

## 1. Application Details

Reference: [WD/D/20/001203](#)

Site Location: Land Adjacent Piddlehinton Enterprise Park, Church Hill, Piddlehinton

Proposal: Create a temporary gypsy and traveller transit site for 3 years for 25 caravans to start 1st April 2020 and end 31st August 2023 inclusive for five months a year

Applicant: Dorset Council

Case Officer: Huw Williams

Ward Members: Councillor Jill Haynes

The application is by Dorset Council and, in part, relates to land owned by Dorset Council. The application is reported to Committee in accordance with Dorset Council's Constitution.

The application, the plans and further information about the application may be inspected via the application webpages accessible by entering the application reference at <https://planning.dorsetcouncil.gov.uk/disclaimer.aspx?returnURL=%2f>.

## 2. Recommendation

2.1 Grant planning permission subject to the conditions set out in paragraph 13.1 below.

## 3. Reason for Recommendation

3.1 The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations made about the application and other material planning considerations set out in this report.

3.2 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

3.3 The development plan includes the Made Piddle Valley Neighbourhood Plan 2018-2038 ('the Made Neighbourhood Plan') and the adopted West Dorset, Weymouth and Portland Local Plan 2015 ('the Adopted Local Plan').

3.4 The application site is not subject to any development plan land use allocation or any site specific policies or proposals but is located:

- (i) within the countryside i.e. outside of the defined development boundaries;
- (ii) within the Poole Harbour Nutrient Catchment Area; and
- (iii) adjacent to the Piddlehinton Enterprise Park Key Employment Site.

3.5 The application proposal is for the temporary and seasonal use of land as a gypsy and traveller transit caravan site to meet a recognised identified need for transit

pitches in Dorset. The proposed development is considered to be in general accordance with the development plan and it is considered that there are no material considerations warranting determination of the application other than in accordance with the development plan.

#### 4. Table of Key Planning Issues

Principal of development	There is no in-principle land use objection to the proposed development. Policy SUS2 of the Adopted Local Plan allows for the development of sites for for gypsies, travellers and travelling showpeople outside of the defined development boundaries; the application site is neither allocated nor statutorily protected for other purposes; and planning permission is sought to address a recognised need and for a temporary period only.
Flood risk and climate change	The application proposal is in accordance with Policy ENV5 of the Adopted Local Plan and matters identified in Policy 5 of the Made Neighbourhood Plan have been addressed adequately.
Impact on biodiversity	Subject to the imposition of recommended conditions, the application proposal is considered to be in accordance with both statutory and policy requirements for the protection and enhancement of biodiversity resources.
Impact on landscape character and visual amenity	The proposed development can be accommodated on the Application Site without significant harm to either landscape character or visual amenity and in accordance with Policies ENV1 and ENV10 of the Adopted Local Plan and Policy 12 of the Made Neighbourhood Plan.
Equalities and Human Rights	The proposed development would promote fair and equal treatment, help reduce discrimination and victimisation; advance equality of opportunity; and foster good relations. The proposed development should not impact on the right to live anyone's personal life without unjustified interference nor unreasonably deprive any person of either their right to the peaceful enjoyment of their possessions or of their right to their possessions.

## **5. The Application Site**

- 5.1 The planning application site encompasses approximately 2.2 hectares of rough pastureland (hereafter referred to as 'the Application Site') together with a roadway access route from the B3143. The Application Site historically formed part of the Piddlehinton Army Camp and also has a history of seasonal use as a transit caravan site for gypsies and travellers.
- 5.2 The village of Piddlehinton is located approximately 1,100 metres to the northwest of the Application Site and the larger village of Puddletown approximately 3.5 km to the southeast.
- 5.3 The Piddlehinton Enterprise Park is a mixed-business and industrial area situated to the south and west of the Application Site. The Royal School of Signals army training camp is situated to the north of the Application Site and open countryside to the east.
- 5.4 The access roadway runs alongside the western boundary of the Application Site and additionally serves parts of the Enterprise Park, the training camp and Puddletown Rugby Club.
- 5.5 The outer boundaries of the Application Site are defined by post and wire fencing, broken hedging and occasional trees. Internally, the site is divided by a post and wire fence and includes areas of semi-improved calcareous grassland interspersed with patches of scrub and bramble scrub. Scattered trees are present in the east of the site. Also present are areas of level consolidated ground where former army camp buildings previously stood.
- 5.6 Vehicular and pedestrian access to the Application Site is by means a field gate in the northern boundary. Inside the gateway is a short length (approximately 20 metres) of consolidated ground formed as trackway.
- 5.7 There is a permanent gypsy and traveller site located to the west of the Enterprise Park approximately 160 metres from the Application Site.
- 5.8 Wessex Water's Piddlehinton Sewage Treatment Works is located on the opposite (western) side of the B3143 approximately 210 metres from the Application Site.
- 5.9 Public footpaths are present in the countryside to the east and north of the Application Site.

## **6. Relevant Planning History**

- 6.1 Between January 2012 and June 2016 Dorset County Council granted four time-limited planning permissions authorising the use of the Application Site as a transit caravan site for gypsies and travellers.
- 6.2 The first two permissions (1/D/2012/000150 and 1/D/12/000593) covered the nine week period spanning the duration of the 2012 London Olympic and Paralympic Games.

