



Eastern Area Planning Committee

Date: Wednesday, 3 September 2025
Time: 10.00 am
Venue: The Allendale Centre, Hanham Road, Wimborne, Dorset, BH21 1AS

Members (Quorum: 6)

David Tooke (Chair), Duncan Sowry-House (Vice-Chair), Alex Brenton, Toni Coombs, Beryl Ezzard, Scott Florek, Spencer Flower, Barry Goringe, Hannah Hobbs-Chell, David Morgan, Julie Robinson and Andy Skeats

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic Services
Meeting Contact joshua.kennedy@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda. If you would like to attend this meeting and have any specific requirements please contact the Democratic Services Officer named above.

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Agenda

Item	Pages
1. APOLOGIES	
To receive any apologies for absence	
2. DECLARATIONS OF INTEREST	
To disclose any pecuniary, other registrable or personal interest as set out in the adopted Code of Conduct. In making their decision councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.	
If required, further advice should be sought from the Monitoring Officer in advance of the meeting.	

3. MINUTES 5 - 14

To confirm the minutes of the meeting held on 23 July 2025.

4. REGISTRATION FOR PUBLIC SPEAKING AND STATEMENTS

Members of the public wishing to speak to the Committee on a planning application should notify the Democratic Services Officer listed on the front of this agenda. This must be done no later than two clear working days before the meeting. Please refer to the Guide to Public Speaking at Planning Committee. [Guide to Public Speaking at Planning Committee](#)

The deadline for notifying a request to speak is 8.30am Monday 01 September 2025.

5. P/FUL/2024/04629 - 26 CANFORD BOTTOM, COLEHILL, BH21 2HE 15 - 86

Demolish existing buildings and construct a Class E(a) retail store and associated parking, servicing arrangements and landscaping.

6. 6/2021/0282 - LAND EAST OF WAREHAM ROAD, LYTCHETT MATRAVERS 87 - 130

Residential development of site for 95 dwellings, new vehicular and pedestrian access onto Wareham Road and other associated works including landscaping and open space.

7. 6/2018/0228 - BINNEGAR HALL, BINNEGAR, WAREHAM, BH20 6AT 131 - 162

Redevelopment for 48 Dwellinghouses & Village Hall including access improvements, parking & landscaping.

8. P/FUL/2023/07467 - LAND SOUTH OF A352 (WAREHAM ROAD), BINNEGAR, EAST STOKE PURBECK 163 - 178

Use of land as Suitable Alternative Natural Greenspace (SANG) with associated access, landscaping, infrastructure and alterations to road.

9. URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972

The reason for the urgency shall be recorded in the minutes.

10. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph x of schedule 12 A to the Local Government Act

1972 (as amended). The public and the press will be asked to leave the meeting whilst the item of business is considered.

There are no exempt items scheduled for this meeting.

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EASTERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 23 JULY 2025

Present: Cllrs David Tooke (Chair), Alex Brenton, Beryl Ezzard, Scott Florek, Hannah Hobbs-Chell, David Morgan, Julie Robinson and Andy Skeats

Apologies: Cllrs Duncan Sowry-House, Toni Coombs, Spencer Flower and Barry Goringe

Officers present (for all or part of the meeting):

Elizabeth Adams (Development Management Team Leader), Lara Altree (Senior Lawyer - Regulatory), Victoria Chevis (Planning Officer), Kim Cowell (Development Management Area Manager (East)), Susan Hetherington (Engineer (Development Liaison)), Claire Hicks (Planning Officer), Joshua Kennedy (Democratic Services Officer), Ellie Lee, Emma Macdonald (Planning Officer), Clare Marshall (Engineer (Development Liaison)) and Megan Rochester (Senior Democratic Services Officer),

13. Apologies

Apologies for absence were received from Cllrs Duncan Sowry-House, Toni Coombs, Spencer Flower and Barry Goringe.

14. Declarations of Interest

No declarations of disclosable pecuniary interests were made at the meeting.

15. Minutes

The minutes of the meeting held on 04 June 2025 were confirmed and signed.

16. Registration for public speaking and statements

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

17. P/FUL/2023/02215 - Hinton Mill Farm Hinton Parva Dorset BH21 4JG

The Eastern Area Team Leader, using a visual presentation with plans and aerial photographs, identified the site and outlined the proposal and relevant planning policies. It was noted that the site fell outside of the Settlement Boundary and within the Cranbourne Chase National Landscape and that such a development

wouldn't normally be permitted in an isolated rural location, however the reuse of derelict buildings was an exception to this policy outlined in the NPPF.

Members were shown the existing site plan and the buildings set to be refurbished were highlighted. The proposed plans were shown and members were provided with indicative visualisations of the appearance of the completed development and the scale and design of the proposed dwellings, which were considered to be in keeping with the agricultural nature of the site. Photographs from around the site were provided, showing the current condition of the agricultural buildings, as well as the views from beyond the site. It was explained that concerns raised by the Parish Council that included visibility from the access junction and flood risk to the highway had been considered by officers but the proposals were deemed acceptable.

Mr Bennett spoke in support of the application as the agent. He noted that the scheme would deliver a cohesive residential community and make good use of a currently derelict site. He also noted that the access road currently already served nearby dwellings, so it would be able to cope with the additional road users.

The Eastern Area Team Leader and Highway Engineers provided the following responses to members questions:

- Officers recognised that the proposed public amenity space on the development was limited, however due to each dwelling having its own private garden, it was considered that there was sufficient outside space to serve the development.
- Brise-Soleil would be installed to reduce the visibility of the glazing and reduce light spill.
- The applicant had provided a thorough analysis of the suitability of the access lane, which conformed to the rural roads criteria.
- All sections of the road complied with the criteria of requiring less than 200m without a passing place.
- The roofs would be constructed of interlocking grey tiles and a condition would require submission of materials before approval.
- Officers would be hesitant to introduce more formalised passing places along the access road as they would change the character of the area, which lies within the National Landscape.
- There were 19 proposed car parking spaces, with 6 being allocated and the rest unallocated.
- There was a proposed condition that restricted all external lighting.

Having had the opportunity to discuss the merits of the application several members had raised concerns they had with the application, which included the lack of amenity space for residents, the potential light pollution from the dwellings and the lack of access to the surrounding countryside. Members agreed to change the wording of the condition for external lighting to ensure it was more robust and add an informative note to the proposal that reflected their discussion about opening access to the surrounding fields to allow residents access to additional outside space.

It was proposed by Cllr Florek and seconded by Cllr Morgan, that the application be granted, with a change to the wording of the lighting condition and an informative note added.

Decision: That authority be delegated to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to either:

- A) Grant permission subject to the completion of the legal agreement to secure the necessary affordable housing contribution and the conditions set out in the appendix to these minutes.

Or

- B) Refuse permission for the reasons set out in the appendix to these minutes if the s106 agreement is not completed by 23 January 2026 or such extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Development Management Area Manager East.

18. **P/FUL/2024/01993 - High Lea Farm, Witchampton Lane, Witchampton, Dorset, BH21 5AA**

The meeting adjourned at 11:30 – 11:36.

The Planning Officer, using a visual presentation with plans and aerial photographs, identified the site and outlined the proposal and relevant planning policies. It was noted that the site was in a rural location, outside of the settlement boundary and within the National Landscape.

The existing site plans were shown and the three disused agricultural buildings that were set to be converted were highlighted. The proposed site plan showed the design and scale of the dwellings and the proposed floor plans and elevations were also provided. Photographs looking into the site from the surrounding area and of the site itself were provided, to give members an indication of the current condition of the disused site.

The Planning Officer addressed concerns that had been raised by the Parish Council about highways and parking and noted that the 15 spaces were considered acceptable for a development of this scale.

Mr Bennet spoke in support of the application, as the agent. He noted that the applicant had worked closely with Dorset Council officers in the pre-application stage to present a suitable scheme and that the development would make good use of redundant farmland. He also explained that there would be no change to the scale and mass of the existing structures.

Planning officers provided the following responses to questions from members:

- A condition was proposed to restrict the permitted development rights of the dwellings, however if members wished to fully restrict the permitted development rights they would require a demonstrable reason.

- The car ports were designed to have minimal impact on the landscape.
- The surface water drainage scheme stated that the hard standing was to be constructed of a permeable material.
- The condition on permitted development rights did not restrict the placement of garden sheds or outbuildings.

Having had the chance to debate the merits of the application several members expressed support for the proposal, noting that it was a well-designed scheme. The proposer and seconder agreed to a suggested change in the wording of a condition to restrict permitted development rights for the placement of sheds and outbuildings.

It was proposed by Cllr Brenton and seconded by Cllr Ezzard, that the application be granted, with a change of wording to the condition restricting permitted development rights.

Decision: That the application be granted subject to the conditions set out in the appendix to these minutes.

19. P/FUL/2022/06238 - Arne Cottage, Dorchester Road, Wool, Wareham, BH20 6EJ

The Eastern Area Team Leader, supported by a visual presentation including plans and aerial photographs, identified the site and outlined the proposal and relevant planning policies. The proposed site plan and floor plans were shown to members, as well as 3D renders of the proposed dwellings, giving an indication of the design and scale.

It was explained that concerns had been raised about overlooking of neighbouring properties, however obscured glazing would be used in the dormer windows to mitigate this. A surface water drainage strategy was proposed to be secured by condition to ensure the development did not worsen flooding in the area.

Mr Garner spoke in objection to the application, noting that he considered the proposal to result in a significant level of overlooking to his property, as well as a loss of sunlight. In addition, he noted that it would increase traffic in an already busy area.

Mr Annen spoke in support of the application as the agent. He explained that the applicant had worked with Dorset Council officers to ensure an acceptable scheme was brought forward. He also noted that the dwellings would be in keeping with the mixed character of the area.

The following answers were provided to members questions:

- A condition would be included to ensure that obscure glazing was used on the dormer window looking onto the neighbouring property and that the lower half of the window did not open.
- The proposed number of parking spaces and their width met Dorset Councils requirements.
- An informative note could be added to encourage against any further works to the Beech tree on site.

It was proposed by Cllr Brenton and seconded by Cllr Ezzard, to grant the application, with the amended wording to condition 12 and the informative note on the Beech tree.

Decision: That authority be delegated to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to either:

- A) Grant planning permission following completion of a S106 Planning Obligation to secure the Affordable Housing Contribution of £52,000 Index Linked index-linked using RPI from the date of this committee report, in lieu of on-site provision and subject to the conditions set out in the appendix to these minutes.
- B) Refuse permission for the reasons set out in the appendix to these minutes if the s106 agreement is not completed by 23 January 2026 or such extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Development Management Area Manager East.

20. P/FUL/2024/01770 - 15 Churchill Close, Sturminster Marshall, BH21 4BQ

The Planning Officer introduced the proposal, which was for the demolition of a garage and erection of a two-bedroom bungalow. The application had come to committee for determination as the Parish Council had objected.

The proposed elevations and floor plans were shown to members and it was noted that neighbours had objected on the grounds of overlooking and a loss of light, however officers considered that the distance between the dwellings was acceptable. The noise impact was also not considered to be harmful and the proposal had not raised objection from the Dorset Council Tree Officer.

The committee agreed to extend the meeting beyond three hours.

Cllr Fookes, spoke on behalf of Sturminster Newton Parish Council, in objection to the application. She expressed that the dwelling was too large for the size of the plot and that it would be out of character with the area. She also noted concerns about overlooking, flooding and parking.

In response to members questions the following answers were provided:

- Building regulations would ensure that the property was accessible.
- Other back land dwellings in the area were two storeys.
- The location was considered sustainable, due to being a built-up residential area and the proposal was considered an efficient use of land.
- Permitted development rights were proposed to be restricted by condition.

Having had the opportunity to debate the merits of the application, several members expressed concerns over the proposed dwelling being out of character with the area, while others noted that there had been similar developments built in the area and that it would not substantially change the setting of the street scene.

It was proposed by Cllr Skeats and seconded by Cllr Ezzard, that the application be granted.

Decision: That the application be granted, subject to the conditions set out in the appendix to these minutes.

21. P/FUL/2024/07588 - 47 Brook Lane, Corfe Mullen, BH21 3RD

The Eastern Area Team Leader introduced the report, the application consisted of a replacement dwelling. It was explained that the application had come before committee because the Town Council had objected on the grounds of it being oversized and overlooking onto neighbouring properties.

The proposed plans and elevations were provided and it was noted that the previous dwelling on the site had been damaged and a replacement two-bedroom, two-storey dwelling was proposed, that would be lower than the previous property. The scale and design were considered appropriate and issues around amenity space had been addressed. Neighbours had objected on the grounds of overlooking, however officers considered that due to obscured glazing and sufficient distances to the neighbours, that the application was acceptable on the grounds of neighbouring amenity.

The Eastern Area Team Leader clarified that there were multiple extant applications for the site and that any material changes made to the approved applications would require a new application.

It was proposed by Cllr Ezzard and seconded by Cllr Florek, that the application be granted.

Decision: That the application be granted, subject to the conditions set out in the appendix to these minutes.

22. P/FUL/2025/00387 - 47 Brook Lane, Corfe Mullen, BH21 3RD

The Eastern Area Team Leader introduced the application, which was for the erection of a replacement dwelling. It was explained that the proposed scheme was an alternative scheme, similar to the previous approved application, with the main difference being that there was no basement proposed by the application.

It was proposed by Cllr Brenton and seconded by Cllr Hobbs-Chell, that the application be granted.

Decision: That the application be granted, subject to the conditions set out in the appendix to these minutes.

23. P/HOU/2025/02317 - Blackhill Cottage, Shitterton Road, Bere Regis, Wareham, BH20 7HU

The Planning Officer, using a visual presentation with plans and aerial photographs, identified the site and outlined the proposal and relevant planning policies. It was noted that the application was a retrospective application for an outbuilding and in 2024 an application to retain the outbuilding had been refused by officers.

The proposed plans were shown and it was explained that the ridge height of the unauthorised outbuilding was set to be reduced from 4 meters to 2.7 meters. Photographs of the outbuilding were provided and the Planning Officer indicated where the height of the proposed development would be in comparison to the current building. Officers considered that the reduced scale and mass, in addition to the use of more sensitive materials would limit the impact on the character of the area.

Mr Whiteside spoke in support of the application as the applicant. He explained that the planning rules had been misunderstood and that he had worked closely with officers to come to an acceptable solution.

The Planning Officer clarified that there used to be a much smaller shed situated on site and that this had been replaced with a larger outbuilding without planning permission and also confirmed that permitted development rights had been removed for the site.

It was proposed by Cllr Skeats and seconded by Cllr Ezzard, that the application be granted.

Decision: That the application be granted subject to the conditions set out in the appendix to these minutes.

24. **P/HOU/2025/01935 - Little Haythorne, Horton Road, Church Hill Woodlands to Horton Lane Woodlands, BH21 7JG**

The Planning Officer introduced the application, which was a retrospective application for the retention of an outbuilding. It was noted that the Woodland Trust had objected to the application because of the proximity of the site to ancient woodland, however it was considered that the removal of the outbuilding would cause more harm to trees than retaining it. The Planning Officer explained that a certificate of lawfulness for another building on the site had been granted and that if the committee granted permission for the application, then permitted development rights would be removed through condition and the construction of the lawful outbuilding would be prevented by a legal agreement. This was judged to represent very special circumstances to outweigh the harm arising to the Green Belt.

In response to members questions the Planning Officer clarified that the certificate of lawfulness was granted because the dwelling benefitted from full permitted development rights and the location of the proposed building was behind the building line of the dwelling.

It was proposed by Cllr Skeats and seconded by Cllr Brenton, that the application be granted.

Decision:

- A) That authority be delegated to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to issue

planning permission subject to the following conditions following completion of a S106 Planning Obligation that prevents the carrying out of works secured under application P/CLP/2024/07524 and subject to the conditions set out in the appendix to these minutes.

- B) Refuse permission for the reasons set out in the appendix to these minutes if the s106 agreement is not completed within 6 months of the date of approval or such extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Development Management Area Manager East

25. P/FUL/2025/02132 - St Catherines Roman Catholic First School, Cutlers Place, Colehill, BH21 2HN

The Planning Officer presented the application, for the installation of two windcatchers to a school roof and identified the site location and explained the relevant planning policies. It was explained that the site closed in 2021 and remained vacant and the windcatchers were proposed to be installed to provide a sustainable ventilation system for the re-use of the building.

It was proposed by Cllr Skeats and seconded by Cllr Morgan that the application be granted.

Decision: That the application be granted subject to the conditions set out in the appendix to these minutes.

26. P/FUL/2025/02071 - Ferndown County Middle School, Church Road, Ferndown, BH22 9ET

The Planning Officer introduced the application for the removal of existing fencing and installation of replacement fencing. The location of the site was outlined and an overview of the proposal was provided, along with photographs and plans. The fencing was proposed to be finished in green, in order to minimise the visual impact.

In response to a query from one member the Eastern Area Team Leader explained that the proposal included the replacement of the hedge, in order to install the fence and that an informative note could be included to encourage the applicant to replant the hedge if possible.

It was proposed by Cllr Morgan and seconded by Cllr Ezzard, that the application be granted, with the additional informative note.

Decision: That authority be delegated to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to GRANT permission following the 21 day owner notification period subject to no further representations being received which raise new material planning considerations, and subject to the conditions set out in the appendix to these minutes.

27. Urgent items

There were no urgent items.

28. **Exempt Business**

There was no exempt business.

Decision Sheet

Duration of meeting: 10.00 am - 3.55 pm

Chairman

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Application Number:	P/FUL/2024/04629
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	26 Canford Bottom Colehill BH21 2HE
Proposal:	Demolish existing buildings and construct a Class E(a) retail store and associated parking, servicing arrangements and landscaping
Applicant name:	ALDI Stores Ltd
Case Officer:	Diana Mezzogori-Curran
Ward Member(s):	Cllr Atwal and Cllr Todd
No of Site Notices:	12 site notices - Displayed on 13.09.2024 in following locations: 1 x Henbest Close 2 x Stapehill Crescent 1 x in front of no. 9 Canford Bottom 1 x junction with Dales Drive/Dales Close 1 x Fryer's Copse 2 x by no. 32 and 26-30 Canford Bottom 1 x next to no. 24 Canford Bottom 1 x Sycamore Place 1 x Fox Lane 1 x Wyelands Avenue
SN displayed and press advert reasoning:	The application was advertised by means of site notices and press advert for awareness.

1. Reason application is going to committee:

This application is before committee for consideration, at the request of the Service Manager for Development Management and Enforcement.

2. Summary of recommendation:

REFUSE - Inappropriate development in the Green Belt (see full reasons for refusal in section 18 of this report).

3. Reason for the recommendation

- The development is considered to be inappropriate development, which is by definition harmful to the Green Belt.
- Impact on the openness of the Green Belt.
- Loss of employment land without sufficient justification.

- Very special circumstances do not exist, as the harm to the openness of the Green Belt, the harm to the character of the area and any other harm is not clearly outweighed by the proposed benefits

Officer Note:

As the proposed development constitutes inappropriate development within the Green Belt, it falls under paragraph 4 of the Town and Country Planning (Consultation) (England) Direction 2024. Therefore, if the Committee is minded to approve the application contrary to the officer's recommendation, the local planning authority must refer the application to the Secretary of State for Levelling Up, Housing and Communities.

The Secretary of State will then decide whether to call in the application for determination, which may include a public inquiry. This process is in accordance with the requirements of the Town and Country Planning (Consultation) (England) Direction 2024.

4. Key planning issues

Issue	Conclusion
Principle of development	UNACCEPTABLE Conflicts with Policies KS2, KS3, KS6 and PC2 of the Christchurch and East Dorset Core Strategy.
Impact on the Openness of the Green Belt	UNACCEPTABLE Inappropriate development causing harm to the openness of the Green Belt, both spatially and visually, which is not clearly outweighed by proposed benefits
Employment land	UNACCEPTABLE Loss of employment land not sufficiently justified
Need for Retail Provision	UNACCEPTABLE No demonstratable retail need identified in this location.

Issue	Conclusion
Design and impact on the character of the area	ACCEPTABLE The site is visually contained, and the development is unlikely to have a significant impact on the wider landscape character or nationally designated sites - subject to conditions
Environmental Impact Assessment (EIA)	ACCEPTABLE Concluded that the proposal does not require an Environmental Impact Statement
Impact on local centres	ACCEPTABLE Proposed store would result in adverse but not significantly adverse impacts on local centres as per paragraph 95 of the NPPF.
Impact on protected trees	ACCEPTABLE Trees subject to Tree Preservation Orders (TPOs) proposed for removal are of limited Arboricultural value and do not merit TPO designation – subject to conditions
Access, Highway Safety and Parking	ACCEPTABLE Does not cause severe harm to the highway network – subject to conditions.
Neighbouring Amenity	ACCEPTABLE

Issue	Conclusion
	Does not cause harm to neighbouring amenity that would warrant refusal – subject to conditions.
Impact on flooding and drainage	ACCEPTABLE Subject to conditions requiring a detailed surface water management scheme for the site and a maintenance and management scheme for the surface water management scheme.
Impact on biodiversity	ACCEPTABLE Subject to the implementation of the approved Biodiversity Plan and securing off-site Biodiversity Net Gain (BNG) via legal agreement.
Impact on protected sites	ACCEPTABLE No harm to protected sites identified
Waste	ACCEPTABLE Subject to condition requiring submission of a detailed strategy.
Land contamination	ACCEPTABLE Subject to condition requiring additional ground investigations prior to the commencement of development; a watching brief and monitoring condition to deal with unexpected land contamination.

Issue	Conclusion
Very Special Circumstances	Considered that very special circumstances do not exist as harm to the openness of the Green Belt, and any other harm, is not clearly outweighed by other material considerations.

5. Description of site

- 5.1 The site is situated to the east of the Canford Bottom roundabout, which serves as a junction for the A31(T) and the B3073. The site is irregular in shape and covers an area of roughly 2.65 acres. The surrounding area comprises a mix of employment buildings, residential properties, and open countryside.
- 5.2 The site is divided into two sections. The northern section is currently occupied by an Accident and Repair Centre, which includes several employment buildings and associated hard-standing areas. The use of this section of the site is classified under use class B2 (General Industrial) or Sui Generis (in a class of its own). The existing buildings are primarily used for industrial purposes, contributing to the local employment landscape. This section of the site is within the Colehill urban area and is an allocated employment site (LA/COLE/21 – Strategic Housing Land Availability Assessment (SHLAA)).
- 5.3 The southern section of the site is predominantly grassland and scrubland, bordered by mature trees. This section falls within the Green Belt, which imposes certain restrictions on development to preserve the openness and prevent urban sprawl. The natural vegetation and trees in this area provide a buffer and contribute to the site's ecological value.
- 5.4 To the north-east, adjacent to the site, are additional employment buildings, which form part of the local industrial infrastructure. To the north and west, the site is bordered by existing residential properties of lower density, mostly bungalows. The site is located to the north of the Canford Bottom roundabout, a significant traffic junction that defines the southern boundary, facilitating access and connectivity.
- 5.5 Beyond the immediate surroundings of residential and industrial buildings, the area is characterised by open countryside, particularly to the north, east, and south, offering a scenic and rural backdrop.
- 5.6 The closest Site of Special Scientific Interest (SSSI) is Ferndown Common, approximately 2 km to the east. The site is beyond 400m but within the 5km buffer to the Dorset Heaths Special Area of Conservation (SAC), Dorset Heathlands Special Protection Area (SPA), and Ramsar sites (Slop Bog & Uddens Heaths – 2.3 km NE; Holt & West Moors Heaths – 3 km north; Corfe & Burrows Hills – 4 km SW; and Canford Heath – 4 km south).

6. Description of development

- 6.1 Full planning permission is sought for the demolition of existing buildings and the construction of a Class E(a) food store, along with associated works including parking, servicing arrangements, and landscaping. The proposed store building would have a 1,315 sqm retail

area and a total area of 1,780 sqm, including a warehouse, freezer/chiller, welfare areas and loading bay.

- 6.2 The building would be single-storey with a maximum height of approximately 6.3m. The length of the building is approximately 64.5m (including the lorry bay) and the width approximately 32m. The single-storey store will feature a grey brickwork plinth and modern grey cladding, with a dark grey pitched flat roof and roof-mounted solar PV panels. The south-east and south-west elevations would include supermarket (Aldi) logo signage and a pole sign to the south-west by the new vehicle access. These will need separate advertisement consent.
- 6.3 The proposal will include a total of 120 parking spaces, comprising 103 standard spaces, 7 parent-child spaces, 4 electric charging spaces, 20 passive electric vehicle charging spaces, and 6 disabled spaces. Cycle parking provision will include 4 Sheffield hoops (8 cycle spaces) and 3 staff cycle spaces within the store.
- 6.4 The application includes the formation of a new two-way access and pedestrian entrance at the south-west boundary (off Canford Bottom), replacing an existing field access, while the current vehicular access to the north will be closed. The proposal also includes a landscaping scheme and ancillary facilities including trolley storage areas and a substation.
- 6.5 In terms of biodiversity net gain, the statutory biodiversity metric indicates a net biodiversity loss of 39.86%. To address this deficit, the applicant has committed to a combination of on-site mitigation measures and an off-site biodiversity contribution facilitated through 'the Environment Bank'. 'The Environment Bank' is a UK-based organisation that enables developers to offset biodiversity losses by investing in accredited nature restoration projects elsewhere, thereby ensuring compliance with national biodiversity net gain requirements.

7. Relevant planning history

Application reference	Proposal	Decision	Decision date
P/PAP/2023/00150	Proposed development of land to provide a new Class E(a) discount food store (Aldi)	Written response <u>Officer comments:</u> <i>Advised that as the site is situated within the South East Dorset Green Belt it does not benefit from any of the exceptions set out in the NPPF for development. The applicant would therefore need to demonstrate very special circumstances exist to justify development in the Green Belt.</i>	02/06/2023

3/19/1230/PAM	Demolish commercial building and erect new development (with on site meeting) (Residential)	Written response <u>Officer comments:</u> <i>Advised that as the site is situated within the South East Dorset Green Belt it does not benefit from any of the exceptions set out in the NPPF for development. The applicant would therefore need to demonstrate very special circumstances exist to justify development in the Green Belt.</i>	13/11/2019
03/98/0254/FUL	Replace Existing Offices with A Jackleg Portacabin	Approved	06/05/1998
03/95/9015/HST	Use Of Premises For Clas B2 General Industrial Purposes	Lawful	
03/94/0412/FUL	Replace Existing Offices With A Jackleg Portacabin	Approved	01/07/1994

8. List of constraints

- South East Dorset Green Belt
- TPO (EDDC/HA/56)
- Wessex Water Treatment Works Catchment
- Southern Gas Network: - Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar); - Distance: 12.1
- Bournemouth Water Consultation Area
- Dorset Council Land (Dedicated): Land dedicated for road widening at 24 Canford Bottom, Colehill - Reference 02326
- Wildlife Present: S41 - Slow-worm and - Adder
- Dorset Heathlands - 5km Heathland Buffer
- Scheduled Monument: Bowl barrow 25m north west of Stapehill Village Hall (List Entry: 1015789.0); - Distance: 407.65
- Environment Agency : Risk of Surface Water Flooding Extent 1 in 100, 1 in 1000, surface water flooding 1 in 100 year event plus 20% allowance and 1 in 100 year event plus 40% allowance

- Contaminated Land

9. Consultations

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

Consultees

1. Ward Councillor – Cllr Todd – OBJECT

Comments received 17.09.2024

- I would like to refer this matter to committee as a matter of urgency.
- Objection on the following grounds:
 - Not sufficient consideration has been given to the impact such a development will have on a number of factors not least the traffic patterns and increase in vehicle movements both on Canford Bottom Roundabout, Middle Hill Road and the surrounding routes into Wimborne Minster.

2. Colehill Parish Council – OBJECT

Comments received 12.09.2024

- Objection on the following grounds:
 - Site is within the South East Dorset Green Belt
 - Increased traffic and congestion
 - Traffic will come through the village rather than along the bypass
 - Inappropriate location for supermarket so close to bottleneck roundabout

3. National Highways – NO OBJECTION subject to conditions

Comments received on 25.09.2024

- National Highways raised several concerns and recommendations regarding the proposed development:
 - Proximity to A31 Canford Bottom Roundabout
 - Traffic impact and safety
 - Site access
 - Trip generation and distribution
 - Surface water drainage
- Recommends not granting permission pending further information on traffic impacts and site access.
- Submission of revised PICADY modelling, assessment of future year impacts, and detailed surface water drainage design.

- Continue to object requesting further information is submitted to address outstanding issues related to traffic modelling, junction design, and internal site layout.

National Highways: Final comments received on 02.05.2025

A new priority junction onto Canford Bottom (C50) is proposed, located around 75m from the A31 Canford Bottom roundabout.

- Initial concerns were raised regarding traffic modelling, access junction design, and internal site layout.
- The applicant submitted a further transport technical note (TN2) addressing most concerns.
- The junction design has been revised and approved by Dorset Council.
- National Highways requests Dorset Council to consider implementing waiting and loading restrictions to prevent inappropriate parking.
- Revised swept path plans indicate potential conflicts with service/delivery vehicle movements, recommending a Delivery and Service Management Plan.
- The development site shares a boundary with the SRN, requiring compliance with DfT Circular 01/2022.
- Concerns with proposed planting species near the SRN; specific species should not be planted within 10m of the estate.
- The proposed post and rail fence and native hedge are inadequate for screening; a close-boarded boundary fence is likely required.
- Surface water drainage strategy involves an underground geocellular attenuation tank discharging into Wessex Water's system.
- Insufficient information on exceedance flows; a detailed surface water drainage design is required.
- External lighting should minimise light spill towards the A31.
- Any signage must be located within the applicant's or third-party land, not within highway land.
- Planning conditions recommended for access, surface water drainage, boundary treatments and landscaping, delivery and service management, and external lighting.

4. Natural England (NE) – No further comments to make beyond NE general advice

Comments received on 08.07.2025

- The proposed development is not likely to result in significant impacts on nationally or internationally designated nature conservation sites or designated landscapes.

5. WPA Consultants Ltd – Comments (Contamination conditions required)

Comments received on 03.10.2025

- Concerns raised about land contamination based on a report by Earth Environmental and Geotechnical (Southern) Ltd from October 2023.

- The report generally indicates low risk but identifies hydrocarbon contamination at sample locations WS2 and WS3, suggesting potential fuel leakage from storage facilities.
- The report also notes that some areas of the site may not be represented in the data and mentions the potential presence of fuel storage tanks.
- Further investigation to determine the sources and extent of hydrocarbon contamination is recommended to be conditioned prior to commencement.
- A watching brief by a qualified consultant is also essential prior to commencement.
- Council's contaminated land planning conditions should be applied to any approval.

6. Bournemouth Water Ltd (South West Water) – No comments to offer

Response received on 18.09.2024.

7. Wessex Water – No objection

Comments received on 15.10.2024

- The storm and foul connections are acceptable

8. Scottish And Southern Energy (SSEN) -sub-stations – Comment

Comments received on 06.09.2024

- SSEN would like to highlight the Canford Bottom substation to the north east of the application site, as well as the low voltage underground cable hugging the southern periphery of the site.

9. SGN (Southern Gas Networks)

No comments received

10. Dorset Fire & Rescue Service

No comments received

11. Amphibian & Reptile Trust (ARC)

No comments received

12. Dorset Police Architectural Liaison Officer

No comments received

13. Dorset Council (DC) – Highways

Comments received on 18.06.2025 – **NO OJECTION subject to conditions**

- The proposed site access junction can accommodate expected traffic levels without significant delays.

- Mitigation includes a new signal-controlled pedestrian crossing; a Toucan crossing was considered but not implemented.
- The development is supported by a Travel Plan to promote non-car travel.
- National Highways has removed their objection subject to conditions and requests Dorset Council consider parking restrictions near the proposed access.
- Conditions recommended include access construction, visibility splays, sustainable transport links, a Construction Traffic Management Plan, a Delivery Management Plan, Travel Plan implementation, and cycle parking facilities.

14. DC - Natural Environment Team – NO OBJECTION subject to conditions and completion of S106 Agreement

Comments received on 20.03.2025

- Ecology - Dorset Council Natural Environment Team approved the EcIA for this application and issued a Certificate of Approval on 20 March 2025 (attached for ease). We recommend that the implementation in full of the approved EcIA is a condition of any approval, to ensure compliance with wildlife legislation, local policy, NPPF (2023) and Natural England Protected Species Standing Advice. The EcIA includes provision to produce the following documents, we recommend that the submission to and approval by the LPA of these documents is subject to separate conditions;
 - Construction Environment Management Plan (CEMP)
 - Reptile Mitigation Strategy
 - Lighting strategy
- Biodiversity Net Gain - Information provided in the BNG statement and supported by the Metric calculation shows that the proposals qualify as significant on-site enhancement, in particular: enhancement of other neutral grassland from poor to moderate condition and creation of low distinctiveness native hedgerow. Therefore, the proposal meets the following criteria for significant on-site enhancement:
 - Enhancements to habitat condition
 - Habitats of low distinctiveness which create a large number of biodiversity units relative to the biodiversity value of the site before development.
- As a result, habitat management of the enhancement of the on-site other neutral grassland and creation of native hedgerows must be secured for minimum of 30 years with a Section 106 agreement and a Habitat Management and Monitoring Plan (HMMP)
- The requirement for offsite units to obtain the 10% net gain in relation to habitats must also be secured.
- Evidence of their purchase must be provided at the pre-commencement stage.

15. DC - Trees (East & Purbeck) – NO OBJECTION subject to conditions

Comments received on 01.11.2024 – Objection, further information required

- Mature trees to the north are protected by Tree Preservation Orders (TPOs). The site, located within the greenbelt, has highly visible trees that are essential to the area's character and should be retained as much as possible.
- An updated arboricultural impact assessment is needed, as many trees, particularly early mature/semi-mature Oak trees along the southern side, were not included in the initial survey.
- An arboricultural method statement and tree protection plan are missing and must be submitted for proposals involving tree retention.
- The current landscaping scheme is inadequate, lacking suitable new tree planting along the southern side near Canford Bottom Roundabout. Robust, year-round screening planting is required, and smaller species like Cherry, Hornbeam, and Field Maple are insufficient. More prominent species are needed to maintain the area's green character.

DC Trees (East and Purbeck) : Further comments received on 28.02.2025

- No objection to tree removal but concerns about tree protection measures and landscaping
- Need for robust protection measures and compliance with standards
- Requirement for a detailed landscaping scheme with suitable tree species
- Proposed Conditions: Pre-commencement site meeting, updated drainage plan, and robust tree protection measures

DC Trees (East and Purbeck): Further comments received on 08.07.2025

- A condition to be included requiring a revised landscape scheme to be submitted and agreed to ensure that any revised scheme meets National Highways requirements in terms of suitable species selection.

16. DC - Planning Policy – General comments

Comments received on 10.10.2024

- Proposal is for the development of approximately 1,800 sqm of retail floorspace on part of an active employment site and part of the site located in the Green Belt.
- Consider whether sufficient evidence has been submitted to justify the loss of an active employment site, if there are more sequentially preferable sites, if the proposal will have a significant adverse impact on town centres, and if the proposal meets the requirements of the NPPF and PPG for release of Green Belt land.
- Further evidence may be required

17. DC - Flood Risk Management (Local Lead Flood Authority (LLFA)) – NO OBJECTION subject to conditions

Comments received on 11 September 2025

- Holding objection until in-principal approval from Wessex Water to connect to the surface water sewer is obtained.

LLFA: Further comments received on 2 December 2024.

- The LLFA received in-principle approval from Wessex Water for the connection to the public surface water sewer. LLFA removed their previous holding objection subject to conditions for the detailed surface water management scheme and maintenance details.

18. DC – Environmental Services – Protection – NO OBJECTION subject to conditions

Comments received on 11.09.2024

- The submission includes a two-part Geo Environmental Site Investigation Report that needs to be sent to the Council's contaminated land consultant for further review.
- The noise report meets the required standards, and it is recommended that the suggestions in section 7 are enforced and appropriate clauses are added to ensure these are checked before use begins.
- The Air Quality Impact Assessment also meets the required standards, and it is advised that the mitigation measures in section 6 are enforced.

19. DC Landscape – NO OBJECTION subject to conditions

Comments received 05.08.2025

- No objection in principle to the proposed development on landscape or visual grounds subject to conditions relating to the submission, implementation, and maintenance of hard and soft landscaping schemes.

20. DC - Archaeology - NO OBJECTION

Comments received 29.07.2025

21. DC - Dorset Waste Team

No comments received

22. DC - Building Control East Team

No comments received

23. DC - Highways Asset Manager

No comments received

24. Dorset Wildlife Trust

No comments received

25. BCP Council (Poole)

No comments received

Third Party Concerns

Over 500 comments have been received from local residents and from the wider area. The following is a high-level summary of the comments received and the full comments are available online.

Objections

Principle of Development	• The proposal is contrary to local plan retail policy • The proposed location is deemed inappropriate due to its proximity to the busy Canford Bottom roundabout, causing safety and congestion issues. • The site is too close to residential areas, increasing the risk of accidents and disrupting the local community
Impact on Green Belt	• The proposed development is deemed inappropriate in the Green Belt. • Loss of part of the Green Belt. • development encroaching on Green Belt land, which is valued for its environmental and aesthetic benefits • Part of the site lies within the South East Dorset Green Belt. If classified as "Grey Belt," development still requires a demonstrable unmet need.
Impact on ecology	• Harmful impact on local ecology • Negative impact on wildlife • Loss of a wildlife corridor
Impact on the character of the area	• Proposal would have a harmful visual impact on the character of the area • The development is seen as contributing to overdevelopment, which could change the character of Colehill from a village to a more urban area • The proposed building will be out of character for the small area and detract from the natural rural environment. • Concerns regarding the loss of mature trees on the site • The proposed offering of trees and shrubs does not substitute for the greenery lost
Impact on local amenity	• Pollution arising from increased traffic visiting supermarket • Noise levels arising from supermarket and deliveries

	• Increased light pollution from the store and its operations. Bright lights from the parking area and moving vehicles would distract drivers and nearby properties. • Light intrusion from traffic signals particularly at night. • The proximity of the crossing and store entrance will result in a loss of privacy. • Concerns are raised about potential surveillance measures affecting quality of life. • The removal of trees would increase noise and air pollution for local residents and contribute to blocked drains and increased road maintenance costs. • Increased traffic will impact local roads, causing bottlenecks and delays. • Surveillance and security measures may infringe on residents' privacy. • Impact on neighbouring property values
Safety concerns	• The proposed entrance lacks adequate pedestrian crossings and safety measures. • The site access junction will be located opposite a couple of private driveways and a small private service road • Dangerous Entry/Exit Points: The proposed entrance is on a dangerous blind bend, leading to potential accidents and near misses • Concerns about emergency vehicle access due to increased congestion. • Safety concerns for pedestrians and cyclists due to narrow pavements and lack of crossings • Increased danger for pedestrians, cyclists, and road users due to traffic congestion and accidents • The increased traffic from the store is expected to pose safety risks for local school children walking to and from school. This could lead to more parents driving children to school adding to the congestion • Replacement of a Toucan crossing with a Pelican crossing raises safety and accessibility concerns.
Crime and anti-social behaviour	• Potential for increased crime and anti-social behaviour associated with the development • Calls for a thorough impact assessment and consideration of alternative solutions that would better serve the community without compromising traffic flow, residential quality of life, and environmental sustainability.
Highway safety and parking	• Concerns about increased traffic and accidents due to the attraction of passing traffic on the A31 • Concerns about increased traffic complexity on the Canford Bottom roundabout, which is already prone to frequent accidents

	- Concerns about the impact on Canford Bottom and Middle Hill, leading to traffic congestion and use of local roads as cut-throughs - Concerns about increased vehicular traffic in an already congested area, the proximity to schools, and the residential nature of the neighbourhood - The existing traffic already exceeds the capacity of the residential road, and the A31 bypass stretches have been over-capacity for many years. - Concerns about the accuracy of traffic assessments and modelling. - Proposed parking below required standard, it will lead to overspill onto residential roads
Public transport	Site is not well-served by public transport, making it less accessible for those without cars.
Retail need and local economy	- No economic need for another supermarket given the existing options in nearby areas. - The catchment area analysis in submitted Planning & Retail Statement is inconsistent and based on outdated data (UK2023 instead of UK2024). - Trade diversion assumptions appear unrealistic. - Development prioritizes corporate profit over the well-being of the local economy
Impact on existing businesses	- The new supermarket could negatively affect existing local stores, potentially leading to closures - The survival of local shops and the loss of community services they provide, such as post offices - Potential job losses at existing local stores (One Stop, Spar, Co-op) - The financial impact assessment should use locally-derived data rather than UK averages for online shopping rates. - The assessment should be updated with the latest data from Experian Retail Planner 22. - The projected trade impact on Waitrose is underestimated; a more realistic scenario should consider a higher trade draw from Waitrose and other local stores. - Insufficient Consideration of Linked Shopping Trips - The loss of linked trips to Waitrose and Co-Op, which act as anchor stores, could significantly impact the vitality and viability of Wimborne Minster town centre. - The potential loss of linked trip spending has not been adequately considered in the impact assessment.
Loss of employment land	- Required 12-month marketing evidence to demonstrate lack of demand for employment use not provided - Contrary to CS Policy PC2
Drainage and Flooding	Concerns about drainage and sewerage systems being overwhelmed.

More suitable alternative locations	• The location is not suitable for the proposed development and recommends alternative locations, such as Wimborne Road West, Leigh Road, or Ferndown Industrial Estate • Locations closer to new housing developments would be more appropriate. • The new estate on Leigh Road originally had a supermarket in its plan, which was later changed to a care home • Site at Brook Road would be better suited to the development
Job loss	• Concerns that claims to create new jobs may offset the potential job losses in existing local businesses
Other	• Increased traffic could hinder access for emergency services • Area needs more residential rather than commercial development • Short-term economic gains are being prioritized over long-term planning goals for sustainable development • Residents' opinions are not being adequately considered in the planning process • Calls for greater transparency in how planning decisions are made and how public feedback is incorporated • Concerns are raised about the adequacy of the consultation process and whether all stakeholders have been properly engaged • There are questions about whether planning policies are being applied consistently across different developments

Support

Retail provision	• The store will provide a welcome addition to food shopping options in the area, making it easier for residents to access affordable groceries
Job creation	• Proposal will provide new jobs in the area • Boosting local economy
Reduction in travel trips	• Reducing the need for residents to travel to supermarkets further afield
Sustainability	• Aldi stores are built to be carbon neutral with solar panels, heat recovery systems, and 100% LED lighting • Measures to promote cycling and walking.
Biodiversity	• Extensive, attractive landscaping around the site providing screening and improved biodiversity
Improved access/parking	• Plans include a new pedestrian crossing and ample free customer parking

General comments

- Supports the idea of an Aldi store within 2 miles of residence, provided the exit and entrance are well considered

10. Duties

- 10.1 S38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

11. Relevant policies

Development plan

The Development plan for this area comprise the adopted Christchurch and East Dorset Local Plan – Part 1 Core Strategy 2014 (CS) and saved policies from the East Dorset Local Plan 2002 (EDLP)

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

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

KS1: Presumption in favour of sustainable development

KS2: Settlement hierarchy

KS3: Green Belt

KS5: Employment Land

PC2: Alternative Uses for Employment Land

KS7: Role of Town and Town Centres

KS11: Transport and development

KS12: Parking provision

HE1: Valuing and conserving our historic environment

HE2: Design of new development

HE3: Landscape quality

ME1: Safeguarding biodiversity and geodiversity

ME2: Dorset heathlands

ME4: Renewable Energy Provision

ME6: Flood management, mitigation and defence

The East Dorset Local Plan (2002) (EDLP)

Policy DES2 - Pollution

Policy DES11 - Enhancing the Environment

Policy LTDEV1 – External Lighting

Material considerations

Emerging local plans:

Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

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

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021 with further consultation planned between 18 Aug – 13 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework 2024 (as amended 2025)

Paragraph 11 sets out the presumption in favour of sustainable development. Proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes.

Other relevant NPPF sections include:

Section 4 'Decision making': Para 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Section 7 'Ensuring the vitality of town centres' - Paragraph 92 advises that: When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Section 9 'Promoting sustainable transport' - paragraph 116 advises that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network following mitigation, would serve, taking into account all reasonable future scenarios.

Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Section 13 'Protecting Green Belt Land' indicates that development within the Green Belt will be considered inappropriate and harmful to the openness of the Green Belt unless it falls within narrowly defined categories or unless very special circumstances can be justified to allow the development (paras 153 and 155).

Section 14 'Meeting the challenges of climate change, flooding and coastal change'

Section 15 'Conserving and Enhancing the Natural Environment'- Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Other material considerations

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

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

Strategic Green Belt Assessment Stage 1 Study (December 2020)

Strategic Green Belt Assessment Stage 2 Harm Assessment (December 2020)

Dorset Retail and Leisure Study (January 2023)

East Dorset Annual Monitoring Report (AMR) 2020/21

Dorset Councils Authority Monitoring Report (April 2024)

Dorset and BCP Employment Land Study (March 2024)

National Planning Practice Guidance

12. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

13. Public Sector Equalities Duty

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

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

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

13.3 The following will assist in minimising disadvantages and would be secured by condition:

- Access – the store will offer step free access to accommodate users with disabilities and mobility impairments. Parking spaces for disabled users and users with young children will be provided.
- Upgrade to pedestrian crossing – an upgrade to the pedestrian crossing will be provided to give due regard to inclusive mobility if the application were approved.

14. Financial benefits

What	Amount / value
Material considerations	
Job creation	30-35 Full time jobs (confirmed by applicant 01.08.2025)
Temporary job creation	Employment during construction
Non material considerations	
CIL contribution	£138,353.85

15. Environmental implications

15.1 The proposed development will result in the loss of a greenfield site and the loss of habitat. However, the development includes compensation for the loss of habitat and biodiversity net gain off-site, which is to be secured by a legal agreement, as well the inclusion of solar PV panels on the roof.

16. Planning Assessment

The main considerations involved with this application are:

- the principle of the development

- impact on the Green Belt and very special circumstances (VSCs)
- the retail need within the plan area
- loss of existing employment land
- the design and form of the proposal and its impact upon the character of the area
- the impact upon neighbouring amenity
- impact on ecology
- impact on protected sites
- impact on protected trees
- highways safety, access and parking
- flood risk and drainage
- planning balance

The following report looks at each material planning consideration in turn. In the interests of clarity, in ascribing weight to the planning considerations in favour and against, the following scale will be used: none, limited, moderate, significant and substantial.

16.1 Environmental Impact Assessment (EIA)

- 16.1.1 Firstly, the submitted application has been screened for EIA development
- 16.1.2 The proposed development is for a food store with associated parking and landscaping, occupying a total area of 1.07 ha. The Planning Practice Guidance (PPG) advises that EIA is more likely if the area of the scheme is more than 5 hectares or the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).
- 16.1.3 The EIA screening has concluded the proposed development is considered unlikely to result in the significant use of natural resources, production of waste, pollution or nuisance given the scale and nature of the proposal. An EIA is therefore not required.

16.2 Principle of Development

Background

- 16.2.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 says planning applications shall be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 12 of the NPPF states that local planning authorities may take decisions that depart from an up to date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.
- 16.2.2 This application seeks full planning permission to erect a food store with a gross internal area of 1,780 sqm (1,315 sqm net) at Canford Bottom. The proposal includes the provision of 120 car parking spaces. The store is designed to allocate approximately 80% of its floorspace (1,052 sqm) to the sale of convenience goods and the remaining 20% (263 sqm) to comparison goods.

- 16.2.3 The southern section of application site (approx. 0.65 ha) is Green Belt (as assessed later in this report).
- 16.2.4 The northern section of application site (approx. 0.26 ha) lies within the urban area of Colehill. Policy KS2 of the Christchurch and east Dorset Core Strategy 2014 (CS) states that the location, scale and distribution of development should conform with the settlement hierarchy, which will also help to inform service providers about the provision of infrastructure, services and facilities.
- 16.2.5 CS Policy KS2 identifies Colehill as a Suburban Centre and notes Suburban Centres are: *'Settlements with no existing centres that will provide for some residential development along with community, leisure and retail facilities to meet day to day needs within the existing urban areas.'* This policy is referenced later in the report under Section 16.4 – Location and Sustainability.
- 16.2.6 Although the site is not located within an area specifically allocated or designated for retail or employment use in the adopted Local Plan (CS), it is currently in active employment use. Furthermore, it lies outside the defined boundary of any recognised town centre. The nearest town centres are Wimborne to the west and Ferndown to the east, both approximately 3 kilometres from the site, although the site benefits from good connectivity to both. In retail planning terms, the site is classified as an out-of-centre location, as it is neither within nor adjacent to a defined town centre.
- 16.2.7 CS Policy KS6 (Town Centre Hierarchy) defines the hierarchy of retail centres, ensuring that most new retail development is directed to the main town centres, which are the most accessible and have the most development opportunities on previously developed land. Policy KS7 focuses on the role of Town and District Centres, aiming to strongly support the vitality and viability of these centres.
- 16.2.8 Furthermore, in order for key retail centres within the plan area to maintain and enhance their vitality and viability, CS Policy KS8 (Future Retail Provision) highlights that additional retail floorspace is needed to accommodate the growing population and increasing retail expenditure. Wimborne and Ferndown are identified as the main focus for additional comparison retail floorspace, with smaller contributions from Verwood and West Moors.
- 16.2.9 In East Dorset, Ferndown, Wimborne Minster and Verwood are identified as town centres and will be the focus for future retail development in the district.
- 16.2.10 In this case, the proposal is for retail development outside the defined settlement boundary and not in line with the Christchurch and East Dorset Local Plan hierarchy for retail provision.
- 16.2.11 The impact of the retail store on the vitality and viability of Wimborne Minster, Ferndown and Verwood is material and is considered in the officer assessment below.

Employment land

- 16.2.12 CS Policy KS5 focuses on the provision of employment land in Christchurch and East Dorset. This policy aims to ensure that the employment land meets the needs of the business community while maintaining environmental and community standards.

- 16.2.13 CS Policy PC2 (Alternative Uses for Employment Land Where Justified by Market Evidence) highlights that *where there is strong evidence of the lack of market demand over the plan period (2013 –2028) employment land may be considered for non B use classes*. Para 16.12 of CS further states that the loss of employment land will be considered where there is strong evidence to demonstrate that a site is not required by the market to meet projected land requirements over the plan period.
- 16.2.14 In this case, the northern section of the site is occupied by the Ellford Accident and Repair Centre and associated hard standing (Use Class B2 (General Industrial) or Sui Generis). Therefore, any change of use from employment to retail must be justified. The loss of existing employment land is material and is considered in the officer assessment below.
- 16.2.15 The proposal is contrary to the Christchurch and East Dorset Core Strategy (2014) and the Town Centre hierarchy as set out in Policy KS6.

16.3 Green Belt

- 16.3.1 As previously noted, the northern part of the application site comprises developed land with two commercial buildings and associated car parking. This section of the site is designated as a 'Main Urban Area' in the adopted Local Plan and does not form part of the Green Belt.
- 16.3.2 The southern section of the site is situated within the South East Dorset Green Belt and lies outside the 'Main Urban Area' as defined in the adopted Local Plan (CS). This part of the site remains undeveloped and open.
- 16.3.3 CS Policy KS3: Green Belt stipulates that development within the East Dorset District and Christchurch Borough will be contained by the South East Dorset Green Belt. It further states that the two most important purposes of the Green Belt in this area are to:
- Protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them.
 - To maintain an area of open land around the conurbation.
- 16.3.4 Revisions to the National Planning Policy Framework (NPPF) were published in December 2024. The NPPF 2024 reaffirms the Government's strong commitment to Green Belt land. 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 permanence.
- 16.3.5 The NPPF (Para. 143) outlines that the Green Belt serves five purposes:
- a) to check the unrestricted sprawl of large built-up areas;**
 - b) to prevent neighbouring towns merging into one another;**
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and**
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 16.3.6 One of the changes introduced in the 2024 version of the NPPF is the new concept of 'grey belt' land, which aims to identify and utilise specific areas within the Green Belt that are

suitable for development, while ensuring that the broader aims of Green Belt protection are not compromised.

- 16.3.7 The updated NPPF defines the 'grey belt' as: *"For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development."*
- 16.3.8 It should be noted that Green Belt purposes (c) and (e) (encroachment into the countryside and assisting in urban regeneration by encouraging the recycling of derelict and other urban land) do not feature in the above definition.
- 16.3.9 Paragraph 153 of the NPPF states that when considering any planning application, local planning authorities must give substantial weight to any harm to the Green Belt, including harm to its openness. However, it should be noted that a new footnote 55 confirms that harm to the Green Belt includes harm to its openness but clarifies that this does not apply in the context of previously developed land or grey belt land where development is not inappropriate.
- 16.3.10 Inappropriate development is essentially harmful to the Green Belt and should not be approved except in very special circumstances. These "very special circumstances" will only exist if the potential harm to the Green Belt, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 16.3.11 Paragraph 154 of the NPPF 2024 states that development in the Green Belt is inappropriate unless exceptions listed in this paragraph apply.
- 16.3.12 Furthermore, for those sites identified as grey belt, proposals still need to satisfy all the criteria listed in new paragraph 155 (a-d) of the NPPF, which will be fully assessed later in this report.
- 16.3.13 If development cannot meet the criteria in NPPF paragraph 155 and is considered inappropriate, then the usual Green Belt restriction applies, i.e., development should only be approved if "very special circumstances" exist, as set out in paragraph 153, which states that substantial weight should be given to any harm to the Green Belt. Moreover, it is explained that no very special circumstances can exist unless the potential harm to the Green Belt due to inappropriateness and any other harm resulting from the proposal is clearly outweighed by other considerations.
- 16.3.14 The applicant is seeking full planning permission to erect a food store with a gross internal area of 1,780 sqm, along with associated access, parking, and landscaping. The footprint of the proposed store overlaps the 'Main Urban Area' and Green Belt boundaries. Approximately half of the proposed store, and the majority of the proposed car parking, will be located in the Green Belt and outside the 'Main Urban Area' as defined in the adopted Local Plan.
- 16.3.15 Firstly, it is important to establish whether the southern section of the proposed site can be potentially identified as grey belt land. The Green Belt section of the Planning Policy Guidance (PPG) has been updated to explain how to assess Green Belt land to identify grey belt land and how to deal with proposals on grey belt land.

- 16.3.16 The evidence underpinning the emerging Dorset Council Local Plan, specifically the Strategic Green Belt Review (December 2020), is now considered out of date. Dorset Council is currently in the process of commissioning a joint Green Belt Review with Bournemouth, Christchurch and Poole Council, in response to recent changes to the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) relating to Green Belts. This joint review will inform the preparation of both authorities' Local Plans and support the identification of potential 'grey belt' land.
- 16.3.17 The NPPF and the updated Planning Practice Guidance (PPG) also state that if a local authority has not completed a Green Belt review, it is advisable, and in many cases necessary for an applicant to provide a Grey Belt assessment as part of their proposal. A Grey Belt assessment has not been provided in support of the application.
- 16.3.18 In the absence of an up-to-date Green Belt review by the Local Planning Authority and without an applicant-led Grey Belt assessment, the 2020 Strategic Green Belt Review nonetheless serves as a useful reference point in assessing the potential harm to the Green Belt arising from the proposed inappropriate development. It also assists in evaluating whether the proposed parcel of Green Belt land could potentially be reclassified as 'Grey Belt' land, although it cannot be formally designated as such in the absence of an up-to-date Green Belt review. The 2020 review was conducted in two stages:
- **Stage 1:** Identifies variations in the extent to which land within the BCP and Dorset Council areas contributes to the NPPF's Green Belt purposes.
 - **Stage 2:** Assesses the potential harm to the Green Belt that would be caused if land identified by the Councils for potential development were to be released from the Green Belt.
- 16.3.19 The evidence was gathered to support the plan-making process and therefore specifically relates to paragraphs 145 to 152 of the NPPF (as amended). The areas assessed in the local plan evidence do not exactly correspond with the boundaries of the application site. The assessment of parcel CO18 in the local plan evidence for example is larger than the application site boundary and does not include the northern part of the site, which lies outside the Green Belt boundaries. The 2020 review of the evidence is also considered relevant when considering harm to the Green Belt and assessing whether there are 'very special circumstances' for the purposes of paragraph 153.
- 16.3.20 When assessing harm, both 'Appendix B (Detailed Stage 2 Harm Assessments: Colehill)' of the Strategic Green Belt Assessment Stage 2 Harm Assessment (December 2020) and the assessment of harm for the application site (identified as parcel CO18 in the Green Belt assessment) need to be considered.
- 16.3.21 The 2020 Strategic Green Belt assessment sought to analyse the contribution of certain parts of the Green Belt and the contribution they make to Green Belt purposes, including:
- the relevance of each Green Belt purpose, given the parcel's location relative to large built-up areas, towns, countryside and historic towns;
 - the extent to which the land can be considered open in Green Belt terms;
 - for Purpose 1-3, the degree of distinction between the parcel and urban area(s) - that is, the extent to which land is associated with the urban area or with the wider countryside.

- 16.3.22 The 2020 Green Belt harm assessment separates parcels of land into 4 different categories based on the distinction between that parcel and the built-up area:

Purpose 1: A weak, or no, contribution to checking the unrestricted sprawl of the large built-up area. The assessment finds that *"Land is not close enough to the large built-up area to be associated with it. Therefore, development would not be perceived as sprawl of the large built-up area."*

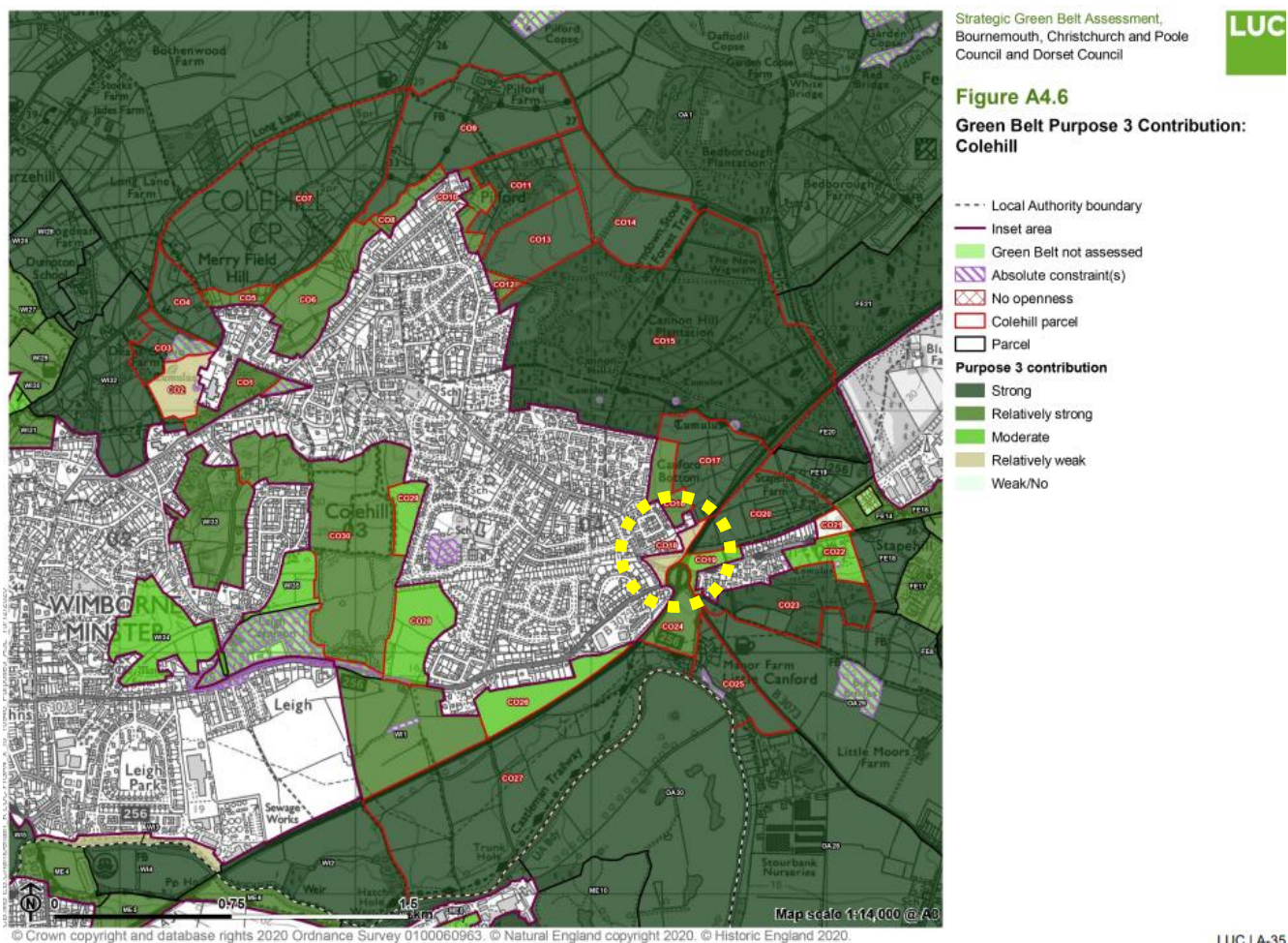
Purpose 2: A weak, or no, contribution to preventing neighbouring towns from merging. The assessment finds that *"The parcel is open and peripheral to a narrow gap between Colehill and Ferndown to the east. There is weak distinction between the parcel and the inset area, which reduces the extent to which development would be perceived as narrowing the gap. Overall, the area makes a relatively weak contribution to preventing the merging of neighbouring towns."*

Purpose 3: A relatively weak contribution to assisting in safeguarding the countryside from encroachment. The assessment finds that *"The parcel is open and characterised by commercial use buildings to the west, which are associated with the urban area and diminish the extent to which it is perceived as countryside. There is weak distinction between the parcel and the inset area, which reduces the extent to which development would be perceived as encroachment on the countryside. Overall, the area makes a relatively weak contribution to safeguarding the countryside from encroachment."*

Purpose 4: A weak, or no, contribution to preserving the setting and special character of Colehill (as a historic town). The assessment finds that *"The parcel does not contribute to the setting or special character of any historic towns."*

Purpose 5: An equal contribution to assisting with urban regeneration by encouraging the recycling of derelict and other urban land.

- 16.3.23 After also considering the impact that Green Belt release might have on the function of adjacent Green Belt, the assessment finds that the overall harm of releasing parcel CO18 would be 'low'.



Appendix B Detailed Stage 2 Harm Assessments: Colehill' of the Strategic Green Belt Assessment Stage 2 Harm Assessment (December 2020) (Republished January 2021) and the assessment of harm for the application (identified as parcel CO18 in the green belt assessment)

- 16.3.24 Based on the review of available evidence, it is considered that site CO18, located on the edge of Colehill, although currently open and undeveloped, has a weak physical and visual distinction from the adjoining urban area. The site makes a relatively limited contribution to the purposes of including land within the Green Belt and has negligible impact on the openness or character of adjacent areas. Subject to meeting relevant sustainability criteria and ensuring that the development does not result in significant harm to the wider Green Belt, development on site CO18 could potentially be justified under emerging Grey Belt policy principles.
- 16.3.25 The updated PPG states that "where grey belt is identified, it does not automatically follow that it should be allocated for development, released from the Green Belt or for development proposals to be approved in all circumstances. The contribution Green Belt land makes to Green Belt purposes is one consideration in making decisions about Green Belt land. Such decisions should also be informed by an overall application of the relevant policies in the NPPF."
- 16.3.26 When it comes to determining in what circumstances proposals on grey belt land should be approved the PPG states 'Where a site is judged to be grey belt, and to not fundamentally undermine the purposes of the remaining Green Belt across the plan area if released or developed, wider considerations will still be relevant to the consideration of development proposals on the site. These would include determining whether the development would not be inappropriate development in the Green Belt, as set out in

paragraph 155 of the NPPF. That question would include consideration of whether a development is sustainably located, whether it would meet the 'Golden Rules' contributions (where applicable), and whether there is a demonstrable unmet need for the type of development proposed.'

16.3.27 NPPF Paragraph 155 amongst other criteria specifies that the development of homes, commercial, and other developments in the Green Belt will not be inappropriate where:

b) There is a demonstrable unmet need for the type of development proposed.

16.3.28 In this case, the proposed food store is located partly within the urban area and on land which could potentially be identified as grey belt land. The site is considered to be in a sustainable location, while the 'Golden Rules' requirements do not apply to the type of proposed development. However, the criterion under paragraph 155(b), which requires demonstrating an unmet need for the proposed use of development, is not met. This is fully assessed later in this report.

16.3.29 The proposal would constitute inappropriate development in the Green Belt because it does not accord with the exceptions set out in paragraph 155(b) of the NPPF. Furthermore, in addition to the proposed supermarket building and access, the proposed car parking area extends into the southern part of the application site and the Green Belt. The proposed hardstanding needed to form the car parking area, and the use of this area, are likely to be harmful to the openness of the Green Belt and encroach into what is currently undeveloped land. Consequently, the proposed food store with associated access, car parking, and landscaping would cause substantial harm to the openness of the Green Belt.

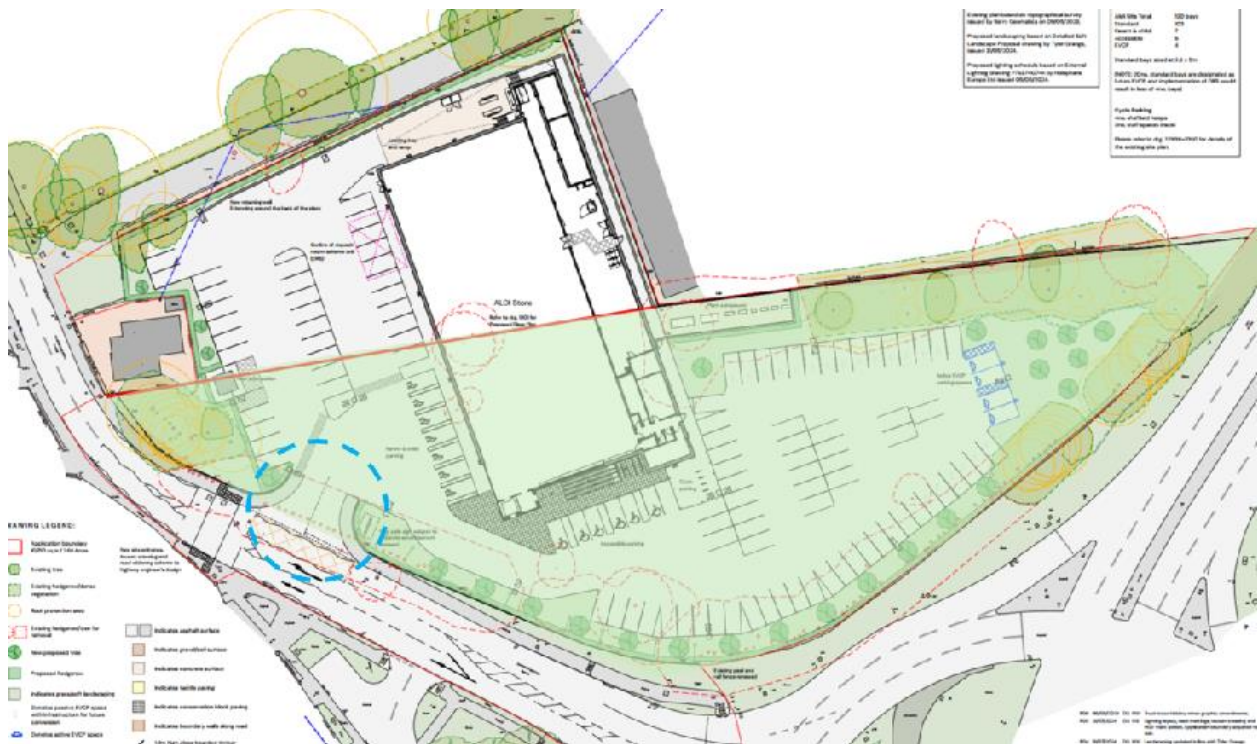
16.3.30 The NPPF and Planning Policy Guidance (PPG) make clear that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 153 of the NPPF states that substantial weight should be given to any harm to the Green Belt. Likewise, it is explained that no very special circumstances can exist unless the potential harm to the Green Belt due to inappropriateness and any other harm resulting from the proposal is clearly outweighed by other considerations.

16.3.31 Given that the proposal does not meet any of the exceptions set out in paragraph 154 of the NPPF and criteria for grey belt have not been met, it is therefore necessary to consider whether there are 'very special circumstances' which clearly outweigh the harm to the Green Belt (arising from the inappropriate development) and any other harm resulting from the proposal.

16.3.32 Harm to the openness of the Green Belt may be considered in both spatial and visual terms. Factors such as the visual impact of the proposal, its volume and the degree of activity likely to be generated, such as traffic generation are all relevant considerations.

16.3.33 The development would result in both visual and spatial harm to the openness of the Green Belt. In order to assess whether a development would cause substantial harm to the openness of the Green Belt necessitates a baseline to be established. At present the 1.5 acres of the site is undeveloped. The proposal identifies development in the form of a 1,780 square metre Class E(a) retail food store (measured internally) with 120 associated parking spaces, landscaping, and highway access.

16.3.34 As illustrated below, approximately half of the proposed store building—along with the majority of the parking area, trolley bay, cycle parking, plant compound, new highway access, and a substation—will be situated within currently undeveloped Green Belt land (indicated in green below).



16.3.35 This southern portion of the site is not classified as previously developed land within the Green Belt and remains undeveloped, forming the baseline for this assessment. Currently, the site comprises open grassland situated between Canford Bottom (A classified road) and residential development to the west. To the south and east, it is bounded by the Canford Bottom Roundabout and the A31, a key route within the national strategic highway network. As previously noted, the northern section of the site is in employment use, with additional employment land located immediately to the east. Beyond the northern boundary lies the residential development at Fryer's Copse.

16.3.36 The site is enclosed by mature hedgerows, trees, and scrub, which significantly limit its visibility from the Canford Bottom Roundabout when approached from either direction. Some limited views may be possible when approaching from Colehill along Canford Bottom Road. The site serves as a green buffer between the settlement of Colehill and the adjacent highways, contributing to a sense of separation. Its open field with mature boundary planting character enhances the visual amenity of this part of the Canford Bottom Roundabout and contributes towards the openness of the Green Belt in terms of its role and function.

16.3.37 The proposed development of a retail store would result in a clear and tangible visual impact. The introduction of built form, associated car parking, and ancillary infrastructure (such as trolley bays, lighting columns, advertisement displays, and electric vehicle charging points) alongside the operational activity during trading hours, would represent a significant departure from the site's current undeveloped and rural character. This transformation would result in the urbanisation of a site that presently contributes to the

openness of the surrounding landscape. The visual impact would be permanent and noticeable, particularly due to the creation of a new two-way vehicular access and the removal of mature trees, which, although proposed to be replaced with new landscaping, would not immediately mitigate the loss of established screening.

- 16.3.38 The development would therefore conflict with the third purpose of the Green Belt, as set out in paragraph 143 of the National Planning Policy Framework (NPPF), which seeks to safeguard the countryside from encroachment. While the contribution the site makes to purpose 3 is considered weak, the impact should still be afforded substantial weight in the planning balance, regardless of its performance in relation to the purpose of the Green Belt.
- 16.3.39 In terms of spatial impact, the southern section of the site is currently undeveloped. The proposal would result in the development of the majority of this area to accommodate the supermarket building, car park, and associated infrastructure, including an upgraded access, substation, and close-boarded fencing along the site boundaries. The scale of the proposed footprint is considerable and would have a harmful, urbanising effect on the natural environment. The openness of the Green Belt is defined by the absence of built form and its permanence in remaining open. The introduction of a supermarket on this site would result in a permanent loss of openness, contrary to the fundamental aim of Green Belt policy.
- 16.3.40 To minimise both landscape and visual impacts, a landscaping scheme has been submitted incorporating limited tree retention, new tree planting, native hedgerows, ornamental and ground cover planting, and a wildflower seed mix. While these measures would contribute to softening the visual presence of the development within the street scene to some extent, they would not sufficiently mitigate the overall visual and spatial impacts arising from the scale of the development and associated infrastructure, such as lighting, parking areas, and other ancillary works. The substantial footprint of the proposal, combined with the removal of mature trees and shrubs along the site boundaries, would significantly alter the character of this currently undeveloped land. As such, the proposal would result in a harmful impact on the openness of the Green Belt, contrary to its fundamental purpose.
- 16.3.41 For these reasons it is considered that the proposed development would result in harm to the Green Belt, both on a visual and spatial level, by virtue of the development of a previously undeveloped site and the scale of development (including associated paraphernalia). In addition, it constitutes inappropriate development as defined by the NPPF. The application should therefore only be approved if the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development.
- 16.3.42 **The issue of harm to openness of the Green Belt is attributed substantial weight against the development as required by national policy.**

Very Special Circumstances

- 16.3.43 The applicant has submitted a case for 'very special circumstances' (VSCs) making the case that harm to the Green Belt is clearly outweighed by other circumstances as follows:

1. There is an economic need for deep discount groceries, given the cost of living crisis.

2. *The proposed store will not result in an adverse impact on any existing, committed or planned retail investment within any surrounding centres.*
3. *The proposed store will reduce the necessity to travel further afield for discount groceries for local residents.*
4. *No alternative sites available.*
5. *The proposed site location would reduce traffic to wider supermarkets and thus be beneficial transport movement wise. It is also sustainably located so as to be accessed with ease via non-car transport methods.*
6. *Job creation and economic benefits.*

16.3.44 The proposed is for new retail development on open Green Belt land. As set out above, this together with associated operational development (access, parking, roads, retail paraphernalia) will by its very nature create a loss of openness, resulting in inappropriate development and harm to the Green Belt. As the proposal would be inappropriate development in the Green Belt, planning permission should only be granted in very special circumstances where the harm to the Green Belt and any other harm is clearly outweighed by very special circumstances. Therefore, very special circumstances can only be considered once all impacts of the proposal have been assessed.

16.3.45 Whether or not harm to the Green Belt identified in this report is clearly outweighed by VSCs is assessed at the end of this report.

16.4 Location and Sustainability

16.4.1 The northern section of the site is located within the settlement boundary of Wimborne and Colehill, while the southern section lies outside the settlement boundary. However, the southern section is adjacent to the settlement of Wimborne and Colehill to the north and is surrounded by it to the southwest. Additionally, the Stapehill settlement boundary is approximately 130 metres to the southeast.

16.4.2 The southern section of the site is technically not supported by the settlement hierarchy but when considering the entire site edged in red on the location plan, it is evident that this location benefits from both deliverable pedestrian and existing vehicular access.

16.4.3 Policy KS2 of the CS identifies Colehill as a Suburban Centre *with no existing centres that will provide for some residential development along with community, leisure and retail facilities to meet day to day needs within the existing urban areas.* However, the site is located along a Prime Transport Corridor (B3073), as identified by Policy KS9 of the Core Strategy, where development is encouraged.

16.4.4 The B3073 connects Wimborne Town Centre with Ferndown, Longham, Parley Cross, Hurn Roundabout, and the Blackwater Interchange (A338 junction). Additionally, the site is located directly adjacent to the Canford Bottom Roundabout, which is part of the Strategic Road Network (SRN) A31, connecting the site with West Moors, Ferndown, Ashley Heath, and Ringwood.

16.4.5 Bus stops with a regular service are located within 400 metres of the proposed site. These stops are equipped with shelters, seating, and lighting. The bus service offers a suitable choice of transport between Bournemouth Centre and Wimborne, with additional local links to West Parley, Ferndown, Stapehill, and Leigh Road.

16.4.6 Given the location of the site, existing transport links and road network, on balance it is considered that the location would not warrant a reason for refusal of the scheme on the basis that the location is unsustainable.

16.4.7 **With the above in mind the issue of the location outside of the settlement boundary is therefore attributed limited weight against the development.**

16.5 Loss of employment land

16.5.1 The northern section of the site remains in active employment use. CS Policy KS5: Employment Land, identifies the need for the development of an additional 80 hectares of employment land to meet future demand. Consequently, any proposed change of use from employment to retail must be robustly justified.

16.5.2 CS Policy PC2: Alternative Uses for Employment Land clearly states that, where there is compelling evidence of a lack of market demand over the plan period, employment land may be considered for alternative uses outside the B Use Classes. Paragraph 16.12 further clarifies that the loss of employment land will only be considered where strong evidence demonstrates that the site is not required by the market to meet projected land requirements during the plan period.

16.5.3 In March 2024, 'Iceni' completed an 'Employment Land Study' (Dorset Council and Bournemouth, Christchurch & Poole Council), which identified a significant demand for employment growth. In support of the application, the applicant has submitted an Employment Land Report (May 2024), prepared by Alder King (AK). The AK report assesses the implications of redeveloping the Canford Bottom site, evaluating whether the loss of employment land would adversely impact local supply, the suitability of the existing premises for continued employment use, and the potential economic benefits of the proposed scheme.

16.5.4 The Alder King Study examines both the loss and potential growth of employment space across the East Dorset area based on an outdated document data from 2020/21 (the East Dorset Annual Monitoring Report (AMR) 2020/21). More recent and relevant employment data is contained in the Dorset Council Authority Monitoring Report (April 2023 – March 2024) (AMR 23/24), published in April 2024, prior to the submission of this application. The Dorset and BCP Employment Land Study (DC/BCP 2024), published in March 2024, is also material.

16.5.5 In order to effectively consider the findings of the Alder King Study, it is essential to understand the geographical scope of the various monitoring reports referenced.

16.5.6 The AMR 2020/21 (1 April 2020 to 31 March 2021) which forms the basis of the Alder King Study, excludes Christchurch, focussing solely on the former East Dorset District. The 2023/24 AMR (1 April 2023-31 March 2024) by contrast encompasses the entire Dorset Council area and the Dorset and BCP Employment Land Study 2024 (DC/BCP 2024) covers both Dorset Council and BCP.

16.5.7 The Alder King Study presents the following justifications based on the submitted information:

1. Impact on Employment Land Supply

- 16.5.8 While the site in question is not formally designated as allocated employment land, its potential loss should be assessed in the context of the broader local employment land supply. According to Table 6.2 of the AMR 20/21, East Dorset retained 49.3 hectares of allocated employment land. This figure represents a level well above 50% of the target set for the East Dorset and Christchurch (EDC) Local Plan area, suggesting that, at the time of monitoring, sufficient land was available to accommodate future employment needs within East Dorset.
- 16.5.9 It is important to note that the above calculations are derived from the total employment land supply, which encompasses sites with planning permission, allocated sites, and land under construction.
- 16.5.10 Although the AMR 2020/21 excludes Christchurch, the analysis undertaken by Alder King, incorporates land at Bournemouth Airport (within the BCP Council area). The Alder King analysis claims a total of 89.9 hectares of employment land remains available across 'East Dorset'. This includes:
- Bournemouth Airport – 52.5 ha
 - Blunt's Farm – 29.8 ha
 - Woolsbridge – 4.5 ha
 - Bailie Gate – 3.1 ha
- 16.5.11 In addition to the data within the AMR 20/21, Alder King has undertaken a snapshot assessment of available office and industrial floorspace across the East Dorset area in April 2024. The results of their research are presented in below tables.

Built Floorspace Available to Let

Type	Available Floorspace (m ²)
Industrial	27,917
Office	2,251
Total	30,168

It is noted below, a significant portion of the industrial floorspace is located within newly constructed units at Ferndown Industrial Estate:

Location	Floorspace (m ²)
Units 1–3 & 6–11A, Bedrock Logistics Park	3,548
Units 14–17, Bedrock Logistics Park	7,623
Units 18–26, Bedrock Logistics Park	3,819

Consented Development Schemes

Site	Floorspace (m ²)
Plot C, Ferndown Industrial Estate	9,290
50 Cobham Road, Ferndown Industrial Estate	4,979
ABP140, Aviation Business Park	13,006
ABP39, Aviation Business Park	3,627
Total	30,866

- 16.5.12 The AK study advises that these built and consented schemes provide a total of 61,072 m² of employment floorspace in the East Dorset and BCP Council areas.
- 16.5.13 Alder King argues, the subject site, comprising 918 m², represents only approx. 1.5% of that total indicating that its loss would have a negligible impact on the overall supply of employment floorspace.
- 16.5.14 In summary the AK report concludes that East Dorset benefits from a substantial supply of both employment land and built commercial floorspace, with sufficient capacity to meet projected demand well beyond the current Local Plan period. They argue that consequently the loss of the subject site would not have a detrimental impact on overall employment land provision.

2. Suitability of Existing Premises

- 16.5.15 The site currently accommodates two B2-class industrial buildings totalling 918 m². The applicants claim that premises are considered outdated, offering poor amenities and limited vehicular access and as such are deemed economically obsolete and unsuitable for continued industrial use. They also argue that as the surrounding area, is predominantly residential in character, this further reduces the site's suitability for ongoing industrial operations.

3. Economic Benefits of the Proposed Scheme

- 16.5.16 The applicant has initially indicated that the proposed food store would create 40–50 part-time jobs, which was queried by the case officer. The applicant has since clarified (email dated 1 August 2025) that the development is expected to generate the equivalent of 30–35 full-time jobs. The proposed development would therefore result in a modest net increase in employment opportunities, delivering an economic benefit to the local area.
- 16.5.17 The submitted AK study concludes that the loss of B-class employment uses on this site would not adversely affect the provision of employment land within the settlement of Wimborne/Colehill or the wider East Dorset area. Alder King indicates that there is sufficient availability of both strategic and local employment land to meet projected demand in East Dorset up to 2028, thereby justifying the release of this site from employment use.

Officer assessment on loss of employment land

- 16.5.18 As previously noted, the most up-to-date evidence base includes the Dorset Council Authority Monitoring Report AMR 23/24 and the Dorset and BCP Employment Land Study (DC/BCP 2024). These documents have been used by officers to assess whether there is sufficient allocated employment land available across the Dorset Council area over the plan period.
- 16.5.19 The AMR 23/24 outlines the Council's progress in implementing planning policy and guiding development across a range of sectors, including housing, employment, retail, the environment, heritage, and infrastructure. It covers the entire Dorset Council area.
- 16.5.20 The monitoring approach adopted in AMR 23/24 records only completed developments. Changes within employment use classes are tracked solely where they result in a net gain

or loss of employment floorspace, rather than capturing all internal or minor changes of use.

Employment Land and Floorspace Completions (2023/24)

Net Gains – Dorset wide

- Land Area: 8.36 hectares
- Floorspace: 19,367 m²

Area	Land Gain (ha)	Floorspace Gain (m ²)
West Dorset, Weymouth & Portland	2.17	7,814
North Dorset	2.97	4,868
East Dorset	1.41	1,810
Purbeck	1.81	4,875

Source: Dorset Council Authority Monitoring Report April 2023 – March 2024 (AMR 23/24)

Net Losses – Dorset wide

- Land Area: 3.51 hectares
- Floorspace: 4,349 m²

Area	Land Loss (ha)	Floorspace Loss (m ²)
West Dorset, Weymouth & Portland	1.61	2,582
North Dorset	0.73	430
East Dorset	0	0
Purbeck	1.16	1,337

Source: Dorset Council Authority Monitoring Report April 2023 – March 2024 (AMR 23/24)

- 16.5.21 A joint Employment Land Study, published in March 2024 by Dorset Council and Bournemouth, Christchurch and Poole Council, assessed employment land needs across the region for the period 2021 to 2039. This study, undertaken by 'Iceni Projects', provides a detailed analysis of employment land availability across Dorset. Based on the findings of the March 2024 study, the distribution of available employment land by sub-area within Dorset is as follows:

Sub-Area	Key Sites / Settlements	Estimated Supply (ha)
South Eastern Dorset	Blandford Forum, Ferndown, Wimborne, Verwood	66.4
Central Dorset	Dorchester, Crossways, Puddletown	30.5
Northern Dorset	Gillingham, Shaftesbury, Sturminster Newton	21.2
Western Dorset	Bridport, Beaminster, Lyme Regis	13.4
Southern Dorset	Weymouth, Portland	38.7

Total (Dorset)		170.2 ha

Source: Dorset and BCP Employment Land Study (March 2024)

- 16.5.23 The assessment categorises employment land by Use Class, including Offices (Class E(g)(i)/(ii)), Industrial (Class E(g)(iii)/B2), and Warehousing/Logistics (Class B8), and groups sites into the following categories:
- Key Employment Sites – strategically significant locations, often larger in scale and typically safeguarded for employment use;
 - Proposed Allocations – new or emerging sites identified within the draft Dorset Local Plan;
 - Completions and Extant Permissions – sites that have either been developed or have extant planning permission.
- 16.5.24 Based on the findings, East Dorset recorded a decline in new employment land completions in 2023–2024, with only 1.41 hectares delivered compared to 4.23 hectares in the previous year. However, it is notable that no employment land was lost during this period, indicating improved retention of employment sites. Despite the recent decline in completions, the joint Employment Land Study (2024) estimates that East Dorset has approximately 66.4 hectares of available employment land representing the highest level of supply among all sub-regions within the wider Dorset Council area.
- 16.5.25 Although the report does not provide a standalone employment land requirement for East Dorset, the data suggests that East Dorset has made a significant contribution to the overall employment land supply in the Dorset Council area. The net gains in both land and floorspace indicate a positive trend in employment land delivery.
- 16.5.26 The loss of the existing employment land is considered acceptable due to the site's modest size (approximately 0.27 hectares) and the findings of the most recent Authority Monitoring Report and Employment Land Study, which confirm a sufficient supply of available employment land within the East Dorset area.
- 16.5.27 The economic benefits associated with the proposed Aldi store are deemed to outweigh the loss of this employment site. However, Policy CS PC2 clearly stipulates that employment land may only be reallocated for non-B class uses where robust evidence demonstrates a lack of market demand over the plan period.
- 16.5.28 The applicant has sought formal pre-application advice. In relation to the proposed loss of employment land, officers advised that, in order to justify this loss, the applicant should provide the following evidence:
- *‘Evidence that the loss of the site would not have a detrimental impact to the strategic and local supply of employment land (qualitatively and quantitatively). In doing this they might want to assess what other suitable, viable alternative sites are available.*
 - *Set out any reasons why the employment premises are not thought suitable for continued/future use (if there are any), describing any problems caused by the existing uses and providing evidence of measures considered to mitigate the issues and why they could not be overcome.*
 - *Full and proper marketing evidence for a continual period of time to be agreed with the office (typically 12 months or more):*

- **Marketing tools:** *What types of tools did the Estate Agents use to market the property? For instance, was it just using advertising boards outside the premises, was it online marketing or was it periodic mailshots to retailers and other permitted uses?*
- **Length of time it was marketed:** *Provide evidence to show the length of time this premises was advertised for? For instance, was it marketed once or was it continually marketed for a period of time?*
- **Rental Price/ sales value:** *Show how much this premises was advertised for rent/ for sale and to demonstrate that this is a reasonable asking price by submitting at least 3 comparable.*
- **Issues with letting/ selling unit for its permitted use:** *When prospective owners/ tenants showed interest in the premises, why did they not pursue it any further? Please note it is only necessary to list the interested parties and summarise their reasons for not pursuing this premises any further'.*

In addition, it would be helpful if the applicant were to set out any local needs to be addressed by the proposal, or economic/community benefits resulting from the scheme to aid the officer in looking at the relative merits of the retention vs the loss of the use.

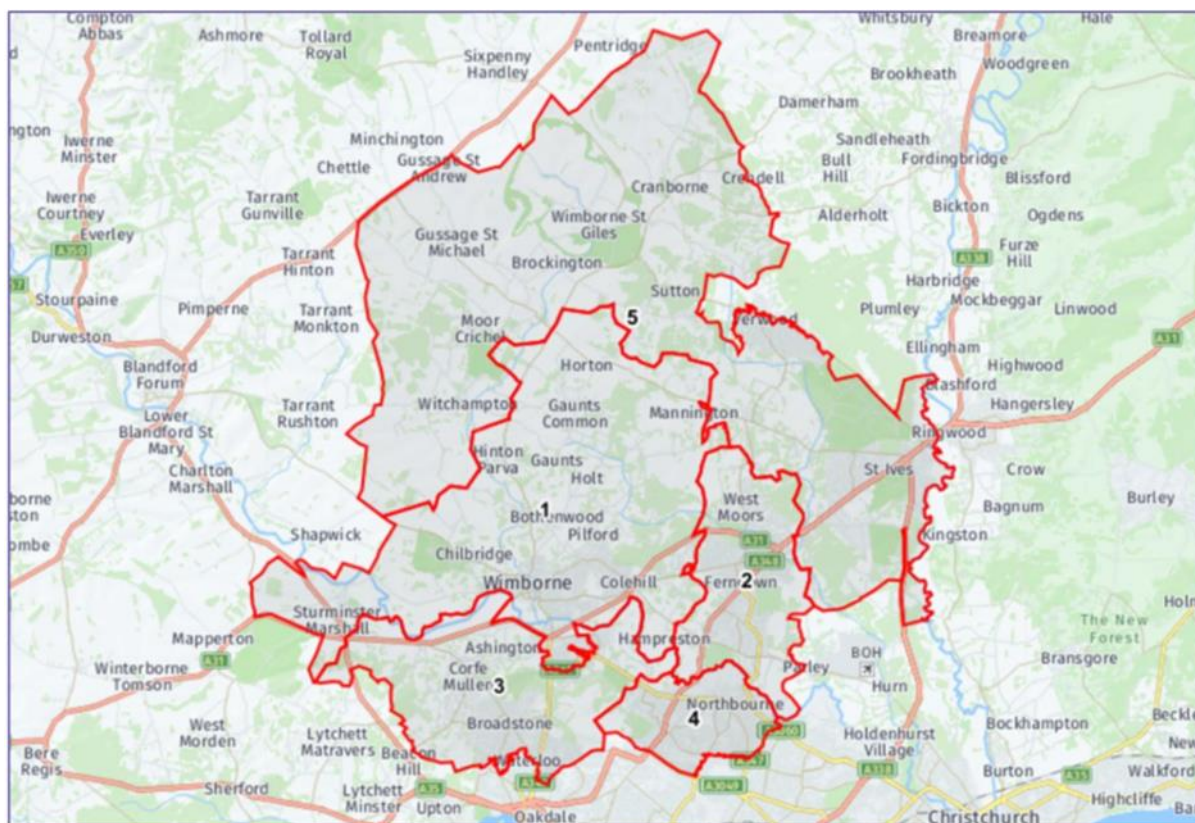
- 16.5.29 Although the applicant has submitted an Employment Land Report prepared by Alder King in support of the proposed loss of B-class uses on the site, the report clearly states that no physical survey of the buildings was undertaken. This is despite the document asserting that the buildings are nearing the end of their useful life. Furthermore, the report acknowledges that no marketing of the site for employment purposes has been carried out, yet it concludes that the site is unsuitable for continued employment use.
- 16.5.30 It remains possible, that the site may be suitable and financially viable for other businesses operating within the scope of its permitted use. In the absence of the evidence, officers are unable to make a fully informed judgement based on the limited information currently submitted.
- 16.5.31 As no evidence has been submitted to satisfy the requirements of Policy PC2 and the accompanying text within paragraph 16.12 of the Core Strategy (2014), this constitutes a reason for refusal. An informative note is recommended should the applicants progress to appeal or resubmit.
- 16.5.32 **With the above in mind the matter of fully addressing a loss of existing employment land is attributed limited weight against the development, subject to appropriate justification, as required by local planning policy (PC2).**

16.6 Need for retail provision

- 16.6.1 The proposal would provide 1,780 sqm of floor space, of which 1,315 sqm will be allocated for sales. The format takes a similar approach to other discount retailers, providing mostly convenience goods with approx. comparison goods 'Special Buys' offering seasonal and limited-time items.
- 16.6.2 CS Policy KS6 (Town Centre Hierarchy) defines the hierarchy of retail centres, ensuring that most new retail development is directed to the main town centres, which are the most accessible and have the most development opportunities on previously developed land,

such as Wimborne, Ferndown and Verwood. CS Policy KS7 focuses on the role of Town and District Centres, aiming to strongly support the vitality and viability of these centres.

- 16.6.3 In order for key retail centres within the plan area to maintain and enhance their vitality and viability, CS Policy KS8 (Future Retail Provision) highlights that additional retail floorspace is needed to accommodate the growing population and increasing retail expenditure. Wimborne and Ferndown are identified as the main focus for additional comparison retail floorspace, with smaller contributions from Verwood and West Moors.
- 16.6.4 Although demonstrating retail need is no longer a policy requirement for planning applications in England, the proposed development at Canford Bottom partially lies within the designated Green Belt. As such, Dorset Council has requested an assessment of retail need to determine whether any such need could justify development in this sensitive location.
- 16.6.5 The applicant has submitted Planning and Retail Statement (PRS) prepared by Avison Young (AY) on behalf of the applicant which includes both a sequential sites assessment and an impact assessment. Retail consultant Lambert Smith Hampton (LSH), was appointed by the Council to review submitted information in relation to retail need and retail impact.
- 16.6.6 In assessing the retail need for the proposed Aldi food store at Canford Bottom, it is essential to define the catchment area that the store is expected to serve. This area is geographically constrained by Bournemouth and Poole to the south, Ringwood to the north-east, Blandford Forum to the north-west, and Verwood to the north. As such, the catchment is more limited than the broader study area used in the applicant's Planning and Retail Statement (PRS), and more closely aligned with Zones 1 and 2 of their household survey as illustrated in below map.



Source: Household Survey Study Area (PRS, Figure 2, page 50)

- 16.6.7 The applicant's Planning and Retail Statement (PRS) does not explicitly address retail need. However, it does indicate that convenience expenditure within the study area is forecast to decline by £1.4 million between 2024 and 2028, including a £0.6 million reduction within the core catchment zones (Zones 1 and 2). This suggests a declining requirement for additional convenience retail provision.
- 16.6.8 While the PRS notes that some existing stores, namely Tesco in Ferndown and Waitrose in Wimborne, are trading above benchmark levels, which could imply a degree of unmet demand, this is not supported by the most recent evidence. The Dorset Retail and Leisure Study Update (DRLSU, 2022), prepared by Lambert Smith Hampton, concludes that there is a significant oversupply of convenience floorspace across the Dorset Council area. Under the baseline scenario (based on current performance), no additional capacity is identified up to 2040. Even when housing growth is factored in, only a modest requirement of 289 sqm net is identified in 2025, with no further need thereafter.
- 16.6.9 A more detailed capacity assessment focused on the Ferndown and Wimborne areas confirms this conclusion. The available convenience expenditure in Zones 1 and 2 in 2028 is estimated at £145.2 million. However, the benchmark turnover of existing stores in the area exceeds £158 million, indicating that current provision already surpasses demand. Specifically, the five main food stores in the area (Tesco, Lidl, and Sainsbury's in Ferndown; Waitrose in Wimborne; and Lidl in West Parley) are forecast to generate over £108 million in convenience sales, exceeding the available main food expenditure of £101.64 million.
- 16.6.10 There is no clear qualitative need for additional provision. While some expenditure leakage is observed, 18.8% from Zone 1 and 9.2% from Zone 2, this is not primarily directed towards Aldi stores. Instead, a significant proportion of Zone 1 residents prefer the Asda

store at West Quay Road, Poole, over the closer Aldi, suggesting that the proposed Aldi would not address a specific qualitative gap in the market.

- 16.6.11 In conclusion, there is no demonstrable quantitative or qualitative need for additional retail floorspace in the Ferndown and Wimborne area. The existing provision is sufficient to meet current and forecast demand, and the proposed Aldi store does not address a clear deficiency in the local retail offer.
- 16.6.12 The applicant has failed to demonstrate the existence of an unmet retail need within the plan area that would justify the proposed development. This position has been independently reviewed and confirmed by the Council's retail consultant's LSH.
- 16.6.13 As noted under the principle of development, the proposal is contrary to the development plan and the settlement hierarchy set out in Policy KS2 and town centre hierarchy in CS Policy KS6. The proposed development at Canford Bottom is partially located within the designated Green Belt. While demonstrating retail need is no longer a policy requirement under national planning policy, it remains a material consideration in this context.
- 16.6.14 There is no evidence of either a quantitative or qualitative need for additional retail provision in the Ferndown and Wimborne areas. The existing network of stores is sufficient to meet current and projected demand, and the proposed Aldi store would not address any identified gap in provision. As such, retail need does not provide justification for development within the Green Belt and does not meet the criteria for potential grey belt land to be developed.
- 16.6.15 **With the above in mind the matter of addressing retail need is attributed substantial weight against the proposed development.**

16.7 Impact on local centres

Sequential Test

- 16.7.1 Policy KS7 of the CS notes that the defined town and district centres are to be the focus for town centre uses, including employment, retail, leisure and entertainment, arts, culture, religion, health, tourism, places of assembly, community facilities and higher density housing. The policy requires a sequential assessment for planning applications for main town centre uses that are not in an existing centre, to ensure that all in-centre options have been thoroughly assessed before less central sites are considered.
- 16.7.2 The application site is sited outside of defined town centres. The proposed use is defined in the glossary of the National Planning Policy Framework (NPPF) as a main town centre use. Paragraph 91 of the NPPF states that Local Planning Authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up to date plan.
- 16.7.3 Paragraph 92 states that *'when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.'*

- 16.7.4 As the application site is sited outside of defined town centres, for this proposal a sequential test has been undertaken to identify potential alternative sites for the development. The assessment, as submitted by Avison Young (AY), considers sites within Ferndown and Wimborne town centres, as well as West Moors District Centre and West Parley Local Centre, which is deemed appropriate given the site's out-of-centre location and proximity to these centres.
- 16.7.5 The results identified a number of possible sites but each was ultimately rejected for the following reasons:

Insufficient Site Size

Wimborne – Park Lane Car Park

The site has been assessed and found to be too small to accommodate the proposed food store. There are no known proposals to redevelop or expand the site in a way that would make it suitable. It is also located within Flood Zone 2 and has poor access for HGV servicing. The site is a well-used Council-operated car park, and there is no indication it will be made available. The site is not considered suitable for the proposed development.

Wimborne – 3–4 Crown Mead (Former M&S Unit)

The site offers a net retail sales area of only 362 sqm, which is significantly below the 1,315 sqm net sales area, it lacks dedicated parking and has inadequate servicing arrangements for proposed Aldi food store. Not suitable due to size and operational limitations.

Ferndown – Day Centre

The site has been assessed and found to be too small to accommodate the scale of development proposed by Aldi. There are no known wider redevelopment plans that would enable the site to be expanded or reconfigured to meet the requirements of the proposed food store. The site is not considered suitable for the proposed development.

Ferndown – Service Yards/Car Parks, Library Road

This site comprises service yards and car parks located off Library Road in Ferndown. It has been concluded that the site is insufficient in size to accommodate the proposed food store on its own. There is no evidence of any wider redevelopment proposals that could bring additional land into consideration. Therefore, the site is not suitable for the proposed development.

Ferndown – No.17 Victoria Road and Land to Rear

The site at No.17 Victoria Road and the land to the rear is considered too small in isolation to accommodate the proposed food store. While there is potential for amalgamation with the adjoining public house land, this would likely result in the loss of existing parking provision. Given the constraints and lack of certainty around site assembly, the site is not deemed suitable for the proposed development.

Active Operational Use

Wimborne – Fire and Police Stations

The Fire and Police Station sites in Wimborne are identified in the adopted Local Plan as having redevelopment potential. While the combined site could be suitable for a food store, it falls below the 0.8-hectare threshold applied by the applicant. Furthermore, both sites are in active operational use, and their redevelopment would require the relocation of

essential services. The site is not considered available and therefore not suitable for the proposed development.

Ferndown – Fire Station, Ringwood Road

The Fire Station site on Ringwood Road is currently in active operational use and, in isolation, is too small to accommodate the proposed food store. The need to relocate the fire service would present a significant barrier to availability within a reasonable timeframe. Consequently, the site is not suitable for the proposed development.

Planning Commitments or Permissions

Ferndown – Vacant Land South of Princes Road

This parcel of vacant land, located south of Princes Road, is too small in isolation to accommodate the proposed development and in amalgamation it would result in loss of existing parking provision. Furthermore, the site benefits from an extant planning permission for the construction of five two-bedroom terraced houses (Ref: P/FUL/2022/04737), indicating that it is unlikely to be available for retail use. The site is therefore not suitable for the proposed food store.

Table - Summary of above sites by town:

Site	Location	Reason for Unsuitability
Fire and Police Stations	Wimborne	Potentially suitable in scale but currently in active use; not available within a reasonable timeframe.
Park Lane Car Park	Wimborne	Site is too small and lacks redevelopment potential.
3–4 Crown Mead (Former M&S Unit)	Wimborne	Retail unit is significantly undersized compared to the proposed store's requirements.
Day Centre	Ferndown	Site is too small and lacks any wider redevelopment proposals.
Service Yards/Car Parks, Library Road	Ferndown	Insufficient size and no evidence of wider redevelopment potential.
No.17 Victoria Road and Land to Rear	Ferndown	Too small in isolation; amalgamation would result in loss of existing parking provision.
Fire Station, Ringwood Road	Ferndown	Site is in active operational use and too small; relocation of services required.
Vacant Land South of Princes Road	Ferndown	Too small and has planning permission for residential development, making it unavailable.

- 16.7.6 Both West Moors District Centre and West Parley Local Centre were reviewed as part of the sequential site assessment, to determine whether any suitable and available sites exist that could accommodate the proposed discount food store development.
- 16.7.7 West Moors is designated as a District Centre in the adopted Local Plan. The centre is physically constrained by surrounding residential development and road infrastructure, leaving no scope for expansion. No vacant or suitably sized units were identified during the assessment that are capable of accommodating the proposed development. West Moors is therefore not considered a sequentially preferable location.
- 16.7.8 West Parley is identified as a Local Centre and comprises a small parade of retail units at the junction of Christchurch Road and New Road. All units were occupied at the time of assessment and are generally below 300 sqm in size. The centre is tightly bounded by residential development and road infrastructure, offering no realistic opportunity for expansion. Land to the east is under redevelopment for housing and is unavailable. Given the lack of suitable or available sites, and the recent delivery of a Lidl store nearby in an out-of-centre location, West Parley is not considered a sequentially preferable alternative.
- 16.7.9 While the coverage of centres is considered appropriate, several concerns have been raised regarding the methodology and assumptions adopted by AY. Notably, the assessment places undue emphasis on the specific operational requirements of a discount food store, despite the application being for a Class E(a) retail use. The sequential test should be operator-neutral, and the evolving nature of retail formats diminishes the relevance of bespoke operator requirements.
- 16.7.10 The assessment applies a minimum site threshold of 0.8 hectares, which may be overly restrictive. Smaller sites, particularly those with access to adjacent parking or redevelopment potential, should not be dismissed without further consideration. The assessment also fails to consider sites identified in the emerging Local Plan, which, although at an early stage, provides a more up-to-date indication of potential redevelopment opportunities.
- 16.7.11 It is agreed that none of the identified sites are both suitable and available for the proposed development. However, the assessment is considered incomplete due to its reliance on selected retail studies and omission of sites such as the Allenvie Area in Wimborne. This site, identified in both the adopted and emerging Local Plans as an Area of Potential Change, could potentially accommodate a food store of the proposed scale. Nevertheless, in the absence of an Area Brief and uncertainty regarding availability within a reasonable timeframe, it is concluded that this site is not currently available.
- 16.7.12 Representations received from some members of the public suggest the site off Brook Road as a possible alternative suitable location. The site did not form part of the sequential test. The site is allocated within the local plan for employment and it is therefore not considered to be a suitable site.
- 16.7.13 In conclusion, while the sequential assessment submitted by AY is not without its limitations, further the Council's retail consultant independent review confirms that there are no sequentially preferable sites that are both suitable and available for the proposed development.

- 16.7.14 Based on the above, officers are satisfied that there are no appropriate alternative sites for this development and the proposal therefore meets the requirements of the sequential test as set out in the NPPF.
- 16.7.15 **With the above in mind, it is considered a limited weight is applied against the proposed development where there are no available alternative sites.**

Retail Impact Assessment (RIA)

- 16.7.16 CS Policy KS7 states that an impact assessment is also required to assess the impact on town centre vitality and viability, town centre investment plans, and the impact on allocated sites outside town centres. Impact assessments are also required for applications for retail developments over 1,000 square metres gross floorspace within Christchurch, Ferndown or Wimborne and over 500 sqm gross elsewhere (which includes Colehill).
- 16.7.17 The applicant's retail impact assessment (RIA) prepared by Avison Young (AY), has been reviewed by Council's independent retail consultant (LSH). The RIA is based on a bespoke household survey and a standard retail impact methodology. While the general approach was found sound, several assumptions and omissions have been identified which affect the robustness of the conclusions.
- 16.7.18 The household survey underpinning the RIA was conducted in March–April 2024 and gathered 500 responses across five zones. While it is considered the survey broadly covers the relevant catchment, its timing during the Easter holidays and the structure of certain questions may have influenced the results. Notably, 10% of respondents gave no answer to the main food shopping question, and some questions had low response rates. These limitations suggest that the survey findings should be treated with caution.
- 16.7.19 AY's methodology assumes that 70% of convenience expenditure is on main food shopping and 30% on top-up shopping. It also assumes equal weighting for the last two stores visited for each type of shopping with no allowance for other stores. As such, these assumptions have informed the turnover estimates and market share calculations within submitted RIA.
- 16.7.20 Trade patterns and store performance analysis from the submitted RIA, shows that over 80% of convenience expenditure in Zone 1 and over 90% in Zone 2 is retained within those zones. The main food shopping destinations for Zone 1 residents are Waitrose in Wimborne and the Tesco and Sainsbury's stores in Ferndown. Zone 2 residents primarily use the Tesco and Sainsbury's in Ferndown, with limited cross-zone shopping. The existing Lidl stores in Ferndown and West Parley have relatively low market shares, suggesting limited overlap with the proposed Aldi.
- 16.7.21 RIA forecasts that the proposed Aldi store will draw trade from a range of existing stores, with the greatest impacts expected on:
- Tesco, Ferndown: forecast 9.2% convenience impact
 - Waitrose, Wimborne: forecast 9.3% convenience impact
 - Co-op, Crown Mead (Wimborne): forecast 6.5% impact
 - Lidl, West Parley: forecast 6.0% impact

- 16.7.22 The RIA does not provide a breakdown of the expected trade draw for the comparison goods element of the proposal, which is forecast to generate £1.5 million turnover in 2028. This omission is a significant gap, as comparison sales could affect other retailers and contribute to cumulative impacts. However, this is generated by the regular rotation of comparison good items that only appear for a short period of time (comparison goods are products which are usually higher value and purchased infrequently). As such, it is considered that the proposed development would not have a significant impact on stores in the area selling comparison goods.
- 16.7.23 The assessment also does not fully consider cumulative impacts from other developments, although no major retail commitments have been identified in the wider area that would materially alter the conclusions.

Impact on Wimborne Town Centre

- 16.7.24 The Waitrose store is forecast to experience a 9.3% impact. Despite this, the centre is considered vital and viable, and no store closures are anticipated. The recent closure of the M&S Simply Food store suggests some fragility in the convenience offer, but overall impacts are not expected to be significant.

Impact on Ferndown Town Centre

- 16.7.25 The Tesco store, which anchors the centre and occupies over 30% of its floorspace, is expected to experience a notable impact. While this may increase the need for planned investment in the Penny's Walk and Victoria Road areas, the centre remains healthy with good occupancy rates. The impact is therefore considered adverse but not significantly adverse.

Impact on West Moors District Centre

- 16.7.26 No significant impact is expected. The Tesco Express in the centre is unlikely to be affected due to the presence of an existing Lidl nearby.

Impact on West Parley Local Centre

- 16.7.27 Minimal direct impact is expected on the Tesco Express. However, the new Aldi may reduce linked trips currently associated with the nearby Lidl, which could have indirect effects.

Impact on other stores

- 16.7.28 Some impact is expected on smaller out-of-centre stores such as the Co-op in Colehill and One Stop at Dales Drive. However, as these are not within defined centres, the impacts are not material in planning terms.
- 16.7.29 Paragraphs 94 and 95 of the NPPF note:

94. When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace). This should include assessment of:

a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and

b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

95. Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the considerations in paragraph 94 it should be refused.

16.7.30 The Council's retail consultant (LSH) has considered the retail impact assessment provided by the applicant and while the RIA is incomplete in some respects and particularly regarding comparison goods and cumulative impacts, the overall conclusion is that the proposed Aldi store would result in adverse but not significantly adverse impacts on the defined centres of Wimborne and Ferndown. Impacts on West Moors and West Parley are expected to be minimal. This being the case, the proposal is considered acceptable with regards to paragraph 95 of the NPPF, where the application should only be refused where the harm is significantly adverse.

16.7.31 **As the retail impact is not significantly adverse it is considered this issue is attributed limited weight against the development.**

16.8 Economic benefits

16.8.1 The applicant has indicated that the proposed food store is expected to generate between 30 – 35 full time positions. In addition, the construction phase is anticipated to provide temporary employment for local contractors and tradespeople. These economic benefits are afforded limited weight in the overall planning balance, taking into account other material planning considerations.

16.8.2 **Taking into consideration the somewhat limited associated economic benefits, they are attributed limited weight in favour of the development.**

16.9 Design and impact on the character of the area

16.9.1 The Dorset Landscape Character Assessment (LCA) identifies the application site as overlapping two Landscape Character Types (LCTs). The western portion lies within the Urban LCT, while the eastern portion falls within the Heath/Forest Mosaic LCT, specifically within the Ferndown Forest–Staplehill Landscape Character Area (LCA). This LCA is characterised by a patchwork of heathland, forest and scrub, interspersed with conifer plantations and influenced by urban fringe elements such as residential development and transport corridors. However, the Senior Landscape Architect notes that the site's character aligns more closely with its surrounding urban and peri-urban context than with the Heath/Forest Mosaic LCT.

16.9.2 Although the site is not located within a nationally designated landscape, the southern portion lies within the designated South East Dorset Green Belt. Several heritage assets are located within a 1km radius, including Scheduled Monuments (bowl barrows located

approximately 468m and 690m to the west) and Listed Buildings (Fox and Hounds Public House – 380m south; Manor House and associated walls – 433m; and the Lodge to Canford Magna House – 640m).

- 16.9.3 Topographically, the site lies on relatively level ground at approximately 25m AOD, gently sloping southwards towards the River Stour (c.15m AOD). To the north, the land rises steadily to around 65–70m AOD at Cannon Hill.
- 16.9.4 As previously described, the site comprises two distinct elements. The northern portion accommodates an accident and repair centre, employment buildings, and associated hardstanding. The southern portion consists of grassland and scrub, bordered by mature conifer trees. The site is bounded to the south by the Canford Bottom roundabout, a major junction connecting the A31 and B3073. Surrounding land uses include residential properties to the north and west, employment uses to the northeast, and open countryside to the east and south.
- 16.9.5 The submitted Landscape and Visual Appraisal (LVA) concludes that the site and its immediate context are of medium landscape value. The Council's Senior Landscape Architect concurs with this assessment and notes that the site is visually contained, with a limited visual envelope. Views are largely confined to nearby roads, residential properties, and public rights of way (PRoW), with wider views restricted by topography, vegetation, and built form.
- 16.9.6 Views are generally filtered by the existing conifer boundary. The site is most visible from Canford Bottom Road, the roundabout, and sections of the Castleman Trailway. Wider views are restricted by topography, vegetation, and built form. The most rural views are from the east and southwest, where the site is seen in the context of open countryside and woodland backdrops.
- 16.9.7 The proposed development would result in the removal of a significant belt of mature Leyland Cypress trees along the southern boundary to facilitate vehicular access and car parking. While these trees are not protected and are of poor quality, their removal will reduce year-round screening. The proposed replacement planting comprises deciduous native species, which will not replicate the existing level of visual screening.
- 16.9.8 Officers consider that a mixed planting scheme incorporating native and non-native evergreen and deciduous species would improve year-round screening and biodiversity. While the use of native species is encouraged, National Highways has requested that specific tree species be used adjacent to the strategic road network. This matter is addressed in further detail in Section 16.10 Impact on Trees and Landscape Proposal.
- 16.9.9 Additionally, officers have raised concerns regarding the absence of tree planting within the hard surfaced car parking areas. The introduction of trees in these areas, using structural soil systems such as GreenBlue Urban's Arborsystem (or similar), would help soften the visual impact of the development and enhance landscape quality.
- 16.9.10 As these details have not been requested or secured at this stage, should the application be approved a condition be imposed requiring the submission and approval of a comprehensive soft and hard landscaping scheme is recommended. This should include a detailed planting schedule, with specific reference to tree species selection and placement, particularly in relation to the highway boundaries and internal parking areas.

- 16.9.11 Turning to the design, the single-storey nature of the proposed design will help to mitigate its visual impact to some extent. However, it is recognised that the site is currently partially undeveloped, and as such, the development will result in a noticeable change to the visual character of the area. In particular, the introduction of a new vehicular access point along the western boundary will create a gap, resulting in a more open frontage.
- 16.9.12 The entrance façade features glazing, enhancing natural daylight within the retail space. Although not part of this application, it is anticipated that internally illuminated signage will be required and will contribute to the building's increased prominence within the street scene. This visual impact will be further emphasised by the removal of existing mature conifer trees, which are to be replaced with new landscaping. It is acknowledged that the new planting will require time to establish and mature, during which the building will be more visually prominent.
- 16.9.13 The building will be set back from the road by approximately 34 to 37 metres at the point of the new access, which will help reduce its dominance within the street scene. However, this benefit is somewhat offset by the introduction of an approximately 30-metre-wide open frontage, comprising hard landscaping and associated car parking, which will increase the development's visual presence. A cantilevered canopy defines the entrance, offering shelter for customers and the adjacent trolley bay, with no additional trolley bays proposed within the car park.
- 16.9.14 The delivery and service yard are positioned along the northern boundary, screened from public view and neighbouring properties. Similarly, the external plant compound is located to the rear of the store, minimising visual and acoustic impact.
- 16.9.15 The proposal includes the provision of 120 car parking spaces, which will inevitably have an impact on the character of the area. It should be noted, the layout of accessible parking spaces (6 disabled and 4 EV spaces) is non-compliant with BS8300 and Part M of the Building Regulations. Should the application be approved, the amendments are recommended to ensure appropriate access zones are provided on both sides and at the ends of designated bays.
- 16.9.16 As previously noted, a landscaping scheme has been submitted to help visually soften this impact. The scheme seeks to retain as much of the existing hedgerow and tree cover as is practicable. To safeguard the visual amenity these features provide, a planning condition would be necessary to ensure that all retained trees are appropriately protected throughout the construction phase.
- 16.9.17 Potential conflicts between proposed lighting columns and tree canopy spread have also been identified. Again, in the event the planning application is approved, these should be resolved prior to determination or secured via condition to ensure compatibility between landscape and lighting elements.
- 16.9.18 In terms of servicing, the proposed development will generate both recyclable materials and general waste. The submitted Design and Access Statement confirms that Aldi's standardised operational waste management strategy will be implemented at the site. This includes clearly segregated storage for recyclable waste streams, including food waste, as well as the use of a baler or compactor for cardboard waste. All waste types, including recyclables, will be backhauled via Aldi's logistics network to their Regional Distribution Centres (RDCs) for further processing or recycling. This approach is considered acceptable and is likely to result in less visual impact than the use of external bin stores.

- 16.9.19 The proposed development includes a range of boundary treatments intended to delineate the site and provide appropriate levels of screening and security. A 1.8m high close-boarded timber fence is proposed along the northern and north-eastern boundaries, providing separation between the application site and the adjacent employment/industrial premises, as well as residential properties located within Fryer's Copse. This form of fencing may be considered appropriate in this context, offering a balance between privacy and visual amenity.
- 16.9.20 To the western boundary, which adjoins the rear of the residential property at No. 24 Canford Bottom, the applicant proposes a 2.4-metre-high palisade fence. This type of fencing, typically comprising vertical steel pales with pointed tops, is designed for high-security environments and is commonly used around industrial and infrastructure sites. While effective in deterring unauthorised access, palisade fencing is generally regarded as visually intrusive and out of character in residential settings.
- 16.9.21 Given its industrial appearance and potential adverse impact on residential amenity, the use of palisade fencing in this location is considered inappropriate. This matter is discussed in further detail in Section 16.12 – Residential Amenity of this report.
- 16.9.22 In addition to the boundary treatments proposed elsewhere on the site, the applicant proposes the installation of a timber knee rail with new hedgerow planting along the western and south-western boundaries, extending from the site frontage on Canford Bottom Road to the Canford Bottom Roundabout which is considered appropriate in this location.
- 16.9.23 Along the southern, south-eastern, and eastern boundaries adjacent to the roundabout, the existing post and rail fence is to be renewed, with a new hedgerow planted behind it. While this approach is considered visually appropriate and generally in keeping with the character of the surrounding area, it raises concerns from a highways perspective.
- 16.9.24 Specifically, this form of boundary treatment would not provide adequate screening to mitigate headlight glare from vehicles within the proposed car park. Given the proximity to the A31 and the potential for glare to distract road users, this treatment is considered inappropriate in highway safety terms. This issue is examined in further detail in Section 16.11 – Highway Safety, Access and Parking of this report.
- 16.9.25 The proposed development will result in a noticeable change to the visual and spatial character of the site, introducing a commercial building and associated infrastructure into a currently undeveloped area. However, the Council's Senior Landscape Architect has confirmed that the landscape and visual impacts are not considered significant enough to warrant refusal, subject to appropriate mitigation.
- 16.9.26 While the initial impact is assessed as Major/Moderate Adverse, the proposed planting scheme is expected to reduce this to Minor Adverse over time. The site is visually contained, and the development is unlikely to have a significant impact on the wider landscape character or nationally designated sites.
- 16.9.27 Concerns regarding the lack of tree planting within the car park, species selection, accessible parking layout, and lighting placement have been raised. However, in the event of planning approval, these matters can be addressed through the imposition of suitably worded planning conditions, ensuring the delivery of a high-quality landscape scheme.

16.9.28 Subject to above conditions, the development would not result in unacceptable harm to the character or appearance of the area and the proposal would be broadly compliant with the aims of Policies HE2 and HE3 of the Local Plan and paragraphs 135 and 136 of the NPPF.

16.9.29 **With the above in mind, the impact on the character of the area is attributed limited weight against the development.**

16.10 Impact on protected trees and proposed landscaping

16.10.1 Part of the application site is subject to Tree Preservation Order (TPO) Group Order HA/56, dated 18 June 1984, which includes Oak, Ash, Beech, Birch, Elm, Rowan, Sweet Chestnut, and Hawthorn. The site is also bounded to the east, south, and south-west by a tall Leyland cypress hedge, which provides effective screening from adjacent industrial units and contributes to the visual character of the roundabout setting.

16.10.2 An Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS), prepared by Tyler Grange, have been submitted in support of the application. The AIA confirms that the proposed development would necessitate the removal of approximately 87 trees, primarily comprising a linear group of Category B Leyland cypress along the southern boundary. While these trees offer moderate collective value, they are considered to have limited longevity due to species characteristics and planting density. Their removal is required to facilitate site access, internal circulation, and car parking. A small number of Category C and U trees are also proposed for removal due to poor condition or limited arboricultural merit. No Category A (high value) trees are present within or adjacent to the site. All trees subject to TPOs that are proposed to be retained will be protected throughout the construction process.

16.10.3 The proposed landscaping scheme includes the planting of 19 new trees and over 3,000 hedgerow plants, with additional off-site measures proposed to achieve a minimum 10% biodiversity net gain.

16.10.4 National Highways has reviewed the proposed landscaping and boundary treatments, particularly in relation to the site's proximity to the A31 trunk road. Concerns have been raised regarding the suitability of certain proposed species due to safety, liability, and maintenance implications. Specifically, species such as Blackthorn, Goat Willow, Crack Willow, Dogwood, Italian Alder, Cherry, Quaking Aspen, and Wild Privet should not be planted within 10 metres of the Strategic Road Network (SRN) boundary. Additionally, species such as Silver Birch, Austrian Pine, Poplar, and English/Sessile Oak must not be positioned where, at maturity, they could pose a risk to the carriageway or associated infrastructure. The planting of Ash and Larch is also discouraged due to disease susceptibility.

16.10.5 The proposed post-and-rail fencing and native hedge are not considered sufficient to screen vehicle headlights from the A31. A more robust boundary treatment, such as a close-boarded fence, is likely to be required to mitigate glare and distraction risks to road users.

16.10.6 Officers reviewed both the original and revised landscape proposals. While the site includes trees subject to TPOs, the trees proposed for removal are of limited arboricultural

value and do not merit TPO designation. Interior trees lack public visibility, and the Leyland cypress along the southern boundary are of poor form, with adjacent Oak trees exhibiting suppression and asymmetry.

- 16.10.7 The Tree Officer raises no objection to the proposed removals as set out in the Tree Retention and Removal Plan. However, concerns remain regarding the robustness of tree protection measures and their compatibility with the proposed drainage layout. All underground services must be routed outside RPAs, and protective fencing must comply with BS5837:2012.
- 16.10.8 The revised landscaping scheme represents an improvement over the initial submission but is still considered insufficient in providing year-round screening along the southern boundary. A more diverse planting palette, including native and non-native evergreen and deciduous species was recommended to maintain the verdant character of the area.
- 16.10.9 In light of National Highways' comments, the Tree Officer has requested that a condition be imposed requiring the submission and approval of a revised landscaping scheme, should planning permission be granted. This revised scheme must address species selection and boundary treatment in accordance with National Highways' requirements. Given the site's proximity to the A31, careful consideration must be given to the use of appropriate species and forms that are suitable for the location and context.
- 16.10.11 Subject to the inclusion of conditions ensuring pre-commencement site meetings, robust tree protection, revised drainage alignment, detailed specifications for surfacing within RPAs and submission of detailed AMS, there is no arboricultural objection to the proposed development.
- 16.10.12 To address National Highways' concerns, it is also recommended that a pre-commencement condition be imposed requiring the submission and approval of a detailed boundary treatment and landscaping plan. This must include an Arboricultural Tree Survey, Tree Protection Plan, and full specifications for all proposed planting and screening features, ensuring that all mitigation is contained within the development site and does not rely on the SRN soft estate.
- 16.10.13 Taking the above into account, it is the officer's view that, subject to the recommended conditions, the proposal is acceptable in terms of arboricultural and landscaping matters and accords with Policies HE2 and HE3 of the Core Strategy.
- 16.10.14 In the planning balance, moderate weight should be attributed in favour of the development, given the limited public amenity value and arboricultural merit of the trees to be removed, the proposed mitigation measures and the overall compliance with policy. However, in the absence of the recommended conditions, particularly those relating to boundary treatment and species selection, significant weight would need to be attributed against the development due to potential visual and highway safety impacts.
- 16.10.15 **Accordingly, the matter of trees and landscaping is attributed limited weight against the development in the absence of appropriate mitigation.**

16.11 Highway Safety, Access and Parking

Access, Transport and Parking

- 16.11.1 The application seeks full planning permission for the development of a 1,780 sqm food store, incorporating 120 car parking spaces. The proposal includes the formation of a new vehicular and pedestrian access from the C50 Canford Bottom road.
- 16.11.2 The site lies adjacent to the northern boundary of the A31 Canford Bottom roundabout, situated between Wimborne and Ferndown. Existing access is currently provided via a private drive serving vehicle repair buildings, with an additional field gate access located further south along Canford Bottom. The application has been reviewed by both National Highways, as the authority responsible for the Strategic Road Network (SRN), and Dorset Council in its capacity as the Local Highway Authority.
- 16.11.3 Concerns have been raised by third parties regarding pedestrian, cyclist, and schoolchild safety. It is noted that footways and street lighting are present along Canford Bottom and surrounding roads. While the site is in proximity to off-road cycle routes, it does not directly connect to them. Both Wimborne and Ferndown are within a reasonable cycling distance. Signal-controlled pedestrian crossings are available at the Canford Bottom roundabout, and current traffic volumes (700–800 vehicles/hour during peak times; 650 vehicles/hour at weekend peaks) are such that they allow for reasonable gaps in traffic for uncontrolled pedestrian crossings.
- 16.11.4 Further representations have expressed concern regarding the adequacy of public transport provision. However, bus stops with regular services are located within 400 metres of the proposed store. These stops are equipped with shelters, seating, and lighting. The bus service provides connections between Bournemouth town centre and Wimborne, with additional links to West Parley, Ferndown, Stapehill, and Leigh Road.
- 16.11.5 An assessment of the most recent personal injury collision data indicates no recorded incidents along the Canford Bottom frontage of the site. Local collision data does not suggest any pattern of concern and incidents are attributed to driver error.
- 16.11.6 The proposed site access will take the form of a priority junction with all-turning movements, including a dedicated right-turn lane, as shown on drawing no. 001 Rev F. The access design incorporates 2-metre-wide footways, dropped kerbs with tactile paving, and street lighting.
- 16.11.7 Concerns have also been raised regarding potential congestion and queuing back to the Canford Bottom roundabout. The inclusion of a right-turn lane is intended to allow vehicles turning into the site to wait without impeding through traffic, thereby reducing the risk of queuing at the A31 junction. A further right-turn lane is proposed for southbound vehicles accessing the adjacent service road. Due to the proximity of the junction to a bend in the road, the proposed layout does not fully comply with Design Manual for Roads and Bridges (DMRB) standards. A Departure from Standards has therefore been authorised by Dorset Highways, with justification provided within submitted Briefing Note 1 Transport.
- 16.11.8 Visibility splays have been demonstrated in accordance with recorded vehicle speeds; 26 mph northbound and 26.5 mph southbound. Although the junction is located near a bend, the required stopping sight distances have been achieved. The access design has undergone a Stage 1 Road Safety Audit, and all issues raised have been addressed.
- 16.11.9 National Highways has confirmed that the proposed access arrangements are acceptable in principle and will not adversely affect the safe and efficient operation of the A31.

- 16.11.10 The proposed internal site layout has been designed to ensure safe and convenient access for all users. It includes dedicated pedestrian and cyclist routes from Canford Bottom to the store entrance, clear circulation space for customers within the car park, and appropriate manoeuvring areas for HGV deliveries. A Swept Path Analysis, submitted as drawing no. 002 Rev C, demonstrates that articulated delivery vehicles can safely access and egress the site and manoeuvre within the delivery bay without conflict with customer movements.
- 16.11.12 Cycle parking provision includes 8 spaces for customers, slightly exceeding the adopted standards. Additional secure cycle storage for staff is proposed within the building, reflecting the longer duration of staff stays and supporting sustainable travel choices.
- 16.11.13 The car park provides a total of 120 spaces, equating to approximately 1 space per 16 sqm of retail floor area. While this is marginally below the adopted parking standards, the applicant has submitted robust evidence demonstrating that the proposed level of provision is appropriate for the anticipated demand. The evidence indicates that the parking provision is sufficient to meet operational and customer needs without resulting in overspill parking on surrounding roads. Furthermore, avoiding an over-provision of parking supports the promotion of active and sustainable travel modes.
- 16.11.14 The car park layout includes designated disabled bays and parent-and-child spaces, both located close to the store entrance. Electric Vehicle Charging Points (EVCPs) are also incorporated, with 4 active and 20 passive spaces provided to future-proof the development. Additional road markings are proposed at the car park entrance to improve clarity and safety. The layout is consistent with similar retail developments in the local area.
- 16.11.15 National Highways has withdrawn its objection to the scheme, subject to conditions. However, it has requested that Dorset Council, as the Local Highway Authority, consider implementing parking restrictions in the vicinity of the site access to ensure highway safety and maintain traffic flow.
- 16.11.16 As part of the proposed mitigation, a new signal-controlled pedestrian crossing is to be delivered. While a Toucan crossing was initially requested, technical constraints have prevented its implementation at this time. Briefing Note 1 outlines the reasons for this. Nonetheless, safe alternative routes for cyclists to access the store are available.
- 16.11.17 The proposed footways within and through the site support modal choice and encourage walking and cycling. The inclusion of internal cycle storage for staff further supports sustainable commuting options.
- 16.11.18 Overall, the proposal is considered to provide safe and suitable access for all users and would not result in a severe residual cumulative impact on the local or strategic highway network. The development is therefore considered to comply with Policies KS11 and KS12 of the adopted Core Strategy and the relevant provisions of the National Planning Policy Framework (NPPF), particularly Paragraphs 110–113.
- 16.11.19 As previously mentioned in this report, the National Highways concerns regarding proposed post-and-rail fencing and native hedge are not considered sufficient to screen vehicle headlights from the A31. A more robust boundary treatment, such as a close-boarded fence, is likely to be required to mitigate glare and distraction risks to road users.

16.11.20 Should planning permission be granted, the following matters should be secured by condition:

- Construction of the access and visibility splays;
- Implementation of the signal-controlled pedestrian crossing;
- Submission and approval of a Construction Traffic Management Plan;
- Submission and approval of a Delivery Management Plan;
- Implementation of the Travel Plan;
- Provision of parking, loading, and cycle facilities prior to occupation;
- Installation of external lighting and landscaping including boundary treatments to mitigate impacts on the Strategic Road Network.

16.11.21 In conclusion, the highway impacts of the development are attributed limited weight against the proposal. The associated highway improvements are considered neutral, as they are necessary to mitigate the development's impacts.

Traffic movement

16.11.22 A significant proportion of third-party representations relate to concerns over increased traffic, congestion, accident risk, and the accuracy of traffic modelling. These matters have been addressed through the submitted Transport Assessment (TA), which has been reviewed and approved by the Local Highway Authority and National Highways.

16.11.23 The site currently accommodates some commercial uses. To establish a baseline, the industry-standard TRICS database was used to assess existing trip generation. The selection criteria used are considered representative of the site's location and characteristics. The existing use generates approximately 26 trips during the AM peak hour, 16 trips during the PM peak hour, and 21 trips during the Saturday peak hour (11:00–12:00).

16.11.24 The proposed development is forecast to generate 56 trips in the AM peak, 144 trips in the PM peak, and 206 trips during the Saturday peak hour. These figures represent net person trips (i.e. proposed minus existing). It is widely recognised that new food stores typically generate a relatively low proportion of wholly new trips, as most customers are already making similar journeys to other stores. Instead, trips are largely diverted from existing retail destinations.

16.11.25 It is anticipated that 74% of diverted trade will originate from the Ferndown direction, 14% from Wimborne, and the remainder from the A31. These trips are therefore already present on the network and would simply be redistributed to the new store. The overall increase in traffic is considered modest in the context of the existing highway network.

16.11.26 Section 6 of the TA outlines delivery and servicing arrangements. Two articulated lorries are expected to visit the site daily, supplemented by a small number of smaller HGVs for local produce. A Swept Path Analysis confirms that articulated vehicles can safely access, manoeuvre within, and exit the site. Delivery times are scheduled and coordinated with the store manager to ensure efficient operations. These arrangements can be secured via a Delivery Management Plan condition.

16.11.27 The proposed access junction has been subject to capacity testing, which demonstrates that the right-turn lane is sufficient to accommodate expected demand. The junction is predicted to operate well within capacity, with minimal delays and no blocking back to the

A31 Canford Bottom roundabout. The inclusion of a signal-controlled pedestrian crossing has not adversely affected junction performance.

16.11.28 The development is also supported by a Travel Plan aimed at promoting sustainable travel and reducing reliance on single-occupancy car use. The measures within the Travel Plan can also be secured by condition.

16.11.29 The Local Highway Authority has confirmed that the proposal would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. This conclusion aligns with Paragraph 116 of the National Planning Policy Framework (NPPF), which states that: *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

16.11.30 The submitted TA demonstrates that the proposed development would result in a modest increase in traffic, with the majority of trips being diverted from existing stores. The proposed access junction is forecast to operate within capacity, and no adverse impacts on the A31 roundabout are anticipated.

16.11.31 **With the above in mind the issue of the impact on highway safety and the road network is therefore attributed limited weight against the proposal. Given the modest traffic increase, the redistribution of existing trips, and the provision of safe and efficient access, it is appropriate to attribute limited weight against the development in relation to traffic movement.**

16.12 Neighbouring Amenity

16.12.1 The application site lies within a predominantly residential area, although part of the site and the adjacent land at No. 32 Canford Bottom are in general industrial use. The neighbouring industrial unit is not subject to restrictions on operational hours or noise emissions. To the southeast, the A31 and Canford Bottom roundabout generate significant traffic noise, despite speed limitations. Consequently, existing residential properties in the vicinity are already exposed to a degree of industrial and traffic-related noise pollution.

16.12.2 The current light industrial use of the site is considered to have a relatively limited impact on neighbouring amenity in terms of noise, traffic movements, hours of operation, and associated environmental effects such as air and light pollution. In contrast, the proposed retail use is likely to intensify these impacts.

16.12.3 Concerns have been raised regarding the potential effects of the proposed store on nearby residential properties, particularly in relation to noise, light, air pollution and antisocial behaviour. The closest residential dwelling is No. 24 Canford Bottom, a former railway cottage situated on a small plot around which the proposed site wraps. Other residential properties lie to the north in Fryer's Copse, approximately 7 metres from the loading bay, 9 metres from the nearest car parking spaces, and 14 metres from the store building. To the west, residential properties across Canford Bottom Road are located approximately 18–25 metres from the car park and a minimum of 42 metres from the store building.

16.12.4 The most significant potential impact is on No. 24 Canford Bottom, which lies just 1.2 metres from the proposed car park boundary. Although this property currently adjoins the

parking area of the existing industrial unit, the frequency and intensity of vehicle movements associated with the proposed retail use are expected to be greater.

Noise

- 16.12.5 The submitted Environmental Noise Assessment by Sharps Redmore evaluated the operational noise impacts of the proposed Aldi store, including car park activity. The closest receptor, No. 24 Canford Bottom, is approximately 5 metres from the nearest parking bays (from its rear elevation). Predicted peak car park noise levels are 41 dB LAeq,1hr, accounting for distance attenuation and a proposed 2-metre-high solid boundary fence, which would provide approximately 13 dB of acoustic screening. These levels are significantly below existing ambient noise levels and the WHO daytime guideline values, and the assessment concludes that car park activity would not result in a significant adverse impact on residential amenity.
- 16.12.6 The current site plan proposes a 2.4-metre-high palisade fence along the western boundary, which would not provide the necessary acoustic screening. This is considered inappropriate and would result in harm to residential amenity. This issue could be addressed by conditioning the installation of a 2-metre-high solid acoustic fence, as recommended in the Noise Impact Assessment.
- 16.12.7 Delivery operations are proposed to commence at 06:00 hours. Predicted delivery noise levels at the nearest receptors (Nos. 24 and 42 Canford Bottom and 18 Fryers Close) range from 36–38 dB LAeq,1hr during the day and 41–44 dB LAeq,15min in the early morning. These levels fall below WHO thresholds and are therefore classified as having a low impact. Peak noise levels (LAm_{ax}) from delivery events are also within acceptable limits, particularly with the proposed 2-metre-high acoustic fencing along the northern and western boundaries. The current plan includes a 1.8-metre-high close-boarded timber fence, but it is unclear whether this is acoustic. A condition requiring a 2-metre-high acoustic fence would be necessary to ensure acceptability.
- 16.12.8 Fixed mechanical plant, likely including refrigeration and ventilation equipment, is proposed to the rear (east) of the store. The Environmental Noise Assessment recommends that plant noise should not exceed 40 dB LAeq during the day and 25 dB LAeq at night, measured at the nearest noise-sensitive premises. Compliance should be verified in accordance with BS 4142:2014+A1:2019 and secured via condition.
- 16.12.9 A substation is proposed approximately 2.7 metres from No. 24 Canford Bottom. While its footprint is modest (approximately 3.3 square metres), further details are required. A condition should be imposed to ensure the substation is designed to protect neighbouring amenity, particularly in terms of acoustic screening, if the application were to be approved.
- 16.12.10 The proposed store would operate from 08:00 to 22:00 Monday to Saturday and for six hours on Sundays (10:00–18:00), in line with Sunday Trading Laws. No specific information was provided for Bank Holidays, but it is assumed these would follow Sunday hours.
- 16.12.11 DC Environmental Health officers have reviewed the Noise Assessment and supports its conclusions. They recommend that the following be secured via planning conditions should consent be granted, a condition is recommended:
- Limiting fixed plant noise emissions to 40 dB LAeq (day) and 25 dB LAeq (night)

- Restricting trading hours to 07:00–23:00 and servicing hours to 06:00–23:00
- Installation of acoustic fencing to mitigate operational noise

Air quality and pollution

- 16.12.12 Submitted Air Quality Assessment by Entran Ltd. evaluated both construction and operational impacts. The site presents a medium risk of dust soiling and a low risk to human health during construction. With appropriate mitigation, such as a Dust Management Plan (DMP) in line with IAQM guidance, residual impacts are considered negligible.
- 16.12.13 Dispersion modelling using ADMS-Roads software has been undertaken to assess the impact of additional traffic generated by the development on concentrations of nitrogen dioxide at nearby residential receptors. The results indicates that pollutant concentrations at all assessed receptors are well below Air Quality Objectives (AQOs), with changes attributable to the development deemed negligible. The site is not within or adjacent to an Air Quality Management Area (AQMA), and background pollutant levels are low.
- 16.12.14 The assessment concludes that the development will not result in any significant deterioration in local air quality, nor will it expose future users of the site to unacceptable levels of air pollution.
- 16.12.15 The Environmental Health Team supports the findings and recommends conditioning the mitigation measures outlined in Section 6 of the submitted Air Quality Assessment report should consent be granted. The report includes the following mitigation measures:
- Construction Phase: A condition should be imposed requiring the submission and approval of a Dust Management Plan (DMP) prior to commencement of development. This should incorporate the IAQM's 'highly recommended' mitigation measures appropriate to the identified risk level.
 - Operational Phase: No specific air quality mitigation is required. However, the implementation of the Staff Travel Plan, which promotes sustainable travel modes, is supported and should be secured through a planning obligation or condition.
 - Monitoring: While not deemed necessary based on the assessment findings, the Local Planning Authority may consider requiring periodic compliance checks during construction to ensure adherence to the DMP.
- 16.12.16 The air quality assessment demonstrates that the proposed development will not result in significant adverse impacts on residential amenity or public health. Subject to the recommended mitigation measures during construction, the proposal is considered acceptable in terms of air quality.

Anti-social behaviour

- 16.12.17 Concerns have been raised by third parties regarding the potential for antisocial behaviour within the supermarket car park during non-operational hours, particularly given its proximity to residential properties. While the applicant has not proposed specific mitigation measures at this stage, it is considered that the installation of entry barriers could offer a practical and proportionate solution.

16.12.18 Should the application be approved, it is recommended that a condition be attached requiring the installation of automated entry barriers to control access to the car park outside of store opening hours. This would help deter inappropriate use of the space, enhance site security, and protect the amenity of nearby residents. The barriers should be programmed to align with store operating times and allow for emergency access where necessary.

Pedestrian crossing

16.12.19 Concerns have been raised by a third party regarding the proposed pedestrian crossing, specifically in relation to potential light disturbance from the associated traffic signals. As outlined earlier in this report, the application has been amended to substitute the originally proposed toucan crossing with a pelican crossing. A toucan crossing facilitates use by both pedestrians and cyclists, whereas a pelican crossing is designed exclusively for pedestrian use and is operated via push-button controls. Given that this amendment constitutes a downgrading of the crossing type without altering its location, it was not considered to necessitate re-consultation or the display of a revised site notice.

16.12.20 The pelican crossing includes a flashing amber phase, during which drivers may proceed if the crossing is clear. This phase may result in intermittent light disturbance, particularly during evening and night-time hours, potentially affecting the amenity of nearby residential properties. While the application is recommended for refusal, in the event that planning permission is granted, it is recommended that a condition be imposed requiring the installation of directional hoods or shields, and the use of low-intensity LED signal units. These measures would serve to reduce light spill and minimise glare into residential properties, while maintaining adequate visibility for road users.

16.12.21 Should planning permission be granted, it is recommended that a condition be attached requiring the implementation of a post-installation monitoring and review mechanism. This would enable the assessment of any ongoing amenity impacts and facilitate appropriate mitigation where necessary.

Light pollution

16.12.22 Furthermore, there is likely to be a degree of light spill from the car park into neighbouring properties. In order to protect their amenity and also for biodiversity interests a condition would need to be applied in relation to the lighting in the car park if the development was approved. This will be addressed further in Section 16.14: Biodiversity. A Construction Management Plan should also be secured by condition to minimise disruption to neighbouring residents.

16.12.23 Finally, the proposed landscaping scheme includes native hedgerow and tree planting along the northern and western boundaries, which will, over time, enhance privacy and reduce visual and acoustic impacts. A condition will be applied to ensure implementation should the application be approved.

16.12.24 The proposed development has been assessed in terms of its impact on neighbouring amenity, particularly with regard to noise, air quality, light pollution, and privacy. Subject to the implementation of the recommended mitigation measures, secured through planning conditions, the development is not considered to result in significant adverse impacts on residential amenity.

16.12.25 The proposal is therefore considered to be in accordance with the Policy HE2 of the Christchurch and East Dorset Core Strategy as well as the provisions of the National Planning Policy Framework (NPPF) 2024, which seeks to ensure a high standard of amenity for existing and future users.

16.12.26 In the planning balance, moderate weight should be attributed in favour of the development, given the mitigation measures proposed and the overall compliance with policy. However, without the recommended conditions, particularly those relating to acoustic fencing and operational controls, significant weight would need to be given against the development due to the potential for harm to neighbouring amenity.

16.12.27 **With the above in mind the issue of impact on neighbouring amenity is therefore attributed limited weight against the development.**

16.13 Flood Risk and Drainage

16.13.1 The application site lies within Flood Zone 1, as defined by the Environment Agency's Flood Map for Planning, indicating a very low probability of fluvial flooding. The site is also identified as being at low risk of groundwater emergence and is not significantly affected by surface water flooding. As such, the site is considered suitable for the proposed development in terms of flood risk vulnerability.

16.13.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy (Craddys, Ref: 13196, Rev P01, dated 28 March 2024), which includes ground investigation results and outlines the proposed surface water drainage arrangements. The key elements of the proposed strategy include:

- Discharge of surface water to the public surface water sewer, as infiltration is not viable due to ground conditions.
- Use of underground attenuation tanks to manage runoff, with a total storage volume of approximately 450m³.
- A stormceptor device to improve water quality by removing contaminants from car park runoff.
- A proposed discharge rate of 2.5 litres per second, equivalent to the greenfield QBAR rate, representing a betterment over existing runoff conditions.
- Provision of exceedance flow routes, which have been reviewed and accepted by the Lead Local Flood Authority (LLFA).

16.13.3 Initially, the LLFA issued a holding objection (dated 11 September 2024) due to the absence of in-principle approval from Wessex Water to connect to the public surface water sewer. This matter was subsequently resolved with the submission of an email from Wessex Water (dated 15 October 2024), confirming their agreement in principle to the proposed connection.

16.13.4 Following receipt of this confirmation, the LLFA withdrew their objection, subject to the imposition of the following conditions:

- Pre-commencement condition requiring submission and approval of a detailed surface water management scheme, including arrangements for managing runoff during construction.
- Pre-occupation condition requiring submission and approval of a long-term maintenance and management plan for the drainage system, including adoption arrangements and responsibilities for ongoing operation.

- 16.13.5 These conditions are considered necessary to ensure the development does not increase flood risk elsewhere, protects water quality, and secures the long-term functionality of the drainage infrastructure.
- 16.13.6 The proposal is therefore considered to be acceptable in terms of flood risk and surface water drainage and compliant with Policy ME6 of Corse Strategy subject to conditions requiring a detailed surface water management scheme and management and maintenance of the scheme have been provided.
- 16.13.7 **With the above in mind the issue of flood risk and drainage is therefore attributed no weight against the development.**

16.14 Impact on Biodiversity and BNG

Ecology

- 16.14.1 An Ecological Impact Assessment (EcIA) and Biodiversity Net Gain (BNG) Statement, dated 20 March 2025, have been prepared by Tyler Grange Group Ltd in support of the planning application for the proposed food store development. Ecological surveys identified habitats of low to moderate ecological value, including; other neutral grassland (poor condition), scattered native trees (moderate condition) and leyland cypress tree lines (poor condition).
- 16.14.2 Areas of urban hardstanding and existing buildings were assessed as having negligible ecological value. Protected and priority species potentially present on site include bats, birds, badgers, hedgehogs, and reptiles, most notably a robust population of slow worms. No evidence was found of dormice or great crested newts.
- 16.14.3 The species-specific mitigation within the submitted EcIA includes:
- Badgers: Pre-construction surveys and protective measures during works.
 - Bats: Installation of bat boxes and sensitive lighting to avoid light spill.
 - Birds: Timing of vegetation clearance outside nesting season or pre-works checks by an Ecological Clerk of Works (ECOW).
 - Hedgehogs: Permeable fencing and construction safeguards.
 - Reptiles: Habitat manipulation and creation of hibernacula and log piles.
- 16.14.4 The Dorset Council Natural Environment Team (NET) has reviewed and approved the EcIA, issuing a Certificate of Approval on 20 March 2025. NET has raised no objections, subject to the full implementation of the approved EcIA. This must be secured by condition to ensure compliance with wildlife legislation, local planning policy, the National Planning Policy Framework (NPPF, 2024), and Natural England's Protected Species Standing Advice.
- 16.14.5 The EcIA also includes commitments to prepare a Construction Environmental Management Plan (CEMP), a Reptile Mitigation Strategy, and a Lighting Strategy. These documents should be secured through separate planning conditions, should the application be approved.

Biodiversity Net Gain (BNG)

- 16.14.6 A statutory BNG assessment was completed using Natural England's latest metric. The baseline habitat value was calculated at 7.52 units, with an additional 0.28 hedgerow units. As a result, post development, the site will deliver; Habitat units: Net loss of 3.00 units (-39.86%) and Hedgerow units: Net gain of 1.16 units (+312.98%).
- 16.14.7 Information provided in the BNG statement and supported by the Metric calculation shows that the proposals qualify as significant on-site enhancement, in particular: enhancement of other neutral grassland from poor to moderate condition and creation of low distinctiveness native hedgerow. Accordingly, the proposal meets the criteria for significant on-site enhancement, namely:
- Enhancements to habitat condition
 - Creation of low distinctiveness habitats that generate a substantial number of biodiversity units relative to the site's pre-development value.
- 16.14.8 To secure these enhancements, long-term habitat management of the improved grassland and newly created hedgerows must be guaranteed for a minimum of 30 years via a Section 106 agreement and a Habitat Management and Monitoring Plan (HMMP).
- 16.14.9 While the scheme achieves a notable gain in hedgerow units, it does not meet the trading rules for medium distinctiveness habitats due to the loss of neutral grassland and urban trees. Consequently, off-site compensation is proposed through a financial contribution to a recognised habitat unit provider, to secure an additional 3.75 habitat units. This will ensure compliance with the statutory requirement for a minimum 10% net gain. The requirement for off-site units must also be secured via S106 agreement, with evidence of their purchase to be provided prior to commencement of development should the application be approved.
- 16.14.10 **With the above in mind the issue of impact on biodiversity is therefore attributed limited weight against the development.**

16.15 Impact on protected sites

- 16.15.1 The proposed development site lies within Natural England's Impact Risk Zones (IRZs) for Sites of Special Scientific Interest (SSSIs), where certain types of development may pose risks to terrestrial SSSIs and the Special Areas of Conservation (SACs), Special Protection Areas (SPAs), or Ramsar sites that they support.
- 16.15.2 The site is within the 13.8 km Zone of Influence (Zoi) for recreational impacts on The New Forest SAC, SPA, and Ramsar site. However, as the proposal does not involve residential development, Natural England has confirmed that the scheme is unlikely to result in significant adverse effects on nationally or internationally designated nature conservation sites or protected landscapes.
- 16.15.3 **With the above in mind the issue of impact on protected sites is therefore attributed no weight against the development.**

16.16 Land Contamination

- 16.16.1 A report prepared by Earth Environmental and Geotechnical (Southern) Ltd, dated October 2023, was submitted in support of this application. The geo-environmental site

investigation was conducted at the proposed development site and comprised desk-based research, exploratory boreholes, trial pits, and laboratory testing to assess the potential for soil contamination and associated environmental risks.

- 16.16.2 The site has a documented history of mixed industrial use, including a former railway line and a vehicle repair workshop, both recognised as potential sources of contamination. Additionally, the presence of an electrical substation adjacent to the site boundary was noted, with a potential risk of polychlorinated biphenyl (PCB) contamination due to its age. PCBs are common contaminants associated with former railway land. Made Ground was encountered in various areas of the site, comprising materials such as brick, concrete, and asphalt, which may also contribute to contamination.
- 16.16.3 The preliminary risk assessment concluded that the overall risk to human health and controlled waters is moderate to low. The risk to construction workers was assessed as low, provided that appropriate health and safety measures are implemented, including the use of personal protective equipment (PPE) and adherence to site-specific health and safety plans. The risk to future site users, given the proposed commercial end use and anticipated hardstanding coverage, was also considered to be low.
- 16.16.4 The Council's land contamination consultants (WPA) have reviewed the findings of the investigation and raised concerns regarding land contamination, based on the aforementioned report. While the report generally indicates a low level of risk, it identifies hydrocarbon contamination at sampling locations WS2 and WS3, suggesting potential fuel leakage from storage facilities.
- 16.16.5 The report also notes that certain areas of the site may not be fully represented in the current dataset and highlights the potential presence of underground fuel storage tanks. Consequently, further investigation is required to determine the sources and extent of hydrocarbon contamination. As the application is recommended for refusal on Green Belt grounds, it is advised that any future approval be subject to a condition requiring additional ground investigations prior to the commencement of development.
- 16.16.6 In addition, a watching brief by a suitably qualified consultant should be maintained prior to the commencement of works, and standard contaminated land planning conditions should be applied to any planning permission granted.
- 16.16.7 **With the above in mind the issue of land contamination is therefore attributed no weight against the development.**

16.17 Very Special Circumstances to justify development in the Green Belt

- 16.17.1 As detailed in the report, very special circumstances will need to be demonstrated in order to justify development which is identified as causing harm to the openness of the Green Belt, both visually and spatially. In order to be acceptable, the very special circumstances must clearly outweigh the harm that is considered to be caused by the proposed development.
- 16.17.2 In each case, it will be for the decision-maker to form a planning judgment as to whether the harm to the Green Belt, by reason of inappropriateness, and any other harm is clearly outweighed by countervailing factors such as to justify the grant of permission for

inappropriate development. The applicant has identified a number of factors which it considers to constitute very special circumstances, each of which is considered below.

16.17.3 As noted previously, the applicant has submitted a case for 'very special circumstances' (VSC) making the case that harm to the Green Belt is clearly outweighed by other circumstances as follows:

1. *There is an economic need for deep discount groceries, given the cost of living crisis.*
2. *The proposed store will not result in an adverse impact on any existing, committed or planned retail investment within any surrounding centres.*
3. *The proposed store will reduce the necessity to travel further afield for discount groceries for local residents.*
4. *No alternative sites available.*
5. *The proposed site location would reduce traffic to wider supermarkets and thus be beneficial transport movement wise. It is also sustainably located so as to be accessed with ease via non-car transport methods.*
6. *Job creation and economic benefits.*

16.17.4 Taking each circumstance in turn they are assessed in the planning balance as follows:

1. *There is an economic need for deep discount groceries, given the cost of living crisis.*

The applicant argues that the ongoing cost of living crisis has created a significant demand for affordable food retail options, and that Aldi's discount model would offer economic relief to local residents.

While the importance of access to discount retail in the current economic climate is acknowledged, in this case, the need is already being met by the presence of other discount retailers, notably Lidl in Ferndown, located approximately 2.5 miles away. This distance typically compares to a travel time of around 5 to 10 minutes, subject to traffic conditions and the point of departure.

Moreover, although Aldi is the named applicant, any planning permission granted would fall under Use Class E(a). This classification permits occupation by any retailer within that use class, irrespective of the specific operational model or the typical restrictions on retail floorspace that are often applied to discount retailers via planning condition.

Based on the above the matter of economic need for deep discount groceries attributes limited weight in favour of the development.

2. *The proposed store will not result in an adverse impact on any existing, committed or planned retail investment within any surrounding centres.*

The applicant states that the proposed store would not undermine existing or planned investment in nearby centres.

The Council's independent retail consultant (LSH) agrees that the proposal would result in some adverse impact but not in a significant adverse impact on town centre vitality or investment. However, the absence of significant harm does not, in itself, constitute a benefit capable of outweighing Green Belt harm.

Based on the above the matter of impact on any existing, committed or planned retail investment does not contribute positively to the case for very special circumstances and attributes no weight in favour of the development.

3. *The proposed store will reduce the necessity to travel further afield for discount groceries for local residents.*

The applicant suggests that the store would reduce travel distances for local residents currently travelling to other towns for discount groceries.

While the site is accessible and located on a prime transport corridor, the applicant has not demonstrated that existing travel patterns are unsustainable or that the proposal would result in a significant modal shift. The Retail Impact Assessment (RIA) confirms that the majority of trips to the proposed store would be diverted from existing stores, not newly generated. Furthermore, the site's location outside the settlement boundary and within the Green Belt undermines the sustainability credentials of the proposal.

Based on the above, the sustainability benefits are marginal and not sufficient to outweigh Green Belt harm, therefore matter of reduced travel distances is attributed moderate weight in favour of the development.

4. *No alternative sites available.*

A sequential site assessment submitted by the applicant has concluded that no suitable or available in-centre or edge-of-centre sites exist within the catchment area.

The Council's retail consultant agrees that no sequentially preferable sites are available for the proposed development. However, in the absence of a demonstrable need for additional retail floor space within the area, there is no requirement to identify or consider alternative sites.

Based on the above, the lack of alternative sites availability is attributed no weight in favour of the development.

5. *The proposed site location would reduce traffic to wider supermarkets and thus be beneficial transport movement wise. It is also sustainably located so as to be accessed with ease via non-car transport methods.*

The site is well connected by public transport and located on a prime transport corridor, which the applicant argues supports sustainable travel.

The site benefits from good accessibility and is adjacent to existing infrastructure. However, the proposal would result in a significant increase in car parking and associated vehicle movements. The development would also urbanise a currently open Green Belt site, undermining the environmental dimension of sustainability.

The transport benefits are acknowledged but do not clearly outweigh the harm to the Green Belt. Therefore, the factors of reduced traffic movement and sustainable travel is attributed moderate weight in favour of the development.

6. *Job creation and economic benefits.*

As outlined earlier in this report, the proposed development is expected to generate between 40 and 50 new jobs, which equates to approximately 30 - 35 full-time equivalent (FTE) roles. This is in comparison to the 15–26 jobs currently supported by the existing industrial use. The applicant also refers to employment opportunities during the construction phase and a broader local economic uplift.

While the net increase in employment is a material consideration weighing in favour of the proposal, in this instance the uplift is relatively modest. Moreover, the loss of employment land is contrary to Policy PC2 of the Core Strategy. The applicant has not provided robust marketing evidence or a physical condition survey of the existing buildings to justify the case for the loss of employment use.

Although job creation is acknowledged as a benefit, the weight attributed to this is reduced due to the unresolved policy conflict relating to the loss of employment land. Therefore, based on the above the matter of economic benefits is afforded limited weight in favour of the development.

16.18 Planning Balance

16.18.1 As previously discussed paragraph 153 of the NPPF states:

16.18.2 *When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*

16.18.3 The following tables set out the planning considerations for and against the development and the weight that is being afforded to each consideration in the planning balance. Matters required to be secured by legal agