Highways department who have no objection to the proposal.

Economic Impacts:

The Council's Economic Development team supports the proposal as it adds to the accommodation capacity in the urban area and will assist economic activity in Ferndown and across the District.

The proposal is supported by Core Strategy policy PC6 which promotes new visitor accommodation in sustainable locations, and development in the context of the wider sub-regional strategy for the South West.

Paragraph 70 of the NPPF seeks to retain social, recreational and cultural facilities and services, and the increased provision of tourist facilities will assist in this,

bringing more visitors to the area. The proposal also accords with the wider provisions of the NPPF including sustainable land use, economic growth, enhancing community assets and respecting the local environment.

The proposal is therefore supported by local and national planning policy as it will support economic growth and development in Ferndown and the wider area.

Protected Heathlands:

The application site lies in close proximity to Parley Common Site of Special Scientific Interest (SSSI). This is part of the wider Dorset Heathlands Special Protection Area, Ramsar Site and Dorset Heaths Special Area of Conservation. Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application as submitted, will not damage or destroy the interest features for which these sites have been notified.

The SSSI does not therefore represent a constraint in determining this application, and the requirements of Policy ME2 are satisfied.

Impact on Biodiversity:

As the site exceeds 0.1ha and biodiversity interests are likely to be affected by the development, in line with the Dorset Planning Protocol, a Biodiversity Mitigation Plan (BMP) is required from Dorset County Council Natural Environment Team. This has not yet been submitted, but once endorsed by the Natural Environment Team, the approved plan will include the biodiversity mitigation and enhancement measures that will be incorporated into the development and will be conditioned to be implemented in full in order to safeguard biodiversity on site.

It is therefore recommended that any resolution to grant planning permission be subject to the receipt of an approved BMP to address this matter.

Once approved, the BMP will ensure the adverse impacts of the development on biodiversity are mitigated, and the proposal will comply with Policy ME1.

Conclusion:

The application is considered acceptable in terms of its impact on the street-scene, due to the commercial location of the site and appropriate scale, design and siting of the extension in relation to the adjacent Restaurant and existing hotel building.

The impact of the proposal on trees has been considered and although the proposal will result in the loss of a small number of poorer quality trees, following amendments sufficient consideration has been given to the retention of on-site trees and there are no arboricultural objections.

The highway impacts of the proposal have also been considered to be acceptable in terms of highways safety and parking provision, with financial contributions secured by a completed legal agreement.

The proposal is not considered to have any detrimental impacts on nearby protected Heathlands, and subject to receipt of an approved Biodiversity Mitigation Plan this will ensure that no harm to onsite biodiversity will occur as a result of the proposal.

The impact on neighbouring properties has been carefully assessed and the extension of the hotel itself is considered to have little impact on amenity as the proposal is located along the northern site boundary 70m from the residential properties of Ford Close. The reduction of the landscaping strip and provision of several new parking spaces to the south of the site will have some impact on the residents of Ford Close which back on to the site. However, there is a distance of at least 15m between the new parking spaces and rear walls of the properties, intervening fencing and landscaping secured by condition, this is considered to be sufficient to ensure no detrimental harm to neighbouring amenity.

The proposal supports local economic and tourist growth in Ferndown and the wider district, and complies with local and national planning policies. For these reasons, the application is recommended for approval, subject to relevant conditions, a delegation to officers to grant once an approved Biodiversity Mitigation Plan has been received.

Recommendation: GRANT – SUBJECT TO THE RECEIPT OF AN APPROVED BIODIVERSITY MITIGATION PLAN AND THE FOLLOWING CONDITION(S):-

Conditions/Reasons:-

- 1 The development hereby permitted shall be begun before the expiration of three years from 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 by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Existing Site Plan: 3615/P1
Existing Floor Plans: 3615/P22
Proposed Floor Plans: 3615/P23
Proposed Elevations: 3615/P24
Proposed Roof Plans: 3615/P25
Proposed Site Plan: 3615-101 Rev E
Topographical Utilities Survey 3578/10/001
Overall Landscape Proposals: 508-01
Detailed Landscaping Plan: 508-02

Transport Statement PJB/WIT/14/2042/TN01- dated May 2014
Planning Statement, Walsingham Planning- dated May 2014
Energy Recovery Statement 210-265/ENERGY/R01- dated May 2014

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

- 3 The materials and finishes to be employed on the external faces of the development, hereby permitted, shall be identical in every respect to those

of the existing building unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure satisfactory visual relationship of the new development to the existing.

4 CONTAMINATED LAND CONDITION

Before the change of use is implemented a scheme shall be submitted to the Local Planning Authority to deal with potential contamination of the site. Such scheme shall include the following actions and reports, which must be carried out by appropriately qualified consultant(s):

(a) A Site History Report, which shall, by reference to site layout drawings of an appropriate scale, include a history of the site, past land uses, current and historical maps, site plans, locations of any known spillages or pollution incidents and the location and condition of old tanks, pits, fuel or chemical storage areas. (Please note it is the responsibility of the landowner, developer or consultant to provide and disclose all relevant information).

(b) A Site Investigation Report (based on the information contained in the site history report), will be required where the appointed consultant and/or the Local Planning Authority anticipate that contamination may be present in, on or near the proposed development area. The site investigation report must characterise and identify the extent of contamination, identify hazard sources, pathways and receptors and develop a conceptual model of the site for purposes of risk assessment.

(c) Before any works commence on site, should (in the opinion of the Local Planning Authority) remedial works be required, consultants appointed to carry out intrusive site investigation work must submit their sampling strategy to the Local Planning Authority for approval.

(d) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Statement, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s), or part(s) thereof recommended in the remediation statement, shall require approval to be obtained in writing from the Local Planning Authority.

(e) No development shall occur until the measures in? the remediation scheme have been approved? approved in the remediation scheme have been implemented in accordance with the remediation statement to the satisfaction of the Local Planning Authority.

(f) If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority.

(g) On completion of all the works detailed in the agreed Remediation Statement, a Remediation Completion Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have supervised all the agreed remediation actions. This report to be submitted to the planning authority confirming that all

works as specified and agreed have been carried out to the point of completion. Until the Planning Authority is in receipt of said Remediation Completion Report and is satisfied with the contents of the statement and the standard of work completed it will be viewed that the remediation of the site is incomplete.

Reason: To ensure the effect of previous land contamination on future occupants is minimised.

- 5 Notwithstanding details already submitted with the application, no development start on site until an updated Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) compiled in accordance with current BS5837 Recommendations and identifying all trees to be retained and removed for the proposes of development, have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area, in accordance with Policy HE2 of the Christchurch and East Dorset Core Strategy.

- 6 Prior to commencement of works (including site clearance and any other preparatory works) a pre-commencement site meeting between the Tree Officer, Arboricultural Consultant and Site Manager shall take place in order to confirm the tree protection measures are positioned as shown on the approved Tree Protection Plan and are to the correct standard. The fencing shall be erected before any equipment, materials or machinery is brought onto the site for the purposes of development. The protection shall be retained until the development is completed and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the planning authority.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area, in accordance with Policy HE2 of the Christchurch and East Dorset Core Strategy.

- 7 The development hereby permitted shall be undertaken in accordance with the requirements of a Biodiversity Mitigation Plan approved by Dorset County Council's Natural Environment Team, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that there is no net loss of biodiversity at the site as a result of the permitted development.

- 8 The development hereby permitted shall not be occupied or utilised until the parking and turning indicated on the submitted details has been constructed. Thereafter, these areas shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: In the interests of road safety.

Informatives:

- 1 In the determination of this application, regard was had to the policies and implications of National Planning Policy Framework 2012.
- 2 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 works with applicants/agents in a positive and proactive manner by:
offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In arriving at a decision to APPROVE the application:
 - the applicant was provided with pre-application advice,
 - The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted.

Item Number	2	Ref:	3/14/0511/COU
Proposal:	Change of Use of footpath to form an external seating area to serve the Costa Coffee (Retrospective)		
Site Address:	Costa Coffee, Area B, The Square, for Mr Mark Brown		
Site Notice expired:	9 August 2014		
Advert Expiry Date:	N/A		
Nbr-Nfn expired:	29 July 2014		

Parish Comments: No Objection

Consultee Responses:

EDDC Design And Conservation No objection

County Highways Development Liaison Officer No Objection

EDDC Engineers Section No objection
EDDC Engineers Section

Officers Report:

This application comes before Members as the land is managed by East Dorset District Council on behalf of Dorset County Council and the application was submitted under the terms of the former Constitution, before the delegation procedures had been altered. If submitted now it would fall under the new terms of delegation and would not have required reference to Planning Committee.

This part of Wimborne Square was laid out as a public area as part of the recent town centre improvements. The surface is laid with flagstones in a pale buff artificial stone.

It was envisaged at the design stage that this open area should be used for social and community purposes.

This proposal is to use part of the area (referred to as Area B in the documents) as an outdoors seating area for consuming food and drinks in connection with the nearby Costa Coffee franchise at 1 to 4 Crown Court. This application is retrospective as the area has been used for this purpose for part of the summer period.

This Council manages the Square on an Agency basis on behalf of Dorset County Council. Permission was given by East Dorset District Council under the Highways Act 1980 for the 'purpose of providing refreshments on the highway' on 29th May 2014. The licence period runs from 27.6.2014 for two years. The limitations of the licence are that the permitted hours are 8am to 9pm each day with setting up from 7am. The number of tables and chairs are limited to 12 and 48 respectively or a greater number if agreed in writing by this Council. The licensee shall keep the area and any areas within 12 metres of its edge in a clean and tidy condition and to remove stains caused by spillage. No alcohol to be consumed unless covered by a temporary event notice, no advertisements to be displayed without written consent.

The licence also gives this Council the entitlement to use this area in connection with any special event provided this does not exceed 30 days per annum or last more than 96 hours provided one month's notice is given.

A pavement café licence was also issued on 12.5.2014 which expires on 11.5.2016. This repeats many of the conditions regarding the management of the area that are appended to the permission under the Highways Act.

Planning Policy

The relevant Policies are HE1, HE2, WMC1 and KS7 of the Core Strategy. Saved Policy DES2 is also relevant regarding resisting harm caused by noise, smells or disturbance.

Considerations

The principal concern is the effect on the amenities of the Wimborne Conservation Area and the vitality of the Wimborne Primary Shopping Area, which covers the units facing the Square. It was envisaged that the Square should be used for community activities but that between these times it may be used for commercial purposes that would enhance the vitality of the retail centre. The experience during the summer is that this use has had a positive effect on the shopping experience with only minor concerns regarding litter and the expansion of the activity beyond the designated area. This has now been resolved by demarcation of the agreed seating area.

Any planning permission would form part of the existing controls over the use of the area imposed by the Highways Licence and the Pavement Café Licence. Of the three the Highways Licence and Pavement Café Licence appear the most appropriate for controlling the proper use of the area. In particular Condition 26 of the Pavement Café Licence allows for the revocation of the Licence should there be any non-compliance or subsequent breach of the other conditions of the licence, with the Council recovering the costs of remedying any non-compliance.

These rigorous controls indicate that the imposition of planning conditions repeating the licence conditions would be superfluous. The use is in an area of the retail centre where the management by this Council may change in the long term, which would make it appropriate to recommend a time limited permission that would give the licensee comfort but retain control.

For these reason it is considered a three year permission would cover the life of the current licences and overlap to any renewal of these licences, should this Council consider it appropriate.

Due to the location bounded by two carriageways and retail units (and the control imposed by the licences) the proposal will not impact upon the amenities of adjoining occupiers.

Dorset County Highways have no objection.

For all of the above reasons the proposal is considered to accord with Policies HE1, HE2, WMC1 and KS7 of the Core Strategy.

Recommendation: GRANT – SUBJECT TO THE FOLLOWING CONDITION(S):-

Conditions:

- 1 This change of use permission shall only apply to Area B shown on approved drawing 1566/102E as modified by any markers installed in the Events Area by this Council to delineate this area and shall cease on 31.10. 2017.

Reason: To maintain the long term control over the use of this area.

Informatives:

- 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 works with applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In arriving at a decision to APPROVE the application:
 - The application was acceptable as submitted and no further assistance was required.
 - 2 The Applicant is reminded that this permission only applies to Area B as shown on the approved drawings and as delineated by markers set in the Event Area.
 - 3 This permission is granted in accordance with Section 73A of the Town and Country Planning Act 1990.
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Item Number	3	Ref:	3/14/0579/FUL
Proposal:	Change of Use of Part Ground Floor to Restaurant and Bar (A3) Retaining Existing Staff Flat. Form En-suite Guest Accommodation within Single Residential Unit on First and Second Floors with Associated Internal Alterations. Form Ancillary Car Parking Area (as amended by plans received 14th August 2014).		
Site Address:	Cranborne Lodge, Castle Street, Cranborne, for Mr & Mrs Alexander Boon		
Site Notice expired:	12th September 2014		
Advert Expiry Date:	19 September 2014		
Nbr-Nfn expired:	4th September 2014		

Parish Comments:

Objection on planning grounds stated below:

Comments from :

Cllr D Elliott: There is a direct miscalculation between business case and likely car parking required and volumes and this must be addressed (see calculations on attached photocopy).

- Look at alternative ingress and egress other than Castle Street. I do not agree with assertions on B3078 access as the garden centre already exists and visibility is good; design statement refers to 'listed wall' and unsure as to relevance.
- Examine of use of entrance on Edmondsham road to remove all traffic from village centre.
- highly unlikely the staff of 17 + 10 will come from the village leading to more vehicles
- covers per day = 30-40 vehicles and Castle Street cannot sustain this (280 cars per week)
- current entry/exit inappropriate for delivery due to parking for other recently built estate houses, turning curve not enough even with posts removed
- Note change of business use for bar area. What about other residential area being proposed? Already commercial.

As a business proposition, quite exiting for the village. Feel it will conflict directly with local public house based on business plan that includes local trade. I would be concerned with this conflict having previously supported The Inn's re-opening (arguably more visible and important to the village).

Overall :

- Parking and access a concern. Object on this basis with a full analysis being undertaken and alternative access being considered in more depth
- volume of traffic a concern due to residents

parked cars (Castle Street already has an ongoing problem with parked cars as local police are only too aware)

- Change of use for bar - what about the rooms?
- formalise existing parking referred to in documents as this will affect the maths by district on traffic volumes
- bar licensing restrictions around the 21.00 hours being sought
- weekly volume 280 cars + staff + flat + deliveries

OBJECT on grounds: poor access, throughput of vehicles inadequate parking.

Cllr Dr J Turner (Chairman): OBJECT. Agree with all the above comments.

Cllr Mrs L Packman: OBJECT.

- Access through the Castle Street entrance a problem for the extra volume of traffic including large vehicles delivering to the premises
- Allocated parking woefully underestimated for the expected business and staffing levels. The overflow would inevitably park in Castle Street adding to an already existing ongoing significant parking problem
- would staff be encouraged to park off-site leaving parking for customers

Cllr Mrs E Isaacs: OBJECT. Agree with the above comments.

Cllr Mrs A Mackenzie: OBJECT.

- agree with all the above comments
- Proposed will generate more traffic than any alternative. Parking already a serious problem in the village
- photographs do not show true representation of what is normally parked in Castle Street

Cllr R Bonfield: OBJECT.

- strongly object to proposed access
- do not object to change of use
- concur with all previous comments re numbers and existing traffic issues within the village
- An Ariel image showing all access options would be very useful as I would favour an entrance from the Edmondsham side. This might also provide extra parking options (probably under estimated) + would cater for

large group needs, weddings and possible marquee provision

Cllr G Roger: OBJECT.

Agree with previous comments re car parking and entrance. In my opinion there is enough area on site to create a car park large enough to accommodate both staff car parking and clients. No objection to change of use. However, Until this concern is rectified and a change of access to the site is addressed I object.

Cllr P Morse: OBJECT.

Agree with the comments already stated. Whilst accepting of the fact that this hotel/office use might generate even higher traffic levels not sure whether other uses i.e. Residential training facility, have been fully considered.

Cllr J Webster: OBJECT.

Clearly there is an issue over apparent inadequate allowance for car parking which would have a significant adverse impact on Castle Street. No objections to the principle of change of use from private dwelling.

Cllr Mrs S Batten: OBJECT.

Agree with all the above comments regarding access and inadequate parking. No objections to change of use.

Consultee Responses:

EDDC Public Health -
Housing And Pollution

No comment

EDDC Tree Section

Recommendation: No objection to proposed car park.

The proposal is for a new car parking area in a space surrounded by trees accessed from the existing drive through an opening in the beech hedge. Because of the trees the car park and the access will need to be constructed in a manner that avoids damaging the root system and the rooting environment of the trees. The consultant has suggested using Cellweb, a 3 dimensional load support system that requires less excavation than a traditional build and a thinner layer of construction.

The trees on the site of the proposed car park are protected by virtue of being in Cranborne Conservation area. The proposal does not require the removal of any significant trees on the site. Eight small trees and shrubs will need to be removed but their loss will not have an adverse impact on the Conservation area. The rest of the trees are to be retained. There is evidence of Honey Fungus on site, which is not uncommon in woodland areas. There is no indication that it is having a detrimental effect on any of the trees at the moment. However honey Fungus can infect a tree through damaged roots so that the construction should be as 'tree friendly' as possible.

An **arboricultural impact assessment** of the proposal reveals that the proposed car park will be within the RPA of seven of the twelve trees on site. The trees are a mix of Sycamore, Yew, Holm Oak and Beech, the latter being the dominant trees in size but there are more Yew on the site. Beech is more susceptible to decline following damage to the root system than other species. T10, the dominant Beech has a radius 10.5m based on BS5837: 2010 Recommendations. In front of it there is a younger Beech, shown for retention, but which not an important tree. The relationship of the car park to the Beech is acceptable, provided that a special engineered construction is used. The relationship of the car park and access to the other trees to be retained is also acceptable with the same caveat. Planning Conditions should not require technical details. For this application we have a product catalogue showing the principle of construction but no detail. The principles are:

- Maximum elevation depth 100mm
- Use of air/water permeable base and sub base
- Use of permeable wearing course that is DDA acceptable
- Use of non-invasive edging
- Method of construction which avoids damaging the rooting area

I suggest a condition that requires the submission of:

- Details of tree protection surrounding the proposed car park to protect the trees to be retained during construction;
- Construction drawings by an engineer for a parking area design sufficient to accommodate the load and frequency of vehicles;
- Cross section through the access way and the car park showing the depth of excavation (see

Principles above, detail of the edging and detail of the fill and the wearing course.
We should have this information for approval before works commence on site please.

English Heritage	No comments received
The Georgian Group	No comments received
The Council For British Archaeology	No comments received
Ancient Monuments Society	No comments received
County Archaeological Officer	<p>Looking through the details of the application, including the Specification of Itemised Works, I can see no evidence that the proposed development would cause significant ground disturbance that might affect archaeological remains, nor that it would affect historic fabric that would merit archaeological recording.</p> <p>Hence, there seems to be no archaeological reason for concern about the proposed development</p>
The Society For The Protection Of Ancient Buildings	No comments received
County Highways Development Liaison Officer	<p>The County Highway Authority has no objection in principle subject to acceptable details being submitted as mitigation for the following issue upon receipt of which final observations will be provided:</p> <p>As part of the pre-application process the poor but historic existing access arrangement was discussed and other alternative options explored including the existing unused access onto the B3078. The current proposal is solely reliant on this existing arrangement but no improvements have been proposed to mitigate visibility issues from the access. Whilst there is visibility for approaching traffic on Castle Street of emerging vehicles; and no recorded injury accidents in at least the last 5 years; improving visibility must be considered, especially with the increase of movements predicted. Suitable mirrors at each curved wing wall would provide a marked improvement to highway safety. Also some form of construction/treatment providing a contrasting strip of surface (texture and/or visual) either side of the entrance on the nearside edge of the carriageway</p>

would encourage drivers to keep away from the wall thus making them more visible to emerging drivers whilst allowing over-running when required.

AONB Office (FAO Mr R Burden)

The Cranborne Chase and West Wiltshire Downs AONB has been established under the 1949 National Parks and Access to the Countryside Act to conserve and enhance the outstanding natural beauty of this area which straddles three County, one Unitary and five District councils. It is clear from the Act, subsequent government sponsored reports, and the Countryside and Rights of Way Act 2000 that natural beauty includes wildlife, scientific, and cultural heritage. It is also recognised that in relation to their landscape characteristics and quality, National Parks and Areas of Outstanding Natural Beauty are equally important aspects of the nation's heritage and environmental capital.

The AONB Management Plan is a statutory document that is approved by the Secretary of State and is adopted by the constituent councils. It sets out the Local Authorities' Objectives and Policies for this nationally important area. The AONB and its Management Plan are material considerations in planning.

The National Planning Policy Framework states (paragraph 109) that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. Furthermore it should be recognised that the 'presumption in favour of sustainable development' does not automatically apply within AONBs, as confirmed by paragraph 14 footnote 9, due to other policies relating to AONBs elsewhere within the Framework. It also states (paragraph 115) that great weight should be given to conserving landscape and scenic beauty in AONBs, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in these areas.

The location is in the Stour and Avon Tributary Valleys landscape character area. Further details about the features and characteristics are in the Landscape Character Assessment 2003, which is, I believe, available in your office and can also be accessed from our website, on www.ccwwdaonb.org.uk.

I note that this proposed change of use is for a restaurant and bar, retaining an existing staff flat, and forming staff accommodation within the house. In addition I note that 9 en-suite guest accommodation units are proposed within the house. Externally a car park area would be created to the side of the entrance drive. The application form, section 25, shows the site area to be '04.00 hectares'. That means it is technically a Major Application and hence NPPF paragraph 116 could apply.

The Design, Access and Heritage Statement seems to emphasise the restaurant and bar aspects of the proposed application but clearly the level of accommodation proposed is more than supplementary. Although the Design, Access and Heritage Statement seeks to avoid reference to an hotel clearly if the change of use were to be approved in its entirety then it would, in effect, be a small hotel. The AONB therefore recommends that the proposals need to be considered in that context.

I note that in the Design, Access and Heritage Statement reference is made to a private dining room for the 9 en-suite units of accommodation, and so that indicates that the scale of the development could be not just 44 restaurant covers but those guests as well. That seems to reinforce the perception that the proposal is for an hotel. The various deliveries and other comings and goings, in addition to patrons would be, in all probability, the major road use of Castle Street.

The AONB also notes that there are extensive grounds attached to the Cranborne Lodge and that such grounds could be attractive to events. The potential provision of such additional uses should be borne in mind when considering such matters as access and periods of use, and the tranquillity of the locality. The application red line is drawn around the whole property.

The AONB Management Plan seeks to encourage economic activity in rural areas of the AONB that complies with the policies of the Local Planning Authority and integrates with the local landscape, its character and tranquillity, and does not have an adverse impact on the character and use of rural roads. The information gathered on behalf of the AONB team indicates there could be a market in a

number of villages within the AONB for Bed & Breakfast accommodation. That may be linked to sporting activities although there could be an increasing level of use during more traditional holiday periods.

This AONB is supporting a number of projects to enhance the rural economy of neighbourhoods within this AONB. The team is, therefore, aware of market forces and the state of businesses. The team observe that currently Cranborne has two pubs that serve meals, a specialist up-market restaurant, and the refreshment centre in the Manor Gardens. In addition there is the local Sports and Social Club. The suggestion that there is a big enough market to sustain a 44 cover restaurant and bar in addition to all of these facilities seems a little hopeful, and the AONB would be irresponsible to encourage a venture, utilising a heritage asset, that appears to compete with existing facilities that are not overly patronised. The AONB does, therefore, question the viability of the proposal.

The AONB team has considerable experience of Castle Street, Cranborne, and I have to advise you that the parking situation during the daytime and early evening is not good. Not only do residents find themselves having to park on the road but also visitors to local businesses use roadside parking. The effect of that is to narrow the road, and the property frontages being close to the road means that there is little room for manoeuvre.

During the working day this is exacerbated by the large lorries that serve the watercress bed and salad process plant, in addition to agricultural and forestry machinery that uses the road. It is often forgotten that parents park on the road when delivering and collecting their children from school.

I note the applicant claims that there are currently 15 parking spaces at the Lodge, although none of the team have seen anywhere near that number of vehicles accessing the site. With the addition of 15 additional parking units there would be more than the number of vehicles parked along the roadside or in the adjacent pub car park.

I note that the highway advice suggests using a rather urban solution of providing lines and colouring sections of the road. This would have an extremely

urbanising impact and as such would be contrary to the Dorset Rural Roads Protocol and conflict with this AONB's support for restoring the rural character to rural roads in rural villages.

The provision of extra parking seems to rely on a rather curious approach to assessing the existing parking provision on corners and edges of the existing driveway. The proposal for parking does not seem to take into account any analysis of the character of the garden, which is clearly part of the setting of this significant Grade 2* Listed Building. Indeed, there does not appear to be any investigation as to whether or not there could be an alternative access that would have less impact on the garden, which is the setting of the Lodge. The AONB recommends that the heritage asset value of the garden should be assessed along with its role and value as the setting of the Listed Building.

Cranborne Lodge is a fine building and it appears to have an equally attractive garden. It would, therefore, not be surprising, if it were to go out of private occupation, for it to become attractive for regular weddings and similar significant celebrations. The implications for this are significant car parking would be required and clearly the entrance from Castle Street would have difficulty coping with that. The site boundary appears to preclude access via the field from the road to Edmondsham and so the only alternative access appears to be on the road to Wimborne, south of the Garden Centre entrance. That entrance is on a narrow stretch of road and there are no verges, with a tree bank on the western side and the wall of Cranborne Lodge on the eastern. Whilst it might be feasible to consider a use of an access for small numbers, or for essential works on two or three occasions a year, it is highly likely that weddings and other events would be significantly more frequent than that.

I note that the Design, Access and Heritage Statement in paragraph 1.2 seems to overstate the situation somewhat when it says that the use of this building is 'vital to the future of the Estate as a whole'. Clearly private occupation would be an option and that would equally obviously have a much less significant impact on the neighbourhood.

The works which are the subject of these applications embody the results of extensive pre-application

discussions with the Council's Officers including myself and my predecessor. As a result of these pre-application discussions, potential areas of concern insofar as the historic fabric is concerned were addressed and resolved with reversibility being a key consideration.

The extent and detail of the accompanying documentation is of an appropriate standard to address the implications of these proposals for a Grade II* Listed property sited within a Conservation area.

As is apparent from these documents, the present building is very much the product of a continuing process of change, a good deal of which has involved alterations to previous openings and spaces, mainly to accommodate changing fashions and/or new technologies. In this context, the current proposals could be considered to be the latest iteration in this process.

Whilst the ideal use for the property might be considered to be as a single residence, as is noted in the documentation in past years, as a shooting lodge, it also served as a form of entertainment venue. Thus, in this context, the proposed change of use is not inappropriate.

From a Conservation standpoint it is therefore considered that support should be given to these proposals as they represent an opportunity to promote a viable use in order to help secure the buildings future.

Approval is therefore recommended subject to the works being carried out strictly in accordance with the submitted drawings and associated documentation. In order to ensure that the historic fabric is not harmed, two other specific conditions need to be attached to any approval:

- The silicone sealant(s) and fixing foam(s) proposed to be used in the interfaces between existing and new fabric shall be applied to agreed sample areas so that the capacity for their removal without damage can be gauged in order to maximise the viability of reversibility. Only those products which can satisfactorily meet this requirement will be sanctioned by the Local Planning Authority for use.

EDDC Design And Conservation

Detailed plans and elevations (at a minimum scale of 1:50) of the Castle Street access shall be submitted for approval by the Local Planning authority. These should show the proposed treatment(s) considered beneficial by highways in improving the vehicular use of this access, avoiding fastening anything to the walls.

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- Detailed plans and elevations (at a minimum scale of 1:50) of the Castle Street access shall be submitted for approval by the Local Planning authority. These should show the proposed treatment(s) considered beneficial by highways in improving the vehicular use of this access, avoiding fastening anything to the walls.

Officers Report:

This application comes to Committee in like fashion to the next agenda item at the request of the Cranborne and Edmondsham Parish Council as members of that Council have raised various objections to this application on grounds as here reported.

Notation

According to the former Local Plan the site's frontage to Castle Street lies within the Cranborne village infilling policy area, the majority of the site lies within the Cranborne Conservation Area and the whole of the site lies with the AONB.

The lodge itself is a Grade 2* Listed Building.

The Site

The Lodge is highly significant as a heritage asset and is a major contributor to the character and quality of the conservation area. Presently vacant this residential property was last occupied in March 2014.

The Application

This application has the overriding objective of altering the fabric of the building as little as possible so that the existing character of this Grade 2* building is maintained for the future enjoyment of guests. The intention is to create a restaurant with 44 covers and bar on the ground floor open to the public for lunch's dinners and drinks. The upper two floors would remain as a single, self-contained residential unit with 9 en-suite bedrooms for use by large parties with the option to cater for themselves from their own separate dining room and kitchenette or use the restaurant on the ground floor. This accommodation would only be let as a complete unit and is intended for shooting parties, weddings and other family occasions.

The applicant explains that the current proposals open a new chapter in the history of the premises whilst the building will remain a fundamental part of the Cranborne Estate. The objective throughout, according to the applicant, is to retain the established character of the house with no appreciable alterations to the

configuration of ground and first floor rooms, or any fittings, panelling or other decorative features. On the second floor, which has already been subject to various alterations, there may be some loss of scale and integrity of space as a result of proposed partitioning but any loss of aesthetic significance is mitigated by the fact that all works are reversible.

Finally, the applications also involve the laying out of a further car parking area for 15 guests. This area is situated behind an established Beech hedge on the east of the access drive linking the site entrance to the front of the lodge. An existing gap in this hedge gap will be marginally widened and 8 small trees will have to be removed. The applicants have said, and there is little reason to doubt their assertion with one exception, that for conservation reasons and in the interests of the setting of the Lodge and its grounds they do not wish to establish more parking than proves necessary and are satisfied that there is sufficient capacity within the grounds to accommodate likely requirements without impinging on the setting of the building. That one exception is the hosting of wedding receptions.

The non-residential elements of this application will be open 7 days a week including bank holidays between the hours of 12 noon and 9pm. In respect of wedding receptions then hours will increase to enable guests to leave up until midnight.

Relevant Site History

In May 1976 planning permission was granted for the use of the premises as boarding school for autistic children and cottage for staff accommodation.

In December 1980 planning permission and listed building consent were granted for the change of use from private school to private residence.

Planning Policy

Relevant National Planning Policy Guidance is contained in the **National Planning Policy Framework** dated March 2012.

Para.11 - *"Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise."*

Para.14 - *"At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking."* Though here in the AONB there is no automatic application of this mantra.

Para.17 - One of the 12 core principles is that, *"planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs."*

Para.28 - *"Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development."*

Para.109 - *"The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes....."*

Para.115 - *"Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to landscape and scenic beauty."*

Para.116 - *"Planning permission should be refused for major developments in these designated areas [including AONB's] except in exceptional circumstances and where it can be demonstrated they are in the public interest".* Consideration of such applications should include an assessment of:

- The need for the development, including in terms of any national considerations, and the impact permitting it, or refusing it, upon the local economy.
- The cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some way; and
- Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

Section 12 - Conserving and enhancing the historic environment

Para.126 - *"Local authorities should set out a positive strategy for the conservation and enjoyment of the historic environment." As an irreplaceable asset LPA's should "take into account the desirability of sustaining and enhancing the significance of heritage assets and putting them in viable uses consistent with their conservation." Further, they should also take into account "the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring."*

Para.134 - *"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."*

The Adopted Christchurch and East Dorset Core Strategy dated 28 April 2014

The **Christchurch and East Dorset Core Strategy** guides development within Christchurch and East Dorset until 2028. In the Core Strategy the following Policies are relevant to this proposal:

Policy KS1 - Presumption in Favour of Sustainable Development - When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF) dated March 2012. This presumption is though not necessarily applicable in Areas of Outstanding Natural Beauty.

Policy KS12 - Parking Provision - Adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development.

Policy HE1 - Valuing and Conserving our Historic Environment - Heritage assets are an irreplaceable resource and will be conserved and where appropriate enhanced for their historic significance and importance locally to the wider social, cultural and economic environment.

Policy HE2 - Design of New Development - The design of development must be of a high quality reflecting and enhancing areas of recognised local distinctiveness, its relationship to nearby properties should minimise general disturbance to amenity and should be sensitive to mature trees in the near vicinity.

Policy HE3 - Landscape Quality - Development will need to protect and seek to enhance the landscape character of the area.

Consultations:

Cranborne and Edmondsham Parish Council

The views of individual members have been provided that raise the following objections to the scheme:

- Inadequate car parking
- Inadequate access/egress off Castle Street for likely volume and type of traffic especially as likely traffic movements not properly calculated
- Bar hours etc. need to be restricted
- Alternative access arrangements should be explored that might cater for larger events such as weddings.
- The principle of changing the use of the premises is generally supported.
- Alternative uses generating less traffic movements should be explored.

In conclusion the Parish Object on planning grounds and have asked that their comments are reported to this Committee.

AONB

Comments are made in relation to the NPPF at para's 14, 109,115 and 116 as referred to above.

It is suggested that the application should be considered as a change of use to an hotel and should be considered in that context.

The proposals with all the comings and goings including those of various delivery vehicles would in all probability mean that it would be the major road user of Castle Street. There are extensive grounds associated with these premises that could be attractive to events. This potential should be borne in mind when considering such matters as access and periods of use, and the tranquillity of the locality.

The AONB Management Plan seeks to encourage economic activity in rural areas of the AONB that complies with policies of the LPA and integrates with the local landscape, its character and tranquillity, and does not have an adverse impact on the character and use of rural roads. The capability of Cranborne to support a further use such as this, given the AONB's local knowledge in this regard, is somewhat hopeful and the AONB would be irresponsible to encourage a venture, utilising a heritage asset that appears to compete with existing facilities that are not overly patronised. The AONB does, therefore, question the viability of the proposal.

The AONB advise that the parking situation during the daytime and early evening is not good. During the working day this is exacerbated by the large lorries that serve the watercress bed and salad process plant, in addition to agricultural and forestry

machinery that uses the road. It is also often forgotten that parents park on the road when delivering and collecting their children from school.

It is noted that the highway advice suggests using a rather urban solution of providing lines and colouring sections of the road. This would have an extremely urbanising impact and as such would be contrary to the Dorset Rural Roads Protocol and conflict with this AONB's support for restoring the rural character to rural roads in rural villages.

The proposal for parking does not seem to take into account any analysis of the character of the garden, which is clearly part of the setting of this significant Grade 2* Listed Building. Indeed, there does not appear to be any investigation as to whether or not there could be an alternative access that would have less impact on the garden, which is the setting of the Lodge. The AONB recommends that the heritage asset value of the garden should be assessed along with its role and value as the setting of the Listed Building.

The Castle Street entrance will have difficulty coping with wedding events. The site boundary would appear to preclude access to Edmondsham Road and so the only alternative access would appear to be on the road to Wimborne. This entrance is on a narrow stretch of road with no verges and whilst it might be feasible to consider its use for small numbers of occasions a year it is highly likely that weddings and other events would be significantly more frequent than that.

Dorset County Council

Further to the observations provided by the County Highway Authority dated 4/9/14; and having noted comments including those of the Parish Council, the following observations and recommendation are provided:

Whilst the historic access onto the B3078 Castle Road is constrained, it has served this very large house and grounds for a long time; and without any recorded injury accidents in at least over 16 years. The constrained visibility is not unusual in Cranborne, with similar situations elsewhere as at the front and rear of The Inn at Cranborne; again without record of related injury accident. The entrance also benefits from having an unusual bell-mouth which is set back approximately 1 metre from the passing vehicle track; probably due the location of the preceding telegraph pole together with the effect of the alignment of the adjacent walls and buildings. Not only does this allow vehicles exiting to be seen from both directions on the main road as the application states, but also for those vehicles to creep forward into edge of the carriageway and then see vehicles in excess of 30 metres distance, whilst still being 2.2 metres off the marked centreline of the road. Also when there is on street parking, it is on the opposite side of the Castle Road so doesn't restrict visibility as elsewhere.

The presence of these structures creates a traffic calming effect and encourages passing traffic to track further out into the road away from the access. However, it has always been considered by the County Highway Authority that some form of mitigation is provided at the access, but to date nothing has been provided. It is therefore reiterated that some form of surface treatment to highlight the junction's presence and further encourage passing vehicles away from the access is provided, and that this be achieved by way of planning condition.

Whilst the use of mirrors, as elsewhere in Cranborne had been suggested, the County Highway Authority doesn't consider their use can be conditioned, and if provided must not be in the highway.

It is noted that the on-site parking provision is being doubled from some 15-16 spaces by providing an additional 15 spaces. Where on street parking is available it is unrestricted in its use and if it is ever considered an issue is covered by Highway Law.

During pre-application with the County Highway Authority the use was described as "ground floor restaurant and the retention of the upper floors as residential accommodation by organised groups (wedding and shooting parties)" using the 9 rooms available upstairs. Subsequent to the pre-application details provided it has been noted from the business plan of the planning submission that it is intended to have wedding ceremonies in the house and grounds.

The County Highway Authority had considered this potentially high intensification of use unacceptable as it could be significantly higher than the restaurant and accommodation. However, it has since been informed that the applicant is now proposing alternative access and parking arrangements during such events and that these would be carefully managed with marshals.

Provided that such control can be delivered then the County Highway Authority would recommend approval subject to conditions.

Trees

The new car parking area is in a space surrounded by trees accessed through an opening in a Beech hedge.

The trees on the site of the proposed car park are protected by virtue of their position within the Cranborne Conservation Area (CCA). Eight small trees will have to be removed but their loss will not have an adverse impact on the CCA. The rest of the trees are to be retained but because Honey Fungus is present (not uncommon in wooded areas) construction measures should be sensitive to avoid the spreading of this fungus through damaged roots.

Of the 12 trees in the vicinity of the proposed car park area 7 are within the root protection (RPA) area. There is a mix of trees though the dominant species is Beech which is more susceptible to decline following damage to their root systems than others. The dominant Beech is adequately protected with a RPA of 10.5m and in respect of others including younger Beech, Yew, Holm Oak and Sycamore is acceptable provided that a special engineering construction is used.

NO OBJECTIONS subject to various conditions securing adequate protection measures and further acceptable detailed engineering drawings being agreed before development commences.

Conservation Officer

The works which are the subject of these applications embody the results of pre-application discussions with officers.

As a result of these discussions potential areas of concern insofar as the historic fabric is concerned were addressed and resolved with reversibility being a key consideration.

The present building is very much the product of a continuing process of change and the current proposals could be considered to be the latest iteration in this process. Whilst the ideal use for the property might be considered to be as a single residence, as a shooting lodge it also served as a form of entertainment venue.

Thus in this context the proposed change of use is appropriate. From a conservation standpoint it is therefore considered that support should be given to these proposals as they represent an opportunity to promote a viable use in order to help secure the buildings future.

Approval is therefore recommended subject to the works being carried out in strict accordance with the submitted drawings and associated documentation. In order to ensure that the historic fabric is not harmed, two other specific conditions need to be attached to any approval.

Public Heath

No comments.

County Archaeologist

I can see no evidence that the proposed development would cause significant ground disturbance that might affect archaeological remain, nor that it would affect historic fabric that would merit archaeological recording.

There seems to be no archaeological reason for concern about the proposed development.

Letters of Representation

8 letters of representation supporting the proposals have been received explaining as follows;

- If this project fails it will be a great loss to the village.
- The site has been the subject of deliveries by lorries on regular occasions especially when the house was reroofed in 2012. None of those occasions lead to any highway problems.
- Most traffic associated with this venture will occur outside of the school rush hours and in any event many of the employees will either live on site or live locally. Any delivery vehicles are mostly large vans will pose little inconvenience to residents of Castle Street.
- On site car parking can be resolved with little alteration to the "feel" of the gardens considering that 17 car parking spaces already exist. For large functions such as weddings it would be reasonable to insist that the operator in conjunction with the landowner uses the top gate for vehicular access from Edmondsham Road as has been done in the past.
- The most compelling argument for the go ahead is economic. With the closure of Boveridge House School many citizens of Cranborne have lost their jobs and the opening of this establishment will go some way to rectify this problem. This, however, should not put the livelihoods of other similar enterprises in

peril as they would be aimed at different clientele and indeed may have a symbiotic relationship. This would also be a wonderful opportunity to bring tourism to the village.

- 2 residents living opposite the entrance to the site have never had any problems with vehicles entering or leaving the property.
- There will be sufficient parking on the property and can only see the proposed changes to this property as being good for the village.
- Uplift to the gardens has already been noticed.
- Having worked for the previous owners for 23 years it has been the venue for many large parties and a huge wedding last year at which 200 cars were parked in the paddock. On the other hand if the gateway south and opposite the access to the garden centre were to be opened up there may be issues associated with speeding traffic and the concealed nature of the access.

4 letters of representation objecting to the proposals on matters of detail rather than principle have been raised explaining as follows:

- There is inadequate provision for car parking on site potentially leading to cars over spilling into the car parks of adjacent businesses.
- Increased traffic movements in and out of the premises will lead to greater risk to highway safety particularly due to inadequate visibility and existing on street car parking issues associated with residential and commercial uses opposite.
- As vehicles, particularly delivery vehicles seek to enter the premises it will cause disruption to the free flow of traffic along Castle Street.
- Access off Wimborne Street may be an alternative solution as it has far better visibility.
- The future introduction of lighting and signage would be totally unsuitable in this conservation area.

Summary of Issues

The main issue in the consideration of this application are:

- The principle of development;
- Visual Impact;
- Impact on the amenities of occupants of neighbouring dwellings; and
- Access, Parking Provision and Traffic Generation.

The principle of development

This Grade 2* Listed Building and its immediate grounds are a significant cultural asset that make a substantial contribution to the Conservation Area within which they lie.

The building is currently unoccupied and it is crucial that an appropriate use is found to maintain both the fabric of the building and secure the upkeep of its grounds.

This proposal offers an opportunity to do both and meet, in turn, the provisions, in part, of Policy HE1 of the adopted Core Strategy where reference is made to the need to "conserve and where appropriate enhance" the heritage asset and so carries significant positive weight in the consideration of this application.

There are, however, material consequences for supporting this proposal that, on the contrary, carry negative weight. The proposal involves the construction of a car park that would lie both in the conservation area and the AONB. Applying Policy HE1

could in this regard be said to not meet the second element of this policy in that it fails to enhance the heritage asset but for good reason in this instance.

The Cranborne Chase and West Wiltshire Downs AONB Office have referred to Para.116 of the NPPF which is mentioned under the above policy section. However, whilst the site of application has an overall area that could technically be regarded as a category of development that falls under this major criterion the fact remains that the only area of physical development refers to a proposed parking area for 15 cars in an area of 0.45 ha. This can hardly be said to be the type of major development to which this Para was intended to apply.

Additionally the AONB refers to matters which stray into an issue regarding commercial competitiveness within the village which is not a material planning consideration.

Visual Impact

The proposed car park represents the only permanent alteration in the grounds of the site that will have a visual impact on the locality.

That impact will, however, be very limited in that its location has been specifically identified as being an area well bounded by screening vegetation such that its impact will be to a very limited area outside the immediate setting of the Lodge and surrounding dwellings.

That impact can be further mitigated by the careful choice of surface material which has yet to be decided so is subject of a recommended planning condition. Other car parking is available on the northern side of the lodge on existing vehicular circulation and informal parking areas more especially toward the Castle Street frontage.

As such it is not considered that the occasional intensification of use of these areas for that purpose is unlikely to represent by itself or cumulatively in association with other similar considerations material harm of the order that would warrant the refusal of permission.

For a temporary period on 12 occasions during any calendar year the applicant intends to erect a marquee in the fountain garden in association with wedding receptions. That marquee would be erected and then dismantled after each event rather than retained for the duration of those 12 occasions. The fountain garden is that enclosed area situated at the southern end of the formal garden area in the middle of which is a fountain that will for the centrepiece of the marquee.

Given the limited temporary presence of this marquee in the grounds of the Lodge in any year it is not considered that it will cause by itself or cumulatively in association with other similar considerations material harm to this buildings character and appearance to warrant the refusal of permission.

Impact on the amenities of occupants of neighbouring dwellings

The use of the premises as here planned will have implications for the occupants of nearby dwellings in that the coming and going of vehicles from the entrance off Castle Street will increase during the hours that the premises will be open as a restaurant and less so outside those hours when clients avail themselves of the

upper floor accommodation. Those implications will extend to include noise emissions emanating from the new car park.

The nearest residential property north of that area will be occupied by the applicant whilst to the north east houses at their closest will be 30 metres distant and between the two is an very large apple store on staddle stones which is in the process of being renovated and screening vegetation.

In all the circumstances these implication will be relatively modest and not alone grounds for resisting these proposals.

In respect of wedding receptions the events, as referred to above, will be limited as will the hours. The source of any such noise will be from the southern area of the formal grounds on the far side of the Lodge with the nearest dwelling being over 100 metres distant to the north.

Temporary car parking associated with these 12 events will be situated south of the formal garden area and as such noise emissions associated with this facility is unlikely to have any implications for local residential amenity particularly as vehicular access will not be from Castle Street for highway safety reasons.

Access, Parking Provision and Traffic Generation

The Local Highway Authority has given careful consideration to the issues raised by this application. The principle point of access and egress is from Castle Street which, subject a Grampian condition requiring the completion of a limited alternative surface treatment on the road in front of the access before the use first commences, is considered acceptable.

In reaching this conclusion the highway authority have had regard to the Dorset's Rural Roads Protocol.

Concern, however, is raised with regard to the use of this same access in association with wedding receptions which are likely to result in greater comings and goings of guests.

That being so the Highway Authority have recommended that on those occasions, which should not exceed 12 in any one year, cars should enter and leave from an existing entrance off the B3078 just south of the access to the Garden Centre situated on the other side of the road though latterly a further alternative option using an existing access off Edmondsham Road has greater positive benefits.

An area east and south east of the formal grounds to the Lodge would be set aside as an overspill unsurfaced car park. This area associated with the temporary use of the access off Edmondsham Road has been used for large functions in the past.

This access arrangement would be subject to the prior approval of a traffic management plan to ensure road safety in accordance with a recommended planning condition.

Finally, the proposals include the provision of an additional parking area for 15 cars in the north-east corner of the application site that would double the amount of formal on-site car parking which, in highway terms, is considered acceptable.

Conclusion

Clearly there is some urgency in securing a new tenant for this Grade 2* Listed Building so that its integrity is maintained and a future use is established that is sympathetic to its core value as a significant historic asset of great importance within the Conservation Area.

Whilst this of course does not preclude single occupation, and what is here planned will not prevent this from happening at some future date, as a tenanted premise with a full repairing lease securing a steady income stream to meet those requirements is more likely to arise through a development of this nature.

As the applicant has so clearly explained "Cranborne Lodge was built to entertain guests and host parties.

Despite its use as a single dwelling house of late, shooting parties and other celebrations have always been a feature. It is no longer realistic to seek to maintain single dwelling use without the prospect of the house being sold away from the Estate.

Thus although the proposed new use may herald a change in the local communities perceptions of the contribution made by the building as a single dwelling, the improved local employment opportunities and economic stimulus are positive consequences . Importantly the building will be accessible by the community and the public at large offering a wider perspective than has existed of late."

In your officers opinion the inclusion of wedding receptions as a component of this proposed commercial enterprise is the more sensitive element of this scheme. It is considered that by limiting the number of times upon which tented events can occur, prior approval of an acceptable traffic management scheme, limited hours of use, dismantling of any marquee after each event and prevention of use of the Castle Street entrance in association with these particular occasions will, on balance, give such weight to the material considerations that favour this scheme that they outweigh those considerations to the contrary.

Recommendation: GRANT – SUBJECT TO THE FOLLOWING CONDITION(S):-

Conditions/Reasons:-

- 1 The development hereby permitted shall be begun before the expiration of three years from 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 by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: Drwgs. 1407/05C - Proposed Ground Floor Plans, 1407/06C - Proposed First Floor Plans, 1407/07C - Proposed Second Floor Plans, 1407/08A - Stud Wall Details and Un referenced 1:200 Site Plan.

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

- 3 The development hereby permitted shall not be brought into use until the access, turning space and parking shown on the approved plan has been constructed and these shall be maintained and be kept available for that purpose at all times.

Reason: In the interests of highway safety.

- 4 Before works associated with the laying out of the car parking area commences details of the proposed surfacing material shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: Details have yet to be submitted upon which the Local Planning Authority may make a decision.

- 5 The development authorised by this permission shall not begin until the Local Planning Authority has approved in writing a full scheme of works showing the precise details of the laying out of a surface treatment providing a contrasting strip of surface (texture and/or visual) on both sides of the access to the site. The occupation of the development shall not begin until those works have been completed in accordance with the Local Planning Authority's approval and have been certified as complete by or on behalf of the Local Planning Authority.

Reason: In the interests of road safety.

- 6 The number of wedding events incorporating the use of a single marquee shall be limited to no more than 12 in any calendar year and its use shall not take place other than between the hours of 12:00 and 24:00 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of both local residential amenity and the visual amenity of the locality which includes, amongst other things, the setting of a Listed Building and Area of Outstanding Natural Beauty.

- 7 The wedding marquee shall be sited, erected and thereafter dismantled after each wedding event in accordance with a method statement that shall be submitted to and approved in writing by the Local Planning Authority before commencement of the first such event.

Reason: In the interests of the visual amenity of the locality which includes, amongst other things, the setting of a Listed Building and Area of Outstanding Natural Beauty.

- 8 The development authorised by this permission, in respect of the holding of 12 wedding events in any calendar year, shall not begin until a Traffic Management Plan incorporating an entrance, other than that off Castle Street, and temporary car parking layout has been submitted to and

approved in writing by the Local Planning Authority. Thereafter, on the occasion of each such event, the approved Traffic Management Plan shall be carried out in full.

Reason: In the interest of both highway safety and visual amenity of the locality which includes, amongst other things, the setting of a Listed Building and Area of Outstanding Natural Beauty

9 Prior to commencement of development associated with the laying out of the car park detailed construction drawings including, where necessary, cross sections shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the details shall include the following information:

- A maximum excavation depth of 100mm;
- Use of an air/water permeable base and sub base capable of accommodating the load and frequency of vehicles;
- Use of a permeable wearing course that is Disability and Disablement Act compliant;
- Protective tree fencing in accordance with British Standard Specification BS5837:2012
- Use of non-invasive edging, and
- A method of construction that avoids damaging the root area.

Thereafter the works shall be carried out in accordance with the agreed details.

Reason: To prevent trees to be retained being damaged during construction works.

Informatives:

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 works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In arriving at a decision to APPROVE the application:
 - the applicant/agent was updated of any issues after the initial site visit,
 - the applicant was provided with pre-application advice,
 - The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted.

2 The highway improvements referred to in Condition 5 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 with the Authority (Section 278 of the Highways Act 1980) before any works commence on the site.

- 3 It is noted deliveries by large vehicles may be restricted by either the physical constraints of the access or on street parking. The applicant should take this into account and not rely on the imposition of traffic regulation orders which may not be forthcoming.
- 4 To fight fires effectively the Fire and Rescue Service needs to be able to manoeuvre its equipment and appliances to within a specified distance of any premises. The applicant should be advised to consult with Building Control and Dorset Fire and Rescue Service to ensure that Fire Safety - Approved Document B of the Building Regulations 2000 - can be fully complied with as this may be an issue.
- 5 In assessing this proposal the local planning authority has had regard to guidance contained within the Government's National Planning Policy Framework and Policies KS1, KS12, HE1, HE2 and HE3 of the Christchurch and East Dorset Core Strategy adopted April 2014.

Item Number	4	Ref:	3/14/0580/LBC
Proposal:	Change of use of part ground floor to restaurant and bar (A3) retaining existing staff flat. Form en-suite guest accommodation within single residential unit on first and second floors with associated internal alterations. Form ancillary car parking area.		
Site Address:	Cranborne Lodge, Castle Street, Cranborne, for Mr And Mrs Alexander Boon		
Site Notice expired:	12th September 2014		
Advert Expiry Date:	19 September 2014		
Nbr-Nfn expired:	4 September 2014		

Parish Comments:

Objection on planning grounds stated below:
Comments from :

Cllr D Elliott: There is a direct miscalculation between business case and likely car parking required and volumes and this must be addressed (see calculations on attached photocopy).

- Look at alternative ingress and egress other than Castle Street. I do not agree with assertions on B3078 access as the garden centre already exists and visibility is good; design statement refers to 'listed wall' and unsure as to relevance.
- Examine of use of entrance on Edmondsham road to remove all traffic from village centre.
- highly unlikely the staff of 17 + 10 will come from the village leading to more vehicles
- covers per day = 30-40 vehicles and Castle Street cannot sustain this (280 cars per week)
- current entry/exit inappropriate for delivery due to parking for other recently built estate

houses, turning curve not enough even with posts removed

- Note change of business use for bar area. What about other residential area being proposed? Already commercial.

As a business proposition, quite exiting for the village. Feel it will conflict directly with local public house based on business plan that includes local trade. I would be concerned with this conflict having previously supported The Inn's re-opening (arguably more visible and important to the village).

Overall :

- Parking and access a concern. Object on this basis with a full analysis being undertaken and alternative access being considered in more depth
- volume of traffic a concern due to residents parked cars (Castle Street already has an ongoing problem with parked cars as local police are only too aware)
- Change of use for bar - what about the rooms?
- formalise existing parking referred to in documents as this will affect the maths by district on traffic volumes
- bar licensing restrictions around the 21.00 hours being sought
- weekly volume 280 cars + staff + flat + deliveries

OBJECT on grounds : poor access, throughput of vehicles
inadequate parking.

Cllr Dr J Turner (Chairman): OBJECT. Agree with all the above comments.

Cllr Mrs L Packman: OBJECT.

- Access through the Castle Street entrance a problem for the extra volume of traffic including large vehicles delivering to the premises
- Allocated parking woefully underestimated for the expected business and staffing levels. The overflow would inevitably park in Castle Street adding to an already existing ongoing significant parking problem
- would staff be encouraged to park off-site leaving parking for customers

Cllr Mrs E Isaacs: OBJECT. Agree with the above comments.

Cllr Mrs A Mackenzie: OBJECT.

- agree with all the above comments
- Proposed will generate more traffic than any alternative. Parking already a serious problem in the village
- photographs do not show true representation of what is normally parked in Castle Street

Cllr R Bonfield: OBJECT.

- strongly object to proposed access
- do not object to change of use
- concur with all previous comments re numbers and existing traffic issues within the village
- An Ariel image showing all access options would be very useful as I would favour an entrance from the Edmondsham side. This might also provide extra parking options (probably under estimated) + would cater for large group needs, weddings and possible marquee provision

Cllr G Roger: OBJECT.

Agree with previous comments re car parking and entrance. In my opinion there is enough area on site to create a car park large enough to accommodate both staff car parking and clients. No objection to change of use. However, Until this concern is rectified and a change of access to the site is addressed I object.

Cllr P Morse: OBJECT.

Agree with the comments already stated. Whist accepting of the fact that this hotel/office use might generate even higher traffic levels not sure whether other uses i.e. Residential training facility, have been fully considered.

Cllr J Webster: OBJECT.

Clearly there is an issue over apparent inadequate allowance for car parking which would have a significant adverse impact on Castle Street. No objections to the principle of change of use from private dwelling.

Cllr Mrs S Batten: OBJECT.

Agree with all the above comments regarding access and inadequate parking. No objections to change of use.

Consultee Responses:
EDDC Design And
Conservation

The works which are the subject of these applications embody the results of extensive pre-application discussions with the Council's Officers including myself and my predecessor. As a result of these pre-application discussions, potential areas of concern insofar as the historic fabric is concerned were addressed and resolved with reversibility being a key consideration.

The extent and detail of the accompanying documentation is of an appropriate standard to address the implications of these proposals for a Grade II* Listed property sited within a Conservation area.

As is apparent from these documents, the present building is very much the product of a continuing process of change, a good deal of which has involved alterations to previous openings and spaces, mainly to accommodate changing fashions and/or new technologies. In this context, the current proposals could be considered to be the latest iteration in this process.

Whilst the ideal use for the property might be considered to be as a single residence, as is noted in the documentation in past years, as a shooting lodge, it also served as a form of entertainment venue. Thus, in this context, the proposed change of use is not inappropriate.

From a Conservation standpoint it is therefore considered that support should be given to these proposals as they represent an opportunity to promote a viable use in order to help secure the buildings future.

Approval is therefore recommended subject to the works being carried out strictly in accordance with the submitted drawings and associated documentation. In order to ensure that the historic fabric is not harmed, two other specific conditions need to be attached to any approval:

- The silicone sealant(s) and fixing foam(s) proposed to be used in the interfaces between existing and new fabric shall be applied to agreed sample areas so that the capacity for their removal without damage can be gauged in order to maximise the viability of reversibility.

Only those products which can satisfactorily meet this requirement will be sanctioned by the Local Planning Authority for use.

- Detailed plans and elevations (at a minimum scale of 1:50) of the Castle Street access shall be submitted for approval by the Local Planning authority. These should show the proposed treatment(s) considered beneficial by highways in improving the vehicular use of this access, avoiding fastening anything to the walls.

English Heritage

No comments received

The Georgian Group

No comments received

The Council For British
Archaeology

No comments received

Ancient Monuments Society

No comments received

County Archaeological
Officer

Looking through the details of the application, including the Specification of Itemised Works, I can see no evidence that the proposed development would cause significant ground disturbance that might affect archaeological remains, nor that it would affect historic fabric that would merit archaeological recording.

Hence, there seems to be no archaeological reason for concern about the proposed development

The Society For The
Protection Of Ancient
Buildings

No comments received

County Highways
Development Liaison Officer

The County Highway Authority has no objection in principle subject to acceptable details being submitted as mitigation for the following issue upon receipt of which final observations will be provided:

As part of the pre-application process the poor but historic existing access arrangement was discussed and other alternative options explored including the existing unused access onto the B3078. The current proposal is solely reliant on this existing arrangement but no improvements have been proposed to mitigate visibility issues from the access. Whilst there is visibility for approaching traffic on Castle Street of emerging vehicles; and no recorded injury accidents in at least the last 5 years; improving visibility must be

considered, especially with the increase of movements predicted. Suitable mirrors at each curved wing wall would provide a marked improvement to highway safety. Also some form of construction/treatment providing a contrasting strip of surface (texture and/or visual) either side of the entrance on the nearside edge of the carriageway would encourage drivers to keep away from the wall thus making them more visible to emerging drivers whilst allowing over-running when required.

AONB Office (FAO Mr R Burden)

The Cranborne Chase and West Wiltshire Downs AONB has been established under the 1949 National Parks and Access to the Countryside Act to conserve and enhance the outstanding natural beauty of this area which straddles three County, one Unitary and five District councils. It is clear from the Act, subsequent government sponsored reports, and the Countryside and Rights of Way Act 2000 that natural beauty includes wildlife, scientific, and cultural heritage. It is also recognised that in relation to their landscape characteristics and quality, National Parks and Areas of Outstanding Natural Beauty are equally important aspects of the nation's heritage and environmental capital.

The AONB Management Plan is a statutory document that is approved by the Secretary of State and is adopted by the constituent councils. It sets out the Local Authorities' Objectives and Policies for this nationally important area. The AONB and its Management Plan are material considerations in planning.

The National Planning Policy Framework states (paragraph 109) that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. Furthermore it should be recognised that the 'presumption in favour of sustainable development' does not automatically apply within AONBs, as confirmed by paragraph 14 footnote 9, due to other policies relating to AONBs elsewhere within the Framework. It also states (paragraph 115) that great weight should be given to conserving landscape and scenic beauty in AONBs, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in these areas.

The location is in the Stour and Avon Tributary Valleys landscape character area. Further details about the features and characteristics are in the Landscape Character Assessment 2003, which is, I believe, available in your office and can also be accessed from our website, on www.ccwwdaonb.org.uk.

I note that this proposed change of use is for a restaurant and bar, retaining an existing staff flat, and forming staff accommodation within the house. In addition I note that 9 en-suite guest accommodation units are proposed within the house. Externally a car park area would be created to the side of the entrance drive. The application form, section 25, shows the site area to be '04.00 hectares'. That means it is technically a Major Application and hence NPPF paragraph 116 could apply.

The Design, Access and Heritage Statement seems to emphasise the restaurant and bar aspects of the proposed application but clearly the level of accommodation proposed is more than supplementary. Although the Design, Access and Heritage Statement seeks to avoid reference to an hotel clearly if the change of use were to be approved in its entirety then it would, in effect, be a small hotel. The AONB therefore recommends that the proposals need to be considered in that context.

I note that in the Design, Access and Heritage Statement reference is made to a private dining room for the 9 en-suite units of accommodation, and so that indicates that the scale of the development could be not just 44 restaurant covers but those guests as well. That seems to reinforce the perception that the proposal is for an hotel. The various deliveries and other comings and goings, in addition to patrons would be, in all probability, the major road use of Castle Street.

The AONB also notes that there are extensive grounds attached to the Cranborne Lodge and that such grounds could be attractive to events. The potential provision of such additional uses should be borne in mind when considering such matters as access and periods of use, and the tranquillity of the locality. The application red line is drawn around the whole property.

The AONB Management Plan seeks to encourage economic activity in rural areas of the AONB that complies with the policies of the Local Planning Authority and integrates with the local landscape, its character and tranquillity, and does not have an adverse impact on the character and use of rural roads. The information gathered on behalf of the AONB team indicates there could be a market in a number of villages within the AONB for Bed & Breakfast accommodation. That may be linked to sporting activities although there could be an increasing level of use during more traditional holiday periods.

This AONB is supporting a number of projects to enhance the rural economy of neighbourhoods within this AONB. The team is, therefore, aware of market forces and the state of businesses. The team observe that currently Cranborne has two pubs that serve meals, a specialist up-market restaurant, and the refreshment centre in the Manor Gardens. In addition there is the local Sports and Social Club. The suggestion that there is a big enough market to sustain a 44 cover restaurant and bar in addition to all of these facilities seems a little hopeful, and the AONB would be irresponsible to encourage a venture, utilising a heritage asset, that appears to compete with existing facilities that are not overly patronised. The AONB does, therefore, question the viability of the proposal.

The AONB team has considerable experience of Castle Street, Cranborne, and I have to advise you that the parking situation during the daytime and early evening is not good. Not only do residents find themselves having to park on the road but also visitors to local businesses use roadside parking. The effect of that is to narrow the road, and the property frontages being close to the road means that there is little room for manoeuvre.

During the working day this is exacerbated by the large lorries that serve the watercress bed and salad process plant, in addition to agricultural and forestry machinery that uses the road. It is often forgotten that parents park on the road when delivering and collecting their children from school.

I note the applicant claims that there are currently 15 parking spaces at the Lodge, although none of the team have seen anywhere near that number of

vehicles accessing the site. With the addition of 15 additional parking units there would be more than the number of vehicles parked along the roadside or in the adjacent pub car park.

I note that the highway advice suggests using a rather urban solution of providing lines and colouring sections of the road. This would have an extremely urbanising impact and as such would be contrary to the Dorset Rural Roads Protocol and conflict with this AONB's support for restoring the rural character to rural roads in rural villages.

The provision of extra parking seems to rely on a rather curious approach to assessing the existing parking provision on corners and edges of the existing driveway. The proposal for parking does not seem to take into account any analysis of the character of the garden, which is clearly part of the setting of this significant Grade 2* Listed Building. Indeed, there does not appear to be any investigation as to whether or not there could be an alternative access that would have less impact on the garden, which is the setting of the Lodge. The AONB recommends that the heritage asset value of the garden should be assessed along with its role and value as the setting of the Listed Building.

Cranborne Lodge is a fine building and it appears to have an equally attractive garden. It would, therefore, not be surprising, if it were to go out of private occupation, for it to become attractive for regular weddings and similar significant celebrations. The implications for this are significant car parking would be required and clearly the entrance from Castle Street would have difficulty coping with that. The site boundary appears to preclude access via the field from the road to Edmondsham and so the only alternative access appears to be on the road to Wimborne, south of the Garden Centre entrance. That entrance is on a narrow stretch of road and there are no verges, with a tree bank on the western side and the wall of Cranborne Lodge on the eastern. Whilst it might be feasible to consider a use of an access for small numbers, or for essential works on two or three occasions a year, it is highly likely that weddings and other events would be significantly more frequent than that.

I note that the Design, Access and Heritage Statement in paragraph 1.2 seems to overstate the

situation somewhat when it says that the use of this building is 'vital to the future of the Estate as a whole'. Clearly private occupation would be an option and that would equally obviously have a much less significant impact on the neighbourhood.

The works which are the subject of these applications embody the results of extensive pre-application discussions with the Council's Officers including myself and my predecessor. As a result of these pre-application discussions, potential areas of concern insofar as the historic fabric is concerned were addressed and resolved with reversibility being a key consideration.

The extent and detail of the accompanying documentation is of an appropriate standard to address the implications of these proposals for a Grade II* Listed property sited within a Conservation area.

As is apparent from these documents, the present building is very much the product of a continuing process of change, a good deal of which has involved alterations to previous openings and spaces, mainly to accommodate changing fashions and/or new technologies. In this context, the current proposals could be considered to be the latest iteration in this process.

Whilst the ideal use for the property might be considered to be as a single residence, as is noted in the documentation in past years, as a shooting lodge, it also served as a form of entertainment venue. Thus, in this context, the proposed change of use is not inappropriate.

From a Conservation standpoint it is therefore considered that support should be given to these proposals as they represent an opportunity to promote a viable use in order to help secure the buildings future.

Approval is therefore recommended subject to the works being carried out strictly in accordance with the submitted drawings and associated documentation. In order to ensure that the historic fabric is not harmed, two other specific conditions need to be attached to any approval:

- The silicone sealant(s) and fixing foam(s) proposed to be used in the interfaces between

existing and new fabric shall be applied to agreed sample areas so that the capacity for their removal without damage can be gauged in order to maximise the viability of reversibility. Only those products which can satisfactorily meet this requirement will be sanctioned by the Local Planning Authority for use.

Detailed plans and elevations (at a minimum scale of 1:50) of the Castle Street access shall be submitted for approval by the Local Planning authority. These should show the proposed treatment(s) considered beneficial by highways in improving the vehicular use of this access, avoiding fastening anything to the walls.

Officers Report:

This application comes to Committee in like fashion to the previous agenda item (3/14/0580) at the request of the Cranborne and Edmondsham Parish Council, as members of that Council have raised various objections to this application on grounds as reported previously.

This application has not itself raised grounds of objection from the Parish Council but as a partner to previous item it was thought prudent to treat this submission in similar fashion.

Notation

According to the former Local Plan the sites frontage to Castle Street lies within the Cranborne Village Infilling Policy area, the majority of the site lies within the Cranborne Conservation Area and the whole of the site lies within the AONB.

The lodge itself is a Grade II* Listed Building with a central block of c.1700 with mid C18 east and west extensions. There have been further extensions to the north east of the late C18 or early C19 and again of the C20.

The building has a mainly brick, part Flemish bond, part header bond, with some ashlar dressings under a tiled and lead roofs largely concealed behind a brick parapet. It is a 3 storey building with attics. It has an original north front comprising 4 bays under pediment with first floor plat band. Windows have 12-pane sashes to first 2 floors, 6-pane sashes to 2nd floor. First floor openings have large triple keystones and rusticated architraves. Below is a central pedimented porch with Ionic columns and part-glazed door.

The southern elevation has symmetrical 9 bays with the central pavilion being the original house. This central feature has a tetrastyle facade with a giant order of Ionic pilasters. Windows comprise 12-pane C19 sashes under flat gauged brick arches with triple keystones culminating in a central pedimented Ionic columned doorway with rusticated, round headed window over.

Many rooms have C18 fittings, moulded cornices and panelled dadoes together with some C18 chimney pieces; the south hall has an Ionic colonnade; a first floor room

contains an elaborate rococo plastered ceiling with matching chimney piece. The centrepiece of the ceiling is a gilt eagle surrounded with clouds and thunderbolts; one bedroom contains a plaster cornice with oak leaves and acorns.

The Site

The Lodge is highly significant as a Heritage Asset and is a major contributor to the character and quality of the conservation area. Presently vacant this residential property was last occupied in March 2014.

The Application

It is proposed to create a restaurant with 44 covers and bar on the ground floor open to the public for lunch's dinners and drinks. The upper two floors would remain as a single, self-contained residential unit with 9 en-suite bedrooms for use by large parties with the option to cater for themselves with a dedicated kitchenette dining room and lounge at first floor or use the restaurant on the ground floor.

This accommodation would only be let as a complete unit and is intended for shooting parties, weddings and other family occasions.

The internal works are contained in a very thorough specification of itemised works that in brief include as follows:

- Alterations to ground floor Male and Female WC's
- New commercial kitchen at ground floor employing the existing chimney flue
- First floor refitted kitchenette with cooker that need not involve an associated flue
- New en-suites to bedrooms 2, 3 and 4 at second floor
- New doorways and closure of door at second floor that would be capable of reversion at a later date.

As an example of the extent to which comments have been sought and obtained from the applicant the following comment has been received, "*Screws securing the timber head plate to the underside of the beam will be at 800mm centres.*"

The external works are limited to the laying out of a new car park and in respect of the buildings fabric only like for like repairs as necessary and a discreet, portable ramp for disabled access from the door to the east of the main entrance direct to the dining room.

Relevant site history

None.

Planning Policy

Relevant National Planning Policy Guidance is contained in the National Planning Policy Framework dated March 2012.

Para.115 - "*Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to landscape and scenic beauty.*"

Section 12 - Conserving and enhancing the historic environment

Para.126 - *"Local authorities should set out a positive strategy for the conservation and enjoyment of the historic environment." As an irreplaceable asset LPA's should "take into account the desirability of sustaining and enhancing the significance of heritage assets and putting them in viable uses consistent with their conservation." Further, they should also take into account "the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring."*

Para.134 - *"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."*

The Adopted Christchurch and East Dorset Core Strategy dated 28 April 2014

The **Christchurch and East Dorset Core Strategy** guides development within Christchurch and East Dorset until 2028. In the Core Strategy the following Policies are relevant to this proposal:

Policy KS1 - Presumption in Favour of Sustainable Development - When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF) dated March 2012.

Policy HE1 - Valuing and Conserving our Historic Environment - Heritage assets are an irreplaceable resource and will be conserved and where appropriate enhanced for their historic significance and importance locally to the wider social, cultural and economic environment.

Policy HE2 - Design of New Development - The design of development must be of a high quality reflecting and enhancing areas of recognised local distinctiveness.

Policy HE3 - Landscape Quality - Development will need to protect and seek to enhance the landscape character of the area.

Consultations

None of the statutory consultees associated with development of this nature, consulted on 19 August 2014, have responded.

Conservation Officer

The works which are the subject of these applications embody the results of pre-application discussions with officers. As a result of these discussions potential areas of concern insofar as the historic fabric is concerned were addressed and resolved with reversibility being a key consideration.

The present building is very much the product of a continuing process of change and the current proposals could be considered to be the latest iteration in this process.

Whilst the ideal use for the property might be considered to be as a single residence, as a shooting lodge it also served as a form of entertainment venue. Thus in this context the proposed change of use is appropriate.

From a conservation standpoint it is therefore considered that support should be given to these proposals as they represent an opportunity to promote a viable use in order to help secure the buildings future.

Approval is recommended subject to the works being carried out in strict accordance with the submitted drawings and associated documentation. In order to ensure that the historic fabric is not harmed, two other specific conditions need to be attached to any approval.

Trees

The new car parking area is in a space surrounded by trees accessed through an opening in a Beech hedge. The trees on the site of the proposed car park are protected by virtue of their position within the Cranborne Conservation Area (CCA). Eight small trees will have to be removed but their loss will not have an adverse impact on the CCA.

The rest of the trees are to be retained but because Honey Fungus is present (not uncommon in wooded areas) construction measures should be sensitive to avoid the spreading of this fungus through damaged roots. Of the 12 trees in the vicinity of the proposed car park area 7 are within the root protection (RPA) area.

There is a mix of trees though the dominant species is Beech which is more susceptible to decline following damage to their root systems than others. The dominant Beech is adequately protected with a RPA of 10.5m and in respect of others including younger Beech, Yew, Holm Oak and Sycamore is acceptable provided that a special engineering construction is used.

NO OBJECTIONS subject to various conditions securing adequate protection measures and further acceptable detailed engineering drawings being agreed before development commences.

Representations

Both the letters of support and objection relate to the principle of the proposed development rather than matters of detail associated with works to the Listed Building itself. The one exception is a comment in which reference is made to the potential future introduction of lighting and signage being totally unsuitable in this conservation area.

Planning Issue

The sole issue here is the impact of the proposed works associated with both the building and its grounds on this irreplaceable historic asset.

It is considered that in all the circumstances the granting of consent for these works in this instance will be totally in accordance with both the National Planning Policy Framework dated March 2012 and the Christchurch and East Dorset Core Strategy adopted on 28 April 2014.

Recommendation: GRANT – SUBJECT TO THE FOLLOWING CONDITION(S):-

Conditions/Reasons:-

- 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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: Drwg; 1407/05C - Proposed Ground Floor Plans, 1407/06C - Proposed First Floor Plans, 1407/07C - Proposed Second Floor Plans, 1407/08A - Proposed Details.

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

- 3 The development hereby consented shall not commence until the silicone sealant(s) and fixing foam(s) to be used in the interfaces between existing and new fabric shall be applied to previously agreed sample areas and subsequently agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the historic fabric of the Listed Building is not harmed in the event of subsequent reinstatement works.

- 4 The development hereby permitted shall not be brought into use until the access, turning space and parking shown on the approved plan has been constructed and these shall be maintained and be kept available for that purpose at all times.

Reason: In the interests of highway safety.

- 5 Before works associated with the laying out of the car parking area commences details of the proposed surfacing material shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: Details have yet to be submitted upon which the Local Planning Authority may make a decision.

Informatives:

- 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 works with applicants/agents in a positive and proactive manner by;
- Offering a pre-application advice service, and
 - As appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In arriving at a decision to APPROVE the application:
 - the applicant/agent was updated of any issues after the initial site visit,
 - The applicant was provided with pre-application advice,
 - The application was acceptable as submitted and no further assistance was required.

- The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted.

2 Regard was had to the advice contained in the National Planning Policy Framework 2012 and Policies KS1, HE1, HE2 and HE3 of the Christchurch and East Dorset Core Strategy adopted April 2014.

Item Number	5	Ref:	3/14/0787/FUL
Proposal:	Change Of Use From Patio/Recreation Area To Customer Seating And Outdoor Services (Food And Drinks)		
Site Address:	Unit 5, Jessop House, Mill Lane, for Mr T F Jessop		
Site Notice expired:	27 September 2014		
Advert Expiry Date:	N/A		
Nbr-Nfn expired:	17 September 2014		

Parish Comments:

Objection on planning grounds stated below:

This may lead to a degradation of the area and no details are given of supervision and maintenance. On balance the Town Council objects for these reasons.

Despite the case officer seeking full information regarding the management and supervision of the exterior space, WMTC is still concerned that the area could degenerate and give rise to public nuisance. The Town Council may be prepared to revise its view if specific assurances were given about the area's usage and suitable conditions were imposed to control the times. It may be that a separate licence, as opposed to planning approval, will be necessary".

WMTC always tries to be helpful but this is one occasion where the application is too vague to gain full support.

Consultee Responses:

EDDC Public Health -
Housing And Pollution

Between the hours of 08:00 and 18:00, people noise generated by the proposed change of this area to "Customer Seating And Outdoor Services (Food And Drinks)" will not have a significant adverse effect on nearby residents.

Should this area be used for the service of alcohol then the councils licensing department should be contacted as a licence will be required.

Officers Report:

This application comes to committee as the Town Council has objected and the officer recommendation is for approval. There have been 2 letters of objection from properties in Mill Lane (3 & 5 Mill Lane) and these raise issues of noise and disturbance, the application site is not a patio/recreation area, use of the site has been rejected under a previous application, existing breaches of planning ongoing at Jessopp House that affect residents.

The case officer has requested more specific information about the proposal from the applicant to allay the Town Council's (TC) concerns. However the applicant would like flexibility in any planning permission and cannot offer the certainty that the TC desire.

The Proposal

The proposal is to use the application site for outdoor customer seating where food and drinks will be served in association with the businesses operating (at present and in the future) at Jessopp House. This area is currently surfaced in brick paving and is an unused open space to the south east of Jessopp House.

The applicant would like to be flexible about which of the business units in Jessopp House the application site would be used by, but realises that it may not be wanted by any of them. The proposal is to increase the attractiveness of the units now and when they are offered for rent, and make use of all the available space.

If Members decide to approve the application, Officers advise that a condition should be imposed to restrict hours of use.

The Council's Licensing Officer has confirmed that a licence to serve alcohol would not be required if alcohol was consumed on the application site, but paid for in the premises that served it. However, a licence would be needed if payment was taken on the application site for alcohol to be consumed on the site. As this is a private paved area and not on public highway land it is not subject to a licence under the Highways Act.

Members are reassured that the Council can require the review of a premises licence if the operation of this premises was considered to be resulting in public nuisance or crime and disorder problems. Additionally, all licence applications incorporate measures to prevent public nuisance and crime and disorder.

Relevant Planning History

2001 – Change of use approved from shop to restaurant at Unit 5 Jessop House (application 3/01/1087). Condition 5 of this permission prevents use of the outdoor space beneath the building's overhang for use in connection with the restaurant, unless planning permission sought and granted for it. The reason for this was to allow easy access to the upper floors of Jessop House (which are in business use).

2008 – Variation of Condition 4 of Planning Permission 3/01/1087 to allow home delivery of food. This was refused by the Council but allowed at appeal. The Inspector imposed new conditions to require the premises to be used for A3 purposes including ancillary sale of hot food, and that the ancillary hot food home delivery service shall only operate when the restaurant is open to customers and not between 22:00 hours and 09:00 hours.

Planning Policy

Policies HE1 (Valuing and Conserving our Historic Environment) HE2 (Design of New Development), WMC1 (Wimborne Minster Town Centre Vision) and KS7 (Role of Town and District Centres) are applicable from the Core Strategy (CS).

Saved policy DES2 is applicable from the East Dorset Local Plan (EDLP)

The advice contained in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) is also relevant.

Main Issues

The main issues are the impact on the conservation area, impact on the occupants of nearby properties and impact on the vitality and viability of the town centre.

Impact on the conservation area

The application site is in the conservation area, and set back from the main thoroughfare of Mill Lane beneath a large tree. It is on a fairly isolated paved area between Jessop House and the River Allen, and the proposal will have some visual impact with the space occupied by tables, chairs and people.

The proposed use as an outside seating area for people to eat and drink is considered to be an appropriate use in the conservation area and would not adversely impact on it.

Impact on the occupants of nearby properties

The use of the application site for the proposed purpose will have some impact on the amenities of the occupants of the nearest properties, some of which are residential. This impact would arise from noise generated by people sitting outside.

The use is proposed to operate between 08:00 and 18:00 on all days including Sundays and Public Holidays. The applicant is agreeable to having no use on Sundays, and Officers suggest that this is reasonable to give nearby residents a quiet environment on one day per week. The Council's Public Health Officer raises no objection to these hours.

These hours are considered appropriate and represent a fair compromise between the applicant's needs and the amenity of adjacent residents.

With a condition to require the application site to only be used at these times, it is considered the proposal is acceptable and accords with saved Policy DES2 of the East Dorset Local Plan.

The Council's Public Health Officer has advised that if alcohol is to be served, a licence will be required from the Council, and an informative note on the decision notice is suggested to cover this.

Impact on the vitality and viability of the town centre

The site is in the town centre and Jessop House is part of a secondary shopping frontage. The proposal will contribute to the vitality of the town centre and the aim of the town centre being the focal point of commercial, leisure and community activity, as advocated by Policy KS7.

The proposal is considered to be an acceptable use of this town centre site accordingly and accords with Policies KS7 and WMC1 of the CS

Conclusion

The proposal will have some impact on the occupants of nearby dwellings, but being in the town centre, a certain level of activity is to be expected. The proposed hours of use are considered acceptable and will not permit the use to have a significant effect on the occupants of adjacent dwellings.

The proposal will have no adverse impact on the conservation area and will contribute to the vitality of the town centre in accordance with Policies KS7 and WMC1 of the CS.

Approval is therefore recommended.

Recommendation: GRANT – SUBJECT TO THE FOLLOWING CONDITION(S):-

Conditions/Reasons:-

- 1 The development hereby permitted shall be begun before the expiration of three years from 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 by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

1:1250 scale Location Plan rec'd 13.8.2014

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

- 3 The application site shall not be used outside the hours of 08:00 a.m to 18:00 p.m on Monday to Saturday, and shall not be used on Sundays.

Reason: To minimise the disturbance to adjacent residential properties in Mill Lane.

Informatives:

- 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 works with applicants/agents in a positive and proactive manner by; offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In arriving at a decision to APPROVE the application:

- the applicant/agent was updated of any issues after the initial site visit,
 - The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted.
- 2 Regard was had in the decision to the National Planning Practice Guidance and National Planning Policy Framework.
- 3 The applicant is advised that if the proposed site is used for the service of alcohol, the Council's licensing department should be contacted as a licence will be required.

Item Number	6	Ref:	3/14/0788/COU
Proposal:	Change of Use of Garden Outbuilding to Hairdresser's Salon (Additional Information). Additional car parking space (Retrospective)		
Site Address:	2 Avon Park, St Leonards, Ringwood, for Mr And Mrs C. Wood		
Site Notice expired:	18 November 2014		
Advert Expiry Date:	N/A		
Nbr-Nfn expired:	25 September 2014		

Parish Comments:

Objection on planning grounds stated below:

Opposed to business being carried out in residential areas. Parking and visibility already causing problems for local residents, homes should not be converted to business use except in very exceptional circumstances.

Consultee Responses:

EDDC Public Health -
Housing And Pollution

I have NO OBJECTIONS. It would be appropriate for the business to keep its doors and windows shut but if this were not to happen I don't think it would amount to a statutory nuisance but would impact on amenity.

County Highways
Development Liaison Officer

The County Highway Authority has NO OBJECTION, subject to the following condition:

The parking indicated on the submitted details must be constructed within 2 months of any planning consent for this proposal being issued. Thereafter, this area shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: In the interests of road safety.

Informative: The applicant is advised that notwithstanding this consent, Section 184 of the Highways Act 1980 requires the proper construction

of vehicle crossings over kerbed footways, verges or other highway land. Before commencement of any works on the public highway, Dorset County Council's Dorset Highways should be consulted to agree on the detailed specification. Contact can be made by telephone to Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset County Council, County Hall, Dorchester, DT1 1XJ.

Justification for the SEDTCS contribution received BY E-MAIL FROM Dorset County Council on 2.10.2014 - 'I refer to the County Highway Authorities observations of the 22/9/14 and provide the following justification for the SEDTCS contribution.

The contribution requested by the County Highway Authority was only £700 being based on only 2 trips which is arguably significantly below that which the proposed use can be reasonably expected to generate. As the immediate residential surroundings offer a very limited catchment it is reasonable to assume that a significant proportion of the trips will arrive by car using the A31, A338 or B3073. All these routes are specifically selected for improvements as stated and fully justified in the approved South East Dorset Transport Contribution Scheme should further evidence be required'.

Officers Report:

This application is presented to the Planning Committee at the request of Cllr. Burt. The application is also the subject of 15 letters of support and 10 letters of objection.

Notation

The site lies within the built-up area of St. Leonards and St. Ives as indicated on Inset Map No.20 in the former East Dorset Local Plan, 2002 and adjacent to, but not within, a Special Character Area.

The Site

The site lies adjacent to and east of Ringwood Road (A31) and is approached via Hurn Lane then Hurn Road. At this point because Avon Park lies close to and parallel with Ringwood Road properties lie only on the south east side of the road furthest from and with frontages facing toward mature vegetation that separates the application site from Ringwood Road. The immediate area is characterised by comparatively modern detached bungalows with integral double garages of similar appearance built approximately 30 years ago. The application site and surroundings can broadly be said to be level though there is a modest fall between the subject property and the road.

The applicants double garage though retaining twin single up and over doors to the front is presently used as a games and fitness area with a personnel door to the rear leading through to a kitchen.

Against rear garden boundary and adjacent to No.1 Avon Park is a garden chalet type structure painted cream with shallow pitched roof and windows with glazed doors and associated windows to the front elevation and additional windows to both side elevations. The side boundary common with No.1 Avon Park is demarked by a 1.65 metre high wall only partly obscuring windows that face toward it. The chalet, measuring 5 metres x 3.5 metres with ridge and eaves height of 2.4 metres and 1.94 metres respectively, was built in 2010.

To the rear of the site are properties in Hurn Close where rear gardens are in the order of 30 metres or so deep.

The application

This retrospective proposal seeks permission for the continued use of garden chalet having a floor area of 17.5 sqm as a hairdressing salon following commencement of business in September 2012 that evolved into a full time business once the applicants sold their hairdressing business in Wimborne toward the end of last year. The chalet is capable of accommodating 2 customers at any one time and is operated by Mrs Wood with the aid of a part time assistant. The hours of operation are between 9am and 5pm Monday to Wednesday, 'til 7pm Thursday and Friday (just 1 client after 5pm) and until 4pm on Saturdays. The salon operates an appointment system only. This compares with the following hours under the previous application Monday-Friday 9am-7.30pm and Saturday 8am-4pm On average customers attend the site for a period of between $\frac{3}{4}$ and 1 hour though some can be there on occasions for up to 3 hours. On this basis the applicant can, it is said, deal with up to 9 clients a day when 2 staff are on hand.

Unlike the previous planning application referred to below this application also here proposes the widening of the existing private driveway to accommodate a third off street parking space and the obscure glazing of windows facing the neighbouring property.

In a recent letter from the applicants' agent an update regarding visitor levels has been received as follows;

August

Average of 7 clients a day.

75% arrive by car.

September

Average of 5 clients a day.

77% by car.

Relevant site history

3/14/0238/COU - Permission was refused on 4 July 2014 for the Change of Use of Garden Outbuilding to Hairdressing Salon. This was a retrospective planning application.

The grounds for refusal related to impact on adjacent residential amenity and failure to make a contribution toward transport mitigation.

Planning Policy

National Planning Policy – Relevant National Planning Policy Guidance is contained in the National Planning Policy Framework (NPPF) – March 2012. Therein at para's 2 and 11 it is said that, "Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise."

Para.14 – at the heart of the NPPF is a presumption in favour of sustainable development "which should be seen as a golden thread running through plan-making and decision-taking."

Para.17 - the NPPF refers to 12 core planning principles that should underpin both plan-making and decision-taking. Of these one states that planning should, "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings."

Para.21 – Local Planning Authorities are encouraged to draw up local plans that "facilitate flexible working practices such as the integration of residential and commercial uses within the same unit."

Para.70 - Planning decisions "should ensure an integrated approach to considering the location of housing economic uses and community facilities and services."

The adopted Christchurch and East Dorset Core Strategy adopted April 2014

The purpose of the Christchurch and East Dorset Core Strategy is to guide development within Christchurch and East Dorset until 2028. In the Core Strategy the following Policies are relevant to this proposal:

Policy KS1 – Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy HE2 – Design and Development

Development will be permitted if it is compatible with or improves its surroundings including "Relationship to nearby properties including minimising general disturbance to amenity"

Policy KS11 – Transport and Development

The Councils will use their planning powers to influence development so that it reduces the need to travel, provides improved access to key services and facilities and promotes alternative modes of travel. Development will be permitted where mitigation against the negative transport impacts which may arise from that development or cumulatively with other proposals is provided.

In addition, and in accordance with the provisions of Appendix 3 of the Core Strategy, saved Policy DES2 of the former East Dorset District Council Local Plan adopted January 2002 is applicable to this case which reads as follows:

"Developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution."

South East Dorset Transport Contributions Scheme

The South East Dorset Transport Contribution Scheme 2 (SEDTC2) supersedes the earlier South East Dorset Contributions Scheme. The current scheme will operate until the Council adopts the Community Infrastructure Levy (CIL).

SEDTC2 provides for developer contributions towards transport schemes identified as necessary to accommodate and mitigate the transportation impact of expected

levels of development up to 2014. This has now also been further extended to enable a permanent replacement strategy to be put in place.

Consultations

St. Leonards and St. Ives Parish Council – Further to our previous comments on the above application the evidence put to the Parish Council and on which their decision was based has been challenged. In view of the doubts raised over its accuracy I have been asked to withdraw our original comments. If you decide to recommend the application for granting we do feel that conditions to ensure that there is control to prevent any nuisance to the immediate neighbours are applied and permission is personal to the applicant. If the application goes to EDDC [Planning Committee] we will not be sending a speaker.

Dorset County Council – The Local Highway Authority raises No Objection to the proposals provided, i) a financial contribution of £700 is paid in compliance with SEDTCS2 is made in the form of a previously completed Unilateral Undertaking, and ii) a single condition with associated informative applied to any favourable outcome. The contribution is based on only 2 trips which is arguably significantly below that which the proposed use can be reasonably expected to generate. As the immediate residential surroundings offer a very limited catchment it is reasonable to assume that a significant proportion of the trips will arrive by car using the A31, A338 or B3073. All these routes are specifically selected for improvements as stated and fully justified in the approved South East Dorset Transport Contribution Scheme should further evidence be required and, ii) the imposition of a planning condition requiring the completion of the widened driveway and its availability for the purposes specified.

Environmental Health – I have No Objections. It would be appropriate for the business to keep its doors and windows shut but if this were not to happen I don't think it would amount to a statutory nuisance but would impact on amenity.

Letters of Representation

15 letters of support have been received explaining many issues but generally can be précised as follows:

- As a weekly customer I have never found it necessary to park on the road and mostly been the only client in the salon. The noise has been minimal and no worse than if using a hair dryer in my own home. The noise from the A31 is far more intrusive.
- As a monthly customer and there has never been more than 1 car in the drive with ease of parking one of the conveniences. Given the limited nature of the salon common sense would suggest that any parking problems that do occur cannot be attributed to this small business. An injustice will have been done if planning permission is refused due to false allegations regarding parking at this address.
- I find the views and comments of the objectors as complete fantasy. I have never witnessed any more than 1 other car or person visiting these premises.
- Travelling as a family at no time have I seen any cars parked on the road outside the subject property and been the only customers in the salon. The only noise generated is our conversation and normal salon equipment which is no way loud enough to drown out the constant road noise from the adjacent A31.
- Now I visit this salon I've noticed only 1 or 2 cars parked in the drive which I presume belong to the home owners and have never seen more than 2 customers at one time in the salon.

- I'm a regular client travelling from Wimborne and the service I receive regarding hairloss. I have always been able to park on the drive on my visits and have never been aware of any excessive noise.

10 letters of objection have also been received from 7 households raising the following main grounds of objection:

- Objections to the scheme emanate from Avon Park residents whilst most of the letters of support come from an expansive catchment area. Whilst comments have also been made explaining that the business will not grow in the future it is difficult to believe that customers will be turned away.
- Bad parking in the road occurs caused clients' visiting the salon (15 cars have been recorded in a day) raising concerns regarding refuse collection and ability of emergency services to access properties along the road.
- Increased levels in traffic has been noted since this business started and due to road alignments etc. there is concern that accidents will occur.
- Whilst many businesses are operated from home but the nature of this business is unsuitable in a residential environment due to the level of disturbance from vehicle movement, level of footfall and emissions from the premises. If permitted it would set an adverse precedent.
- Concern regarding the disposal of waste from the business.
- The provision of an additional on-site car parking space will not alleviate matters and surface water from same is not properly resolved.
- There are regular appointments that occur outside the stated hours of operation.
- Loss of privacy due to its size location and encroachment above a boundary screen wall whilst during winter months by new lighting to serve the business.

Summary of Issues

The main issues in the consideration of this application are:

The principle of development;

Impact on the amenities of occupants of neighbouring dwellings;

Access, parking Provision and Traffic Generation; and,

Unilateral Undertaking - Transport

The principle of development

It is not uncommon, in present times, for people to run businesses from the home and often such operations do not require planning permission. If, however, such businesses reach a level that results in a marked/noticeable rise in traffic and people calling, create other forms of nuisance such as noise or smells that may disturb neighbours or involve the employment on site of staff then, as is the case here, planning permission is required. In this case permission is being sought retrospectively for this use to continue from its commencement in November 2013. Whether a business is acceptable or not in a residential area is a judgement to be made taking into account interests of acknowledged importance which in this instance relates mainly to the impact of the proposals on the issues mentioned here. It must also be remembered that small businesses make an important contribution to the local economy.

The applicants' agent refers to other businesses taking place from residential properties nearby and whilst this may be the case they are not matters for

consideration on this occasion though if representations were separately made to this Council regarding those activities then they will be investigated and dealt with in the usual manner.

Impact on the amenities of occupants of neighbouring dwellings.

To more fully understand the impact of this commercial undertaking on the residential amenities of local residents particularly in Avon Park the applicant at random in the context of the previous submission supplied a photocopy of April 2014 appointment book covering 24 days of the month. On average 6.5 clients and 6 cars visited the premises daily with on 1 occasion a maximum of 13 clients and 12 cars visiting (despite what is said earlier in this report) whilst at the other end of the spectrum on another occasion only 1 car and 2 clients visited. In association with this application in the months of August and September 2014 the average daily number of clients was 6 with this time no spikes in clientele as has been the case previously.

Clearly, there is capacity within the business to accommodate as many as 13 clients a day and whilst this is not currently happening week on week this could arise in the future with the Local Planning Authority having little scope to otherwise construct an enforceable planning condition that would secure a level of activity that did not give rise to material harm to local residents. It is further believed that the current level of activity as demonstrated by the evidence provided does create a measure of commercial activity that gives rise to conditions contrary to local residential amenity by virtue of increased comings and goings by foot and car particularly between the subject property and that to the east and within the rear garden. For this reason the application fails to comply with saved Policy DES2

Access, parking provision and traffic generation

The Local Highway Authority has raised No Objections to this planning application subject to the imposition of a single planning condition and, in subsequent comments, for a financial contribution towards highway infrastructure in accordance with Core Strategy Policy KS11.

Unilateral Undertaking

A unilateral undertaking to secure the level of contribution towards identified transport schemes; as recommend by the Local Highway Authority has been sought, but as yet has not been forthcoming from the applicant.

The application therefore does not meet the requirements of the South East Dorset Transport Contributions Scheme (SEDTCs) (Revised April 2012).

Conclusion

This retrospective planning application to retain, within an outbuilding in the rear garden of this detached residential property a commercial business has, by the evidence provided with the regular coming and going of customers 6 days a week, an unacceptable detrimental impact on the residential amenities of adjacent households. The general presumption in favour of development as explained in both the National Planning Policy Framework published in March 2012 and the adopted Core Strategy at Policy KS1 and having regard to Policy HE2 and saved Policy DES2 does not though meet the tests of the various safeguarding caveats for it is concluded on balance that the benefits of the development fail to outweigh the adverse impacts caused as explained above. Finally, the applicant has not provided a satisfactorily completed Unilateral Undertaking securing a financial contribution towards transport mitigation as required under Core Strategy Policy KS11.

The application is therefore recommended for refusal subject to the receipt of no new material grounds of representation being received by 18 November 2014 following expiry of the site notice.

Recommendation: REFUSE – FOR THE FOLLOWING REASON(S):-

Conditions/Reasons:-

- 1 The continued use of the subject building within the garden of this residential property as a hairdresser's salon will perpetuate an unacceptable level and focus of noise and activity, in particular the frequent coming and going of clients vehicles, that gives rise to adverse conditions contrary to residential amenities of the locality. As such the development is contrary to the provisions of Policy HE2 and saved Policy DES2 of the Christchurch and East Dorset Core Strategy adopted 28 April 2014.
- 2 Almost all development in the South East Dorset area, however small, will impact on transport networks and services. On 16 April 2012 the local planning authority adopted the South East Transport Contributions Scheme 2, a Supplementary Planning Document. The SPD was subsequently renewed on 31 March 2014, until at least the end of November 2014 or until the Council adopts the Community Infrastructure Levy (CIL), whichever is the sooner. This requires development in the South East Dorset area to make a proportionate financial contribution towards the implementation of schemes designed to alleviate problems caused by the cumulative and cross-border impacts of new developments on transport networks and services and thus facilitates the sustainable implementation of that development. No contribution has been made by the applicant and no commitment to a contribution has been secured through a Planning Obligation. Nor has any evidence been submitted to demonstrate that the development would not exacerbate transport problems in South East Dorset. The development is therefore contrary to advice contained in the National Planning Policy Framework, CIL Regulation 122, and the provisions of Policy KS11 of the Christchurch and East Dorset Core Strategy adopted 28 April 2014.

Informatives:

- 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 works with applicants/agents in a positive and proactive manner by;
 - o offering a pre-application advice service, and
 - o as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In arriving at a decision to REFUSE the application
- 2 The Council has had regard to the National Planning Policy Framework and Policies KS1, HE2 and KS11 together with saved Policy DES2 of the Christchurch and East Dorset Core Strategy adopted 28 April 2014

- 3 The applicants have not provided a completed unilateral undertaking to pay the appropriate contribution in relation to Transport Infrastructure Contributions in accordance with the South East Dorset Transport Contributions Supplementary Planning Guidance. Should the applicants provide a completed Unilateral Undertaking in the event of an appeal then reason 2 of this refusal notice may be overcome.
- 4 Should the applicants decide to appeal against the decision of the Council they are respectfully advised that if a satisfactory signed unilateral undertaking is not provided as part of the appeal submission documentation then the Council reserves the right to seek costs for the time expended on providing the necessary evidence to support the second reason for refusal.
- 5 The refusal of planning permission is based on Drwg's Ref: 2014-22-01 - Block/Location Plan, 2014-22-02 - Site Plan and 2014-22-03 - Photographs & Elevations

Item Number	7	Ref:	3/14/0822/FUL
Proposal:	Revised Scheme for Replacement Dwelling (Planning Application 3/13/1170/Ful) including Erection of Garage and Alterations to Approved Dwelling as amended by plans rec'd 9.10.14 _ 24.10.14.		
Site Address:	Millmoor Farm, Kings Street, Sturminster Marshall, for Mr & Mrs David Ffoulkes-Jones		
Site Notice expired:	19 October 2014		
Advert Expiry Date:	N/A		
Nbr-Nfn expired:	24 October 2014		

Parish Comments: No objection subject to no more than 50% of original footprint. Condition on garage. Further planning consent required if change of use.

Consultee Responses:

County Highways Development Liaison Officer The County Highway Authority has NO OBJECTION to the proposal.

Officers Report:

This application comes before Members at the request of the Parish Council as the extension proposed exceeds 50% of the floorspace of the original building and is therefore considered to be inappropriate in the Green Belt.

The Proposal

The proposal involves the replacement of a detached chalet-style dwelling with a new dwelling and a detached double garage.

The former dwelling on the site has now been demolished following grant of planning permission by notice dated 7 February 2014 for a replacement dwelling under ref: 3/13/1170 with garaging at basement level.

Due to ground conditions which have been found to be unsuitable for the construction of the basement element, a revised application has been submitted for a replacement dwelling with a separate garage building to be located to the south-west end of the proposed two storey dwelling. The ground floor of the proposed garage comprises parking for two vehicles, as well as a kennel, plant room and log store.

The current application also involves an amendment to the previously approved dwelling with the infilling of what was previously approved as a veranda.

The plans originally submitted in respect of the current proposal initially involved a first floor element to the garage building for the purpose of a 'studio' with dormers to front and rear, an external stairway and door to the roof-space and a double-width fully glazed French window with balcony to the north-east elevation. However, the plan has now been revised (Drawing no. 471/16d) to omit the studio, delete the two dormers and replace the large window opening with a small window on the north-east elevation. The height of the eaves and the ridge of the garage building has been reduced to reduce the height of the proposed garage building by 0.1metre. The first floor element is now labelled 'storage' rather than 'studio'. However, the external stairway and door in to the first floor remains.

The Site

The application site lies within open countryside and is located to the west of the centre of Sturminster Marshall. The site is accessed via a private drive off Kings Street. There are groups of trees and shrubs around the existing dwelling which provide a sylvan backdrop from views from the north and north-east. There is one mature Ash tree in the north east end of the curtilage. Millmoor Farm comprises 60 acres of farmland, (arable and grazing land). The north-east boundary of the land is defined by the River Stour. Millmoor Farmhouse is located centrally within the land holding. The residential curtilage amounts to 0.61 acres which is located on rising ground to the south of the River Stour. The farmhouse and surrounding land lies within the South East Dorset Green Belt. The site also lies within an Area of Great Landscape Value.

The original dwelling was constructed around 1960. The original dwelling, now demolished, on the site was not of any particular architectural merit. The floor area of the original dwelling was estimated to have been 187 square metres. Some alterations and additions were made to the original dwelling following the grant of planning permissions in 1987 and 1994 (ref 3/87/0162 and 3/94/092). The floor area of the original dwelling is estimated to have been approximately 227 square metres.

To the east of the farmhouse is a farm complex comprising traditional and more modern farm buildings and includes stables, a stone barn, cart sheds and an old, small, workers cottage. An old manege lies between the farm buildings and the farmhouse.

Planning Policy

National Government Guidance

The Coalition Government published the National Planning Policy Framework (NPPF) in March 2012 which introduced a presumption in favour of sustainable

development. The NPPF is a material consideration in planning decisions. Protecting the Green Belt is one of the core planning principles set out in paragraph 17. Green Belt policy is set out in Section 9 (paragraphs 79 to 90) of the NPPF. Paragraph 79 reads:

"The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence." One of the five purposes of the Green Belt is to assist in safeguarding the countryside from encroachment as set out in paragraph 80 of the NPPF. Paragraph 87 of the NPPF explains that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities are required to ensure that substantial weight is given to any harm to the Green Belt, paragraph 88 of the NPPF.

Paragraph 89 explains that the construction of new buildings constitutes inappropriate development in the Green Belt with some exceptions. One of the listed exceptions is the replacement of a building, providing that the new building is in the same use and not materially larger than the one it replaces, (bullet point 4 of para. 89).

The Development Plan

The site is covered by the Christchurch and East Dorset Local Plan - Part 1 (Core Strategy) which was adopted in April 2014.

Policy KS3 of the Core Strategy relates to development within the Green Belt and sets out two main purposes for the Green Belt which include: Protecting the physical identity of individual settlements by maintaining wedges and corridors of open land between them; and, to maintain an area of open land around the conurbation.

Policy HE2 relates to the design of new development and requires development to be of a high quality which would be compatible with or improve its surroundings in terms of 11 listed factors which include: architectural style, scale, bulk, height, materials and visual impact. Policy HE2 replaces Local Plan policy DES8 and the wording is similar but adds 'In the East Dorset rural area design should accord with the Countryside Design Summary, SPG No. 21.

Policy PC4 has replaced Policy CSIDE1 of the former East Dorset Local Plan and relates to development proposals within rural areas.

Policy LSCON2 of the EDLP has been replaced by Policy HE3 (Landscape quality). Within the AONB, development proposals will need to protect and enhance the landscape character of the area.

Saved Policy GB3 relates to extensions to, or replacements of, existing dwellings within the Green Belt, and requires that (a) the extension or the replacement dwelling does not materially change the impact of the dwelling on the openness of the Green Belt, especially through its height or bulk; and, part (c) relates to any garage building and requires that any space above ground floor should be limited solely to storage use. Such space should not be capable of later conversion to residential use. For the purpose of Policy GB3, as a general guideline, extensions or replacement dwellings are normally permitted provided that the gross residential floorspace of the proposed dwelling does not exceed 50% of that of the dwelling that existed when the Green Belt was designated on 5 February 1980.

The Countryside Design Summary, SPG No.21

The aim of the supplementary planning guidance is to encourage high standards of design for new development in rural areas which gives greater regard to the distinctiveness and character of the locality and, to avoid inappropriate modern development that does not respect the scale, style, design and materials of existing buildings or its landscape setting. The application site is located on chalk downland with views of the pastoral river valley of the Stour to the north.

Main Considerations

Impact upon the Green Belt

In order to accord with the guidance set out in the NPPF relating to replacement buildings in the Green Belt, the new building should not be materially larger than the one it replaces.

In order to accord with the guidance set out in saved policy GB3 of the Development Plan, the increase in gross floor area should not exceed 50% of that which existed prior to 1980.

In terms of the floor area, in this case, the original dwelling measured approximately 187 square metres. The proposed dwelling - as submitted with the studio element above the garage as well as the infilled verandah - would have resulted in the total floor area measuring 329 square metres which would have represented a 76% increase over and above that of the original dwelling. However, the studio element above the garage has now been deleted in order to comply with the requirements of part (c) of Policy GB3. Therefore, without the floor area of the studio (the first floor element over the garage), the floor area of the proposed dwelling would measure 286 square metres. This represents a 53% increase in gross residential floor area. This increase in floor area is not considered excessive.

The Parish Council have indicated that the proposal would be acceptable only if the new dwelling would not exceed 50% increase in floor area. However, the 50% is a guideline only and in this case Officers consider that a 53% increase is not so significant as to justify refusal of planning permission.

The infilling of the verandah would not be likely to result in the proposed dwelling having a materially greater adverse impact upon the openness of the Green Belt than the previously approved dwelling.

With regard to the height of the proposed dwelling itself, the ridge height of the dwelling is similar to that previously approved under ref: 3/13/1170 and would be only marginally higher than the highest part of the roof of the former dwelling on the site.

The proposal is therefore considered to comply with Green Belt policy as set out in paragraph 89 the NPPF - in that it is not materially larger than the one it would replace and therefore constitutes development that is not inappropriate in the Green Belt.

The essential characteristic of Green Belts is their openness, (paragraph 79 of the NPPF). In this case, the proposed dwelling would not have a materially greater

impact upon openness than the existing dwelling and the proposed development is not considered to be harmful by way of impact upon openness of the Green Belt.

Design

The style, form and design of the former dwelling on the site was modern and not of any particular architectural or historic merit. It had a substantial roof mass and the additions that had been made to the dwelling were not particularly sympathetic. The design was suburban in appearance and not well assimilated in to the landscape.

The proposed dwelling is of a more traditional form that is modelled on the appearance of a traditional barn with a simple roof form and a relatively narrow span and linear form. The dwelling is orientated with its principal elevation facing south east with the two storey element having a symmetrical design in terms of its glazed openings, proportions and detailing. The materials are principally brick, with flint and stone detailing. Chimneys at each end of the building are brick. The proposed garage building matches the design of the proposed dwelling.

The design of the proposed building is considered to be of a high quality which reflects a traditional form and appearance. Its linear form is orientated to limit the visual obtrusiveness of the building on the wider landscape and the retention of trees and vegetation would provide a sylvan backdrop in views from the north and north-east. The proposed dwelling accords with the principles set out in the Code of Practice in the Council's Countryside Design in that the scale of the new development is consistent with local traditional buildings, its orientation, rectangular form, roof pitch and materials are appropriate in this rural location.

The proposed development is therefore considered to be acceptable in design terms and accords with Policy HE2 of the Development Plan and with the Council's SPG relating to design of new development in rural areas.

Impact on the landscape setting

As with the previous proposal, the trees are proposed to be retained/reinforced within the southern and south-western end of the curtilage to provide screening and a backdrop to views from the north and north-east. Within the landscape setting, the ridge is aligned north/south so that the north-east end elevation would be most visible in open views from the north and east. It is considered that the linear shape of the proposed dwelling and the alignment of the building would reduce the visual impact of the building on the landscape, and would be a considerable improvement in its landscape setting than the existing dwelling. The more traditional form and use of materials makes reference to those used in the adjoining farm buildings.

Bearing in mind that the site lies within the Area of Great Landscape Value on rising ground, with open views from the north and north-east, it is considered that the visual impact of the dwelling on its surroundings would be acceptable and would well assimilated in to its landscape setting.

The proposed development within the AGLV is acceptable in terms of its siting, design, materials and landscaping and is sympathetic to the particular quality and character of the AGLV. It therefore accords with Policy HE3 of the Core Strategy.

Impact upon occupants of adjoining property

The occupants of the nearest adjoining property - located some 50 metres to the south of Millmoor Farm, raised objection to the garage building on the grounds of its

size and height, and to the first floor (studio) element over the garage which could enable the garage building be converted and occupied as additional living space. The concern also relates to the impact of the garage building on the rural character and appearance of the area, and the impact upon views from Millmoor House.

Following the receipt of the revised plans which show the studio element over the garage and associated dormers deleted from the proposal, the occupants of the adjoining property have been re-notified. The neighbours have confirmed that their objection to the garage building still stands.

Whilst the scale of the proposed garage building has not been reduced significantly, its ridge height has been reduced by 0.1 metres in order to maintain the roof pitch to match that of the dwelling. The stairway to the storage area above the garage remains on the south-west end elevation of the garage - although the door has been altered from a glazed opening to a solid wood door - and this would be visible from the neighbouring property even though it is some distance from that property.

The garage building will be set down below the level of the bank to the south-west corner of the site and, without the dormer windows in the roof, its visual impact on its surroundings is not considered to be unacceptable.

It is considered that the deletion of the dormer windows and other minor alterations to the openings and the imposition of a condition to ensure that the use of the first floor above the garage is limited to storage only, would make the proposal acceptable in terms of planning policy even though the occupants of the adjoining property have requested that the application be refused.

Trees

On the basis that there is only one significant tree, an Ash tree, located within the curtilage of the site - which is not considered to be of importance in terms of visual amenity in this remote location and does not therefore merit a tree preservation order, there is no requirement for an Arboricultural Method Statement to be submitted. However, the Council's Arboricultural Officer has recommended that the applicant seeks the services of a suitably qualified arboriculturalist prior to the commencement of development to provide advice on protective measures to be installed in order to ensure the retention of trees and hedgerows during construction. The proposal is therefore considered to be acceptable in terms of its relationship with mature trees and it therefore complies with Policy HE2 of the Core Strategy.

Drainage

The application site occupies an elevated position above the Stour valley, and the proposed dwelling itself is not within Flood Zone 2, however, the original application included a proposed reed bed system to be located to the east of the proposed dwelling (beyond the farm buildings) to deal with foul drainage. The applicant subsequently amended the proposal (as submitted under ref: 3/13/1170) to use the existing septic tank located within the curtilage of the existing dwelling by way of an amended plan dated 30 January 2014.

Transport and Heathlands Contributions

As this proposal is for a replacement dwelling and no additional dwellings are proposed, there is no requirement for a contribution to mitigate the impact on Dorset

Heathlands or the Highway Network under the South East Dorset Transport Contributions Scheme 2.

Conclusion

The revised scheme for the replacement dwelling (and above ground garage facility with storage use at first floor level) is considered acceptable and compliant with relevant national and local planning policies. The proposed development is therefore recommended for approval with similar conditions to those imposed on the previous scheme and an additional condition to restrict the use of the first floor over the garage to storage.

Recommendation: GRANT – SUBJECT TO THE FOLLOWING CONDITION(S):-

Conditions:-

- 1 The development hereby permitted shall be begun before the expiration of three years from 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 by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing no. 471/16d(Plans/elevations) and Drawing no. 471/16d (1:200 Site/location plan).

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

- 3 Details and samples of all external facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority before any on-site work commences. All works shall be undertaken strictly in accordance with the details as approved.

Reason: To ensure that the external appearance of the building is satisfactory.

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any subsequent re-enactment thereof no additions or extensions to the dwelling or garage nor any outbuildings shall be constructed without express planning permission first being obtained.

Reason: Bearing in mind the elevated location of the site within the South East Dorset Green Belt and within an Area of Great Landscape Value where extensions to the dwelling or garage and/or the erection of any buildings in the curtilage would be likely to have an adverse impact upon the visual amenities of the countryside.

- 5 Both in the first instance and upon all subsequent occasions the garage shall be used solely for the accommodation of private vehicles belonging to the occupiers of the property to which it is shown to be related by the terms of the application and the deposited plans. At no time shall the garage be used for industrial, trade, or business activity of any description whatsoever. Further, and notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995, the garage shall be retained for this purpose and shall not be converted to any other domestic accommodation without express planning permission first being obtained.

Reason: The building is inappropriate for use other than as a private garage by reason of its relationship to the parent premises and the need to retain parking provision in accordance with the Council policy.

- 6 Before the development is commenced, proposals for the landscaping of the site, to include provision for the retention and protection of existing trees and shrubs, if any, thereon, together with any means of enclosure proposed or existing within or along the curtilage of the site shall be submitted to and approved by the District Planning Authority by means of a large scale plan and a written brief. All proposed and existing trees and shrubs shall be correctly described and their positions accurately shown. Upon approval such new planting shall be carried out during the planting season October/March inclusive, in accordance with the appropriate British Standards for ground preparation, staking, etc., in BS5837:2012 immediately following commencement of the development. The landscaping shall thereafter be maintained for five years during which time any specimens which are damaged, dead or dying shall be replaced and hence the whole scheme shall thereafter be retained.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and the locality

- 7 Both in the first instance and upon all subsequent occasions the first floor over the garage shall be used only for storage purposes and not for any other use whatsoever.

Reason: To safeguard the amenity of the area and in order for the proposal to comply with saved policy GB3 of the development plan and to national planning policy relating to Green Belt as set out in the National Planning Policy Framework

- 8 The development shall be carried out strictly in accordance with the terms of the approved Biodiversity Mitigation Plan signed and dated 20 November 2013. Reason: In order to meet the terms of The Conservation and Habitats Species Regulations 2010, for the purpose of conserving biodiversity.

9. Notwithstanding the foul drainage proposal indicated on the approved drawing and on the application form as a septic tank, the applicant shall

remove the existing septic tank and shall install a package treatment plant prior to the first occupation of the replacement dwelling which shall be thereafter maintained and retained.

Reason: In the interests of groundwater protection and public health and to comply with the requirements of Circular 03/99 concerning Non- Mains Sewerage.

Informatives:

- 1 The applicant is advised that bats are protected in the UK by Schedule 5 of the Wildlife and Countryside Act 1981 and Part 3 of the Conservation of Natural Habitats and Species Regulations 2010 and they are also protected by European and International Law. Work should proceed with caution and if any bats are found, all work should cease, the area in which the bats have been found should be made secure and advice sought from Natural England (tel: 0300 060 2514).

- 2 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 works with applicants/agents in a positive and proactive manner by; offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In arriving at a decision to APPROVE the application:
 - the applicant/agent was updated of any issues after the initial site visit,
 - the applicant was provided with pre-application advice,
 - The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted.

- 3 In reaching this decision regard was had to paragraphs 87, 88 and 89 of the NPPF.

Policy Considerations and Reasons

In reaching this decision the policies in the Development Plan for the area, which currently comprises the Christchurch and East Dorset Local Plan, Part 1 - Core Strategy 2014 were taken into account. Saved policies within the East Dorset Local Plan 2002, were also taken into account. These include specifically the following policies: GB3, KS3, HE2, PC4, HE3

3. IMPLICATIONS

Corporate Plan & Council Objectives

- 3.1. To ensure East Dorset's natural and built environment is well managed.

Legal

- 3.2. The Council is the Local Planning Authority and has delegated to the Planning Committee the responsibility for determining planning applications in accordance with the provisions of the Local Plan, statutory and non-statutory guidance in the form of legislation and Planning Policy Statements.

Environmental

- 3.3. Any issues are contained within the body of this report.

Financial and Risk

- 3.4. The risk implications relate to the potential for judicial review or maladministration if the applications being reported have not been considered properly in a procedural sense or there is a substantial flaw in the consideration.

Equalities

- 3.5. Planning application determination requires a positive and questioning approach by the decision maker to equality matters. Where a particular issue requires a focused consideration there will be a reference in the particular report

Background Papers: Planning application files relating to the above applications.