- 6.3 Planning permission WD/D/14/000368 granted on 5<sup>th</sup> June 2014 subsequently authorised use of the Application Site as a temporary transit for six month periods (March to August inclusive) starting 1<sup>st</sup> March 2014 and ending 31<sup>st</sup> August 2016.
- 6.4 Planning permission WD/D/16/001217 was granted on 1<sup>st</sup> August 2016 for the:  
“Variation of condition 2 of planning permission WD/D/14/000368 to allow for the continued use of the temporary transit site for up to a further three years, to end 31 August 2019, for six months a year.”
- 6.5 Condition 3 of planning permission WD/D/14/000368 provided that:  
“The use of the site shall be as a transit site only, for use between 1st March and 31st August each year and the number of pitches shall not exceed 25.”
- 6.6 Condition 5 of the permission required that:  
“Prior to development commencing a scheme to control the use of the site shall be submitted to, and approved in writing by the County Planning Authority and the site shall be operated in accordance with the scheme as approved.”
- 6.7 The reason for imposing this condition was stated to be:  
“In the interests of the character and appearance of the area having regard to Policy HS9 of the West Dorset District Local Plan.”
- 6.8 Condition 7 of planning permission WD/D/14/000368 provided that:  
“Whilst the site is operational there shall be a site warden present at all times.”
- 6.9 The reason for imposing this condition was stated to be:  
“In the interests of residents amenity and in accordance with Policies HS9 and A6 of the West Dorset Local Plan.”
- 6.10 Conditions of planning permission WD/D/16/001217 similarly restricted the nature, the duration and the intensity of the authorised use. Condition 5 of the permission required that:  
“Prior to 1 March 2017 a scheme to control the use of the site shall be submitted to and approved in writing by the County Planning Authority and the site shall be operated in accordance with the submitted Scheme.”
- 6.11 The reason for imposing this condition was stated to be:  
“In the interests of the character and appearance of the area having regard to Paragraph 22 of the National Planning Policy Framework and Policies INT1 and SUS2 of the West Dorset and Weymouth and Portland Local Plan.”

## 7. The Proposed Development

7.1 Planning permission is sought for the temporary use of the Application Site as a gypsy and traveller transit site for 3 years for 25 caravans to start 1<sup>st</sup> April 2020 and end 31<sup>st</sup> August 2023 inclusive for five months a year.

7.2 In addition to the requisite application form, ownership certificate and fee, the application includes:

- (i) a Site Location Plan dated 30/04/2020 identify the extent of the planning application site (edged red) and a site plan dated 23/10/2019 titled 'Piddlehinton Transit Site' identifying the extent of the Application Site (also edged red);
- (ii) a supporting Planning Statement that addresses key planning considerations including the need for a transit caravan site and which incorporates an Ecological Appraisal and an accompanying Biodiversity Plan prepared in accordance with the Dorset Biodiversity Appraisal Protocol; and
- (iii) a Flood Risk Assessment.

7.3 The Planning Statement notes that:

"The council is not proposing any operational development (i.e. any hardstandings or new access ways) within the site. Nor is it proposing to remove any existing vegetation or trees. It anticipates that caravans and vehicles will be positioned between existing vegetation for short periods of time whilst the site is being used. For the purposes of this planning application a 'transit' caravan site is a site used for temporary periods by Gypsies, Travellers and Travelling Showpeople."

7.4 It is further explained that the application seeks to address an identified need for transit pitches for an interim period pending preparation of the Dorset Council Local Plan.

7.5 Under the heading 'Amenity of neighbouring residents and uses on the Enterprise Park, the Planning Statement notes:

"19 It is anticipated that the site would be used as part of the council's strategy for meeting the accommodation needs of travellers on a temporary basis – in particular in those instances where the Police use their powers around unauthorised encampments<sup>5</sup>. The existing temporary permissions, and the council's records of security costs, demonstrate that the transit site will be used for short periods when required. The pattern of use to date does not indicate that the site will be used on a continuous basis. For these reasons planning permission is being sought for use of the site between 1<sup>st</sup> April and 31<sup>st</sup> August inclusive. When not being used for this purpose the site will revert back to an agricultural use.

20 The council will retain ownership and control of the site. The Gypsy and Traveller Liaison Officer will have overall responsibility for managing the transit site (conditions applied to earlier planning permissions have required the management plans to be agreed and

the council has paid for security guards as part of this management). This provides the opportunity to resolve any amenity issues that might arise between the use of the transit site and those existing uses on the Enterprise Park.

- 21 The site is not closely related to dwellings. After considering the position of the site, and the limited nature of the use, provided the site is managed appropriately it is not considered that the proposed development will adversely affect the amenity of any nearby uses.”

7.6 Footnote 5 of the Statement explains that:

“Section 61 of the Criminal Justice and Public Order Act 1994 gives the Police power to direct people to leave land and removed their vehicles where: the Police have taken reasonable steps to ask trespassers, who are present with the purpose of living on the land, to leave the land, and where the persons have i) caused damage/used threatening, abusive or insulting words or behaviour to the occupier, their family or employee or agent, or ii) those persons have between them six or more vehicles on the land.”

7.7 The Biodiversity Plan identifies various mitigation and enhancement measures including site management, the division of the southern field into two areas to allow for rotational grazing and new hedgerow planting along the western site boundary. Additional measures are proposed to mitigate against potential harm to the Poole Harbour Special Protection Area and Ramsar.

## **8. Designated Assets**

- 8.1 The Application Site is not located within a statutorily designated landscape or nature conservation area and there are no designated heritage assets either on or in the immediate vicinity of the application site.
- 8.2 The nearest designated assets are grade II listed buildings located at Muston Manor comprising Muston Manor, Walling, Dovecote and mounting block (List Entry 1118827); Granary (List Entry 1324149) and further Walling (List Entry 1152640); and scheduled monuments (the medieval settlements of Little Piddle and Northe Louvard, List Entries 1019410 and 1019411) all located the west of the B3143 and all more than 250 metres from the Application Site.
- 8.3 It is considered that the proposed development would not impact on the heritage significance of these or any other more distant heritage assets.
- 8.4 Poole Harbour is designated a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar for its nature conservation importance. Nutrient enrichment arising from development within the harbour catchment could have adverse effects on site integrity such that mitigation measures are necessary to prevent adverse effects.
- 8.5 The Dorset Area of Outstanding Natural Beauty (the Dorset AONB) is located approximately 1 km from the Application Site.

8.6 Having regard to the distance to the designated area, the nature of the proposed use, the Application Site's relationship with existing development and to the presence of other intermitting features including trees and hedgerows, it is considered that the proposed development would cause no material harm to the character, special qualities or natural beauty of the Dorset AONB.

## 9. Policy Framework

9.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that in dealing with an application for planning permission the authority shall have regard to:

- (a) the provisions of the development plan, so far as material to the application,
- (b) a post-examination draft neighbourhood development plan, so far as material to the application,
- (c) any local finance considerations, so far as material to the application, and
- (d) any other material consideration.

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) provides that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.

### The Development Plan

9.3 The Development Plan includes the made Piddle Valley Neighbourhood Plan 2018-2038 ('the Made Neighbourhood Plan') and the adopted West Dorset, Weymouth and Portland Local Plan 2015 ('the Adopted Local Plan').

9.4 The Policies Map of the Adopted Local Plan shows the application site to be located:

- (i) within the countryside i.e. outside of the defined development boundaries;
- (ii) within the Poole Harbour Nutrient Catchment Area; and
- (iii) adjacent to the Piddlehinton Enterprise Park Key Employment Site.

9.5 The Made Neighbourhood Plan similarly shows the application site as not being subject to any land use allocation or site specific policies or proposals but located adjacent to the Enterprise Park.

9.6 Having regard to the location and nature of the proposed development, the most relevant policies of the Adopted Local Plan are:

- INT1 – Presumption in Favour of Sustainable Development;
- SUS2 – Distribution of Development;
- ENV1 – Landscape, Seascape and Sites of Geological Interest;
- ENV2 – Wildlife and Habitats;
- ENV5 – Flood Risk;
- ENV10 – The Landscape and Townscape Setting;
- COM7 – Creating a Safe and Efficient Transport Network; and
- COM9 – Parking Standards in New Development.

9.7 The most relevant policies of the Made Neighbourhood Plan are:

- Policy 3 – Improving wildlife areas;
- Policy 5 – Reducing Flood Risk and Sewage Inundation;

- Policy 6 – Road safety concerns;
- Policy 7 – Development outside the development boundaries;
- Policy 12 – The character and design of new development; and
- Policy 13 – External lighting.

#### Post-examination Draft Neighbourhood Development Plan

- 9.8 There is no post-examination draft neighbourhood development plan that is material to the determination of the subject application.

#### Local Finance Considerations

- 9.9 For the purposes of section 70(2) “local finance consideration” means:
- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
  - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.
- 9.10 Defined as such, there are no local finance considerations that are material to the determination of the application.

#### Other Material Considerations

- 9.11 The term “other material considerations” is broad in scope, a material consideration being any matter which is relevant to making the planning decision in question. With respect to planning policy, the term encompasses national planning policy and guidance; supplementary planning documents and guidance; and emerging planning policy.

#### *National Planning Policy*

- 9.12 Government planning policy set out in the National Planning Policy Framework (‘the NPPF’) and associated Planning Practice Guidance (‘PPG’) is material to the determination of all applications for planning permission in England. National *Planning policy for traveller sites* (‘the PPTS’) was issued in August 2015 and should be read in conjunction with the NPPF (NPPF, paragraph 4).
- 9.13 The NPPF provides that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7) and that achieving sustainable development means that the planning system has three overarching objectives – economic, social and environmental – which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives (paragraph 8).
- 9.14 The NPPF further sets out policy on a range of relevant matters including:
- Decision making – paragraphs 38-58;
  - Delivering a sufficient supply of homes – paragraphs 59-79;
  - Promoting healthy and safe communities – paragraphs 91-101;
  - Promoting sustainable transport – paragraphs 102-111;
  - Making effective use of land – paragraphs 117-123;
  - Achieving well-designed places – paragraphs 124-132;



- Meeting the challenge of climate change, flooding and coastal change – paragraphs 148-169;
- Conserving and enhancing the natural environment – paragraphs 170-183;.

9.15 Paragraph 3 of the PPTS indicates that the overarching aim of the policy is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. More detailed aims for traveller sites are identified in paragraph 4 of the PPTS as:

- “a) that local planning authorities should make their own assessment of need for the purposes of planning
- b) to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
- c) to encourage local planning authorities to plan for sites over a reasonable timescale
- d) that plan-making and decision-taking should protect Green Belt from inappropriate development
- e) to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites
- f) that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective
- g) for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies
- h) to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- i) to reduce tensions between settled and traveller communities in plan-making and planning decisions
- j) to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- k) for local planning authorities to have due regard to the protection of local amenity and local environment.”

9.16 Annex 1 of the PPTS provides a glossary which notes that, for the purposes of the policy, “gypsies and travellers” means:

“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”

9.17 It is further stated that:

“In determining whether persons are “gypsies and travellers” for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) whether they previously led a nomadic habit of life
- b) the reasons for ceasing their nomadic habit of life
- c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.”

9.18 The Mobile Homes Act 1983 (as amended) provides a similar but more restricted definition stating that “gypsies and travellers” means persons of nomadic habit of life, whatever their race or origin, but does not include members of an organised group of travelling showpeople, or persons engaged in travelling circuses, travelling together as such,

9.19 The PPTS distinguishes between “pitches” for gypsies and travellers and “plots” for travelling show people, the differentiation being between residential pitches for gypsies and travellers and mixed-use plots for travelling showpeople, the latter potentially needing space for the storage of equipment.

9.20 A further distinction is drawn between permanent and transit site accommodation needs. Definitions are not provided, but the Mobile Homes Act 1983 (as amended) defines “transit pitch” to mean:

“... a pitch on which a person is entitled to station a mobile home ... for a fixed period of up to 3 months”

and “permanent pitch” to mean:

“a pitch which is not a transit pitch.”

9.21 Paragraph 28 of the PPTS comments that planning objections to particular proposals may be overcome by various means including the use of planning conditions or planning obligations limiting the maximum number of days for which caravans might be permitted to stay on a transit site (PPTS, paragraph 28).

9.22 Amongst other matters, the PPTS further addresses:

- (i) Using evidence to plan positively and manage development (Policy A);
- (ii) Planning for traveller sites (Policy B);
- (iii) Sites in rural areas and the open countryside (Policy C); and
- (iv) Determining applications for traveller sites (Policy H).

#### Supplementary Planning Policy and Guidance

9.23 The Application Site is located within the Poole Harbour Catchment Area. The Nitrogen Reduction in Poole Harbour Supplementary Planning Document (April 2017) outlines a strategic approach for mitigating adverse effects arising from residential development within the catchment area and is material.

#### Emerging Planning Policy

9.24 The Dorset Council Local Plan Consultation January 2021 is ongoing.

9.25 Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- “a) the stage of preparation of the emerging plan (the more advanced its

- preparation, the greater the weight that may be given)
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
  - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

9.26 Being at a very early stage of preparation, the Consultation Draft Local Plan should be accorded very limited weight in decision making. However, the draft plan addresses both the need for and the provision of gypsy and traveller sites in Dorset, identifying the Application Site for potential allocation for 25 transit pitches on a seasonal basis from 1st April to 31st August inclusive each year, the most relevant draft policies being:

- Draft Policy HOUS10: The Requirement for Traveller Sites
- Draft Policy HOUS12: Gypsy, Travellers and Travelling Showpeople site allocations

## **10. Consultation Response**

### **10.1 Dorset Council Ward Member**

No response received.

### **10.2 Piddle Valley Parish Council**

Responded indicating Council would accept proposal if conditions in the 2014 Management Plan as stated in the Design and Access statement at that time are applied. Comment that CCTV camera at the entrance to camp is not currently working. Request that camera is fixed or replaced and is working at all times as a condition of acceptance. Also request that security should be required permanently when there are a minimum of 2 transits on site.

### **10.3 Dorset Council Transport Development Liaison Engineer**

Responded advising that the Highway Authority has no objection. Noted that the Enterprise Park access road is private and not public highway.

### **10.4 Wessex Water**

Responded indicating no objection and noting:

- (1) Understanding that portaloos will be used for foul sewage disposal - planning authority will need to be satisfied with private arrangements.
- (2) There are no recorded public sewers or water mains within the red line development site.
- (3) Proposed site is within close proximity to Piddlehinton Sewage Treatment Works site. Site is at low risk of causing nuisances such as odours and the site will be accessed by operational vehicles to maintain the site for the community.

10.5 Dorset Council Environmental Health Officer

Responded offering no comment.

10.6 Dorset Council Technical Services

Responded indicating no objection.

10.7 Dorset Council Waste Services – (Operations and Commercial Services Officer)

Responded noting understanding that skips will be provided on site for waste disposal such that there is no need for Dorset Waste Services to conduct collections from the site. Recommends that skips used should be closed skips to reduce incidents of littering.

10.8 Dorset Police Crime Prevention Design Adviser

Responded noting understanding that CCTV camera on entry point to camp is not working and that it was only a condition of planning for one year. Requests that this be amended as soon as possible and that a condition of the extension is that CCTV is operational at all times.

Further noted understanding that security is only required on site when there are five or more units. Requests that this be amended and that security is a permanent fixture on site or at least when there are two or more units on site.

10.9 Dorset Council Spatial Policy and Implementation

No response received.

**11. Other Representations**

11.1 The application was advertised by site notice displayed on 27<sup>th</sup> August 2020. Three further representations have been received variously objecting to the proposed development on the grounds that:

- (i) the site management plan should have been made available as part of the planning application for review & comment;
- (ii) application is based on there being no provision for any running water, power, hard standing areas for the caravans, or adequate lighting for the site;
- (iii) if correct facilities are not put in place, the proposed use could have a detrimental effect for owners and tenants of Enterprise Park;
- (iv) during wet periods, the grassed area will deteriorate with vehicle movements, and cause uncontrollable water runoff onto the service road, which in turn will cause silt deposits to be discharged into the Enterprise Park surface water system;
- (v) lack of information regarding how general waste and how the effluent from their chemical toilets will be disposed of safely; and
- (vi) CCTV camera at entrance to Enterprise Park is not working, and/or further commenting or questioning:
  - (1) data recorded by CCTV cameras should be made available on request to business owners and occupiers to assist in investigation of crimes;
  - (2) previously agreed that there would be security provided; and

(3) will council pay business' increased insurance premium?.

## 12. Appraisal

12.1 The main issues in the determination of the application relate to:

- (i) the acceptability in principle of the proposed development taking account of the need for transit pitches for gypsies and travellers;
- (ii) flood risk and climate change;
- (iii) impact on the character and appearance of the locality;
- (iv) impact on biodiversity;
- (v) whether a condition requiring a site management plan is necessary; and
- (vi) equalities and human rights.

### Principle of Development

12.2 Paragraph 38 of the NPPF addresses decision making and provides that local planning authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available and working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area, and that decision-makers at every level should seek to approve applications for sustainable development where possible. Paragraph 13 of the PPTS provides that local planning authorities should ensure that traveller sites are sustainable economically, socially and environmentally.

12.3 Paragraph 59 of the NPPF is clear that:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”

12.4 Paragraph 61 of the NPPF states that:

“... the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”

12.5 The Adopted Local Plan notes that local authorities in Dorset are working together to produce a joint Gypsy and Traveller Development Plan Document which will identify sites throughout Dorset to meet the needs of these groups (paragraph 5.6.1) and that in determining applications for gypsy and traveller accommodation issues of adequate levels of privacy and residential amenity for the occupiers, impact on the amenities of adjacent occupiers, and any detrimental impact upon the natural environment will be taken into account under the relevant policies. It is further stated that until such a time as the Gypsy and Traveller DPD is finalised, decisions on

gypsy and traveller sites will be determined in accordance with national policy and with reference to policies INT1 and SUS2 (paragraph 5.6.3).

- 12.6 Policy INT1 of the Adopted Local Plan provides that there will be a presumption in favour of sustainable development that will improve the economic, social and environmental conditions in the area and hence is not concerned with the acceptability in principle of development. However, policy SUS2 of the Adopted Local Plan addresses the distribution of development in the plan area and states that outside of the defined development boundaries, development is to be strictly controlled having particular regard to the need for the protection of the countryside and environmental constraints, with development to be restricted to specified forms of development identified to include sites for gypsies, travellers and travelling showpeople.
- 12.7 The use of the Application Site is not constrained by any site-specific policies or constraints such that its use as a site for gypsies travellers and travelling showpeople may be regarded as acceptable under policy SUS2.
- 12.8 The Made Neighbourhood Plan does not address directly the adequacy of existing provision for gypsies and travellers within the plan area but notes that the Adopted Local Plan provides a very clear approach to the control of development through the use of defined development boundaries.
- 12.9 Policy 7 of the Made Neighbourhood Plan addresses development outside the defined development boundaries, stating that new homes will only be supported in specified circumstances. No mention is made of the provision of sites for gypsies and travellers but when the Neighbourhood Plan was Made, use of the Application Site as a seasonal transit site was authorised by planning permission WD/D/16/001217. The *Bournemouth, Christchurch, East Dorset, North Dorset, Poole, Purbeck, West Dorset and Weymouth & Portland Gypsy, Traveller and Travelling Showpeople Accommodation Assessment* report of October 2017 had also noted the seasonal provision at Piddlehinton and recommended that no further provision was necessary (paragraph 1.56).
- 12.10 Since the Neighbourhood Plan was made, work on the production of the Gypsy and Traveller DPD has been abandoned, with provision for gypsy and traveller sites now being addressed through the emerging Dorset Council Local Plan.
- 12.11 Paragraph 4.11.7 of the Consultation Draft Local Plan comments that:
- “Monitoring suggests that the transit site identified in the accommodation assessment (i.e. Piddlehinton Camp with a capacity for 25 pitches) is regularly used but that the demand for transit pitches is seasonal and does not exceed the supply. Based on this, the council does not consider that further transit pitches need to be provided in the Dorset Council area.”
- 12.12 It should be noted that paragraph 4.11.7 of the Consultation Draft Local Plan fails to recognise that planning permission for the use of the Application Site as a transit site expired in August 2019 and that the current application was pending consideration.

12.13 Draft Policy HOUS12 of the Consultation Draft Plan identifies the Application Site for potential allocation for 25 transit pitches on a seasonal basis from 1st April to 31st August inclusive each year, with the draft policy further indicating that planning applications for such use will be permitted provided that:

- any impact resulting from the proposal on the character and value of the landscape or the settlements adjacent to the site can be avoided or adequately mitigated; and
- provision is made for safe vehicular and pedestrian access into the site along with adequate on-site parking, turning and storage of associated equipment and vehicles connected with the use of the site; and
- the layout and design of the site ensures appropriate levels of privacy and amenity for the occupiers of the proposed caravans and neighbouring uses; and
- the use can be appropriately managed in accordance with a detailed management plan.

12.14 Being at a very early stage of preparation, the Consultation Draft Local Plan should be accorded very limited weight in decision making, but it is material to note that there are currently no other local authority transit sites permitted to operate in Dorset between 01 April and 31 August and no other live proposals or proposed site allocations aimed at fully addressing the identified need for transit pitches. In this regard, paragraph 27 of the PPTS provides that:

“If a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites, this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission<sup>9</sup>. ...”

12.15 Significant weight should therefore be given to the contribution that the proposed development would make to meeting identified need. The issues listed in Draft Policy HOUS12 are also important considerations in the determination of the subject application and are therefore each addressed within this appraisal.

12.16 Further pertinent policy is set out in the PPTS which also provides that:

“25. Local planning authorities should very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community, and avoid placing an undue pressure on the local infrastructure.

26. When considering applications, local planning authorities should attach weight to the following matters:

- a) effective use of previously developed (brownfield), untidy or derelict land
- b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness

- c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children
- d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community

12.17 Previous use of the Application Site as a gypsy and traveller transit site has not:

- (i) dominated the nearest settled communities;
- (ii) placed any undue pressures on local infrastructure; nor
- (iii) seemingly resulted in any unacceptable environmental impact.

12.18 Reported monitoring data indicates that when the site has been operational it has been in regular use. Satisfactory means of accessing the Application Site from the public highway network are available and there is sufficient space within the Application Site that vehicular and non-vehicular movement can be accommodated without the provision of additional site infrastructure and without the removal of any existing fencing, trees or other features.

12.19 The size and nature of the Application Site is also such that it is readily capable of accommodating 25 caravans in a manner that provides site occupiers with adequate levels of privacy and sufficient space for parking and informal recreation. Amenity provision within the site is rather basic but considered adequate for site's intended purpose.

12.20 Some nearby uses within the Piddlehinton Enterprise Park have the potential to give rise to levels of activity and emissions that could impact on the amenities of those staying at the site, but it is considered that sufficient space is available within the site that complaints regarding environmental conditions are unlikely.

12.21 The government's Planning Practice Guidance is clear that circumstances where a temporary permission may be appropriate include where a trial run is needed in order to assess the effect of the development on the area or where it is expected that the planning circumstances will change in a particular way at the end of that period (NPPG, Ref ID: 21a-014-20140306). The guidance further notes that:

- (iv) it will rarely be justifiable to grant a second temporary permission except in cases where changing circumstances provide a clear rationale; and
- (v) that there is no presumption that a temporary grant of planning permission will then be granted permanently.

12.22 Footnote 9 of the PPTS similarly provides notes that there is no presumption that a temporary grant of planning permission should be granted permanently. The Dorset Council Local Plan will address the period 2021 to 20238 and is expected to be adopted in the spring of 2023. The development plan context of the Application Site is therefore expected to change by August 2023 such that a further temporary permission would be appropriate and neither premature nor prejudicial to the ongoing Local Plan process.

12.23 Accordingly, on the basis:

- (i) that there is a recognised, unmet need for seasonal transit pitches in Dorset;



- (ii) that Policy SUS2 of the Adopted Local Plan allows for the development of sites for for gypsies, travellers and travelling showpeople outside of the defined development boundaries;
  - (iii) that the Application Site is neither allocated nor statutorily protected for other purposes;
  - (iv) that the site is deemed suitable for the proposed use; and
  - (v) that planning permission is sought for a temporary period only,
- I am satisfied that there is no in-principle land use objection to the proposed development.

### Flood Risk and Climate Change

- 12.24 Paragraph 150 of the NPPF states that new development should be planned for in ways that:
- (i) avoid increased vulnerability to the range of impacts arising from climate change; and
  - (ii) can help to reduce greenhouse gas emissions.
- 12.25 Policy ENV5 of the Adopted Local Plan provides that new development should be planned to avoid risk of flooding where possible and that the risk of flooding will be minimised by:
- (i) steering development towards the areas of lowest risk and avoiding inappropriate development in the higher flood risk zones;
  - (ii) ensuring development will not generate flooding through surface water runoff and/or exacerbate flooding elsewhere.
- 12.26 Policy 5 of the Made Neighbourhood Plan provides that until such time that a groundwater management strategy has been agreed for the Valley, the appropriate level of mitigation will need to be demonstrated through an independent drainage plan for that site prepared by a suitably qualified drainage expert. It is further stated that any flood risk assessment or drainage plan, where required, should clearly assess the opportunities to reduce the causes and impacts of flooding below current levels, including:
- improvements to ground / soil permeability,
  - increased floodwater storage,
  - improvements to the sewerage network,
  - alleviating run-off from hills, and
  - incorporating higher levels of water efficiency and where these are feasible, viable and appropriate, these opportunities should be taken.
- 12.27 The application submission does not address the reduction of greenhouse gases but includes a detailed Flood Risk Assessment which concludes that:
- the proposed site is at no risk of fluvial or pluvial flooding;
  - the existing site and neighbouring properties have never flooded;
  - the proposed site use will not increase the risk of flooding on or off site and there will be no loss of floodplain as a result of the this use;
  - there is a means of escape from the site; and
  - no new surface water drainage is proposed for the site.

12.28 Having regard to the content and findings of the submitted Flood Risk Assessment, I am satisfied that the application proposal is in accordance with the Policy ENV5 of the Adopted Local Plan and that the matters identified in Policy 5 of the Made Neighbourhood Plan have been addressed adequately.

#### Impact on Biodiversity

12.29 Amongst other matters, Policy ENV2 of the Adopted Local Plan provides that:

- (i) development that is likely to have an adverse effect upon the integrity of the Poole Harbour will only be permitted where there is provision to avoid, or secure effective mitigation of, the potential adverse effects;
- (ii) proposals that conserve or enhance biodiversity should be supported; and
- (iii) opportunities to incorporate and enhance biodiversity in and around developments will be encouraged.

12.30 Policy 3 of the Made Neighbourhood Plan provides that development proposals should protect, and where appropriate enhance, the biodiversity of the countryside and further states that the provision of wildlife corridors and buffer areas to protect habitats, and the provision of new biodiversity features will be supported.

12.31 A project level appropriate assessment has been undertaken in relation to the potential for the proposed development to impact on the integrity of the Poole Harbour Special Protection Area (SPA) and Ramsar, the conclusion being that, subject to mitigation in accordance with Nitrogen Reduction in Poole Harbour Supplementary Planning Document, there will be no adverse effect on the designated sites.

12.32 The potential impact of the proposed development on the Application Site and on protected species is considered within the submitted Ecological Appraisal and Biodiversity Plan, with adequate provision made for impact mitigation and enhancement measures such that the proposed development is expected to achieve a net gain.

12.33 Implementation of mitigation in accordance with Nitrogen Reduction in Poole Harbour Supplementary Planning Document and the submitted Biodiversity Plan can be secured by means of planning condition such that the proposed development will be in accordance with both statutory and policy requirements for the protection and enhancement of biodiversity resources.

#### Impact on Character and Appearance of Locality

12.34 Policy ENV1 of the Adopted Local Plan provides that development should be located and designed so that it does not detract from and, where reasonable, enhances the local landscape character and that development that significantly adversely affects the character or visual quality of the local landscape or seascape will not be permitted.

12.35 Policy 10 of the Adopted Local Plan provides that all development proposals should contribute positively to the maintenance and enhancement of local identity and distinctiveness and further provides that development should only be permitted

where it provides sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area.

- 12.36 Policy 12 of the Made Neighbourhood Plan provides that development should have regard to the character of the surrounding area to which it relates and should not significantly change the character, for example through over-intensive development.
- 12.37 Policy 13 of the Made Neighbourhood Plan provides that where planning permission is required for external lighting and the lighting will impact on local landscape character, proposals should seek to demonstrate that the benefits of the external lighting proposed should outweigh any harm arising.
- 12.38 Although the stationing of caravans and associated paraphernalia can sometimes be obtrusive in the landscape, past use of the Application Site has not resulted in any unacceptable harm to the character or appearance of either the site or the surrounding area.
- 12.39 Where apparent, the Application Site is primarily viewed in the context of the adjacent development within the Enterprise Park and/or the Royal School of Signals training ground, a context in which use of the site is not unduly discordant. Use of the Application Site is expected to continue largely as previously, with no permanent buildings provided and the on-site presence of caravans limited to periods in which nearby vegetation is in full leaf.
- 12.40 No external lighting is proposed, but the Biodiversity Plan defines appropriate design parameters and control measures should a decision be taken to install any site lighting. Implementation of the Biodiversity Plan will also involve additional hedgerow planting along the western boundary of the Application Site that will improve the appearance of the site and help to reinforce local landscape character.
- 12.41 Overall, it is therefore considered that the proposed development can be accommodated on the Application Site without significant harm to either the character or the appearance of the local landscape and that the application proposal is in accordance with Policies ENV1 and ENV10 of the Adopted Local Plan and also in accordance with Policy 12 of the Made Neighbourhood Plan.

#### Site Management and Other Matters Raised in Representations

- 12.42 Several representations have been received that refer to previous site management arrangements and/or that request the imposition of conditions relating to site management measures, most particularly requesting warden and/or security presence on site and the provision and use of CCTV cameras within the Enterprise Park.
- 12.43 Representations received provide anecdotal evidence of some anti-social and criminal behaviour associated with the previous use of the Application Site as a transit caravan site. Dorset Police's Crime Prevention Adviser has requested that security is a permanent fixture on site and that CCTV is operational at all times.
- 12.44 Amongst other matters, paragraph 91 of the NPPF provides that planning decisions should aim to achieve healthy, inclusive and safe places which:

- (a) promote social interaction; and
- (b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.

12.45 The government's Planning Practice Guidance (Reference ID: 53-009-20190722) comments that planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides, but further notes that section 17 of the Crime and Disorder Act 1998 (as amended) requires all local authorities to exercise their functions with due regard to the likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder.

12.46 Fear of crime and the perceived likelihood of anti-social behaviour are capable of being material planning considerations and can materially diminish the amenity of an area. However, court rulings indicate that fear of crime is only material where the development or use of land, by its very nature, provides a reasonable basis for concern. Within any sub-group in a society, it is likely that a minority of people will act in an antisocial manner and commit crime. However, the use of land as a caravan site is not a type or form of development that, by its very nature, is likely to cause problems for its neighbours.

12.47 The Planning Statement submitted in support of the application is clear that the intention is that Dorset Council's Gypsy and Traveller Liaison Officer will have overall responsibility for managing the use of the Application Site but also notes that conditions attached to previous planning permissions have required the submission and approval of site management plans. The Planning Statement further indicates that the council has historically paid for security guards as part of the site management and comments that these arrangements have provided an opportunity to resolve any amenity issues.

12.48 The PPTS does not comment in detail on operational management arrangements, but practice history suggests that where gypsy and traveller sites are managed properly, they can be successful, self-financing and sustainable.

12.49 Various conditions were imposed on the previous grants of planning permission including requirements for the submission, approval and implementation of a scheme to control the use site (condition 5 of planning permission WD/D//16/001217 and condition 5 of planning permission WD/D/14/000368). Site Management Plans submitted pursuant to the conditioned requirements have addressed a range of site management matters including:

- (i) warden / site management presence;
- (ii) the provision and maintenance of fencing;
- (iii) the provision of portacabins for use by site management and visitors;
- (iv) the provision of portaloos; and
- (v) waste management arrangements.

12.50 The Site Management Plan submitted pursuant to condition 5 of planning permission WD/D//14/000368 additionally stated:

"provide CCTV with infra-red and number plate recognition functionality at both front and rear entrances to the Enterprise Park to be monitored by the

Site Managers at the transit site and by the Enterprise Park businesses when the transit site is not operational. The CCTV equipment will be maintained by the County Council and be available to Enterprise Park businesses through the year”.

- 12.51 Paragraph 55 of the NPPF is clear that planning conditions should be kept to a minimum and only used where they are:
- necessary;
  - relevant to planning;
  - relevant to the development to be permitted;
  - enforceable;
  - precise; and
  - reasonable in all other respects.
- 12.52 National Practice Guidance states that any proposed condition that fails to meet one of the 6 tests should not be used and that this applies even if the applicant suggests or agrees to it (Reference ID: 21a-005-20190723).
- 12.53 Accordingly, matters that are not relevant to planning and/or are not necessary or reasonable should not be conditioned. Having regard to the statutory context within which the site will be operated, a condition requiring the submission and approval of a Site Management Plan is not necessary.
- 12.54 Conditions are recommended:
- (i) to regulate and restrict the use of the Application Site;
  - (ii) to secure the implementation of proposed biodiversity mitigation and net gain measures; and
  - (iii) to secure the post-development clearance of the Application Site.
- 12.55 In my opinion, no other conditions are necessary.

#### Equalities Duty and Human Rights

- 12.56 Section 149 of the Equalities Act 2010 (as amended) provides that in the exercise of its functions a public authority must have due regard to the need to:
- (i) eliminate discrimination, victimisation and any other conduct that is prohibited by or under the Act;
  - (i) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
  - (ii) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 12.57 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 12.58 Romany Gypsies and Irish Travellers are protected against race discrimination because they are ethnic groups.
- 12.59 Being focussed on addressing a recognised identified need for transit pitches for gypsies and travellers in Dorset, it is considered that the proposed development

provides for fair and equal treatment and should thereby help reduce discrimination and victimisation, advance equality of opportunity and foster good relations.

- 12.60 The Human Rights Act 1998 imposes an obligation on public authorities not to act incompatibly with the European Convention on Human Rights. The articles/protocols of particular relevance are:
- (i) Article 6 - Right to a fair and public hearing;
  - (ii) Article 8 - Right to respect for private and family life; and
  - (iii) The First Protocol, Article 1 - Protection of Property.
- 12.61 Rights under Article 6 and 8 are qualified rights, meaning that interference with them may be justified if deemed necessary in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.
- 12.62 Article 1 of Protocol 1 provides that a person is entitled to the peaceful enjoyment of his possessions and that no-one shall be deprived of his possessions except in the public interest. The term "possessions" may include material possessions, such as property, and also planning permissions and possibly other rights. Any interference with a Convention right must be proportionate to the intended objective, such that any interference should be carefully designed to meet the objective in question and not be arbitrary, unfair or overly severe.
- 12.63 Case law suggests that interference with the human rights noted above will only be considered to engage those Articles and thereby cause a breach of human rights where that interference is significant.
- 12.64 For the reasons set out in this report, I am satisfied that the proposed development should not:
- (i) impact on the right to live anyone's personal life without unjustified interference such that Article 8 would be engaged; nor
  - (ii) unreasonably deprive any person of either their right to the peaceful enjoyment of their possessions or of their right to their possessions.
- 12.65 I am further satisfied:
- (i) that the application has been subject to proper public consultation;
  - (ii) that the public have had an adequate opportunity to make representations in the normal ways; and
  - (iii) that the representations received are addressed in this report.
- 12.66 Having considered the likely impacts of the proposed development, the rights of the applicant, the general interest and the rights of owners and occupiers of other land in the locality, it is considered that any effect on human rights does not outweigh the granting of permission in accordance with adopted and prescribed planning principles.

### Conclusion

- 12.67 For the reasons set out above, subject to the conditions set out in paragraph 13.1 below, it is considered that the application proposal is in general accordance with the

development plan and that there are no material considerations warranting determination of the application other than in accordance with the development plan. Accordingly, planning permission can and should be granted.

### **13. Details for Inclusion in Decision Notice**

#### **13.1 Recommended Planning Conditions**

##### **(1) Time Limit – Commencement of Development**

The development hereby permitted shall be begun no later than 30<sup>th</sup> August 2023.

##### **Reason**

In accordance with the application proposal for the temporary use of land within the application site and in accordance with section 91 of the Town and Country Planning Act 1990 (as amended).

##### **(2) Commencement of Use of the Application Site as a Caravan Site**

The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 as a caravan site shall not commence until arrangements have been made to secure the implementation of a scheme of mitigation for the potential adverse impact of that use on the Poole Harbour Special Protection Area that scheme to have been approved in writing by the local planning authority and having been prepared in accordance with the Nitrogen Reduction in Poole Harbour Supplementary Planning Document (April 2017).

##### **Reason**

To mitigate for the potential for adverse impact on the Poole Harbour Special Protection Area in accordance with the application proposal and having regard to policy ENV2 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policy 3 of the made Piddle Valley Neighbourhood Plan 2018-2038.

##### **(3) Management and Use of Land as a Transit Site for Gypsies and Travellers**

The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 as a caravan site shall be managed as a local authority transit site for occupation by gypsies and travellers only and shall be limited to the period of 01 April to 31 August in each year the site is operational. For the purposes of this permission, the term "gypsies and travellers" shall be taken to mean persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

### Reason

To regulate the use of the site in accordance with the application proposal having regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

#### (4) Maximum number of Caravans

Not more than 25 caravans shall be stationed on the application site at any one time.

### Reason

To regulate the use of the site in accordance with the application proposal and in the interest of amenity and the environment having regard to policies INT1, SUS2, ENV1, ENV2, ENV10, COM7 and COM10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

#### (5) Stationing and Storage of Caravans

No caravan shall be stationed on the application site outside of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 and no part of the application site shall be used for the storage of caravans outside of the period 01 April and 31 August in any year.

### Reason

To regulate the use of the site in accordance with the application proposal and in the interest of amenity and the environment having regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

#### (6) Implementation of Biodiversity Plan

The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 shall be conducted in accordance with the biodiversity mitigation and net gain measures set out within sections D, E and H of the Biodiversity Plan submitted in support of the application and certified by Dorset Council's Natural Environment Team on 04 December 2020. The net gain biodiversity measures set out within section H of the Biodiversity Plan shall be implemented in accordance the certified arrangements within 12 months of the commencement of the use of the site as a caravan site.

### Reason

In the interest of biodiversity and to secure net gain for biodiversity having regard to polices SUS2, ENV1, ENV2 and ENV10 of the adopted Weymouth



and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

(7) Cessation of Use of Land as a Caravan Site

The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 shall cease permanently not later than 31 August 2023.

Reason

To regulate the use of the site in accordance with the application proposal and in the interest of amenity and the environment having regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

(8) Clearance of Site

Within 3 months of the permanent cessation of the use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 as a caravan site, all caravans and any vehicles, chattels, temporary structures, equipment and materials brought onto the land for the purposes of such use shall be removed from the land.

Reason

In the interest of landscape character and visual amenity having regard to regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and to Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

13.2 Informative Notes to be Included on Decision Notice

(1) Statement of Positive Involvement

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Dorset Council as local planning authority takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by:

- (i) updating the applicant of issues as they arose in the processing of the application;
- (ii) discussing possible solutions to material concerns raised; and
- (iii) providing the applicant with the opportunity to address issues of concern with a view to facilitating a recommendation to grant permission.

(2) Further Information

Further information relating to this decision may be viewed online through the application webpages accessible by entering the application details at <https://planning.dorset.gov.uk/public-access/>.

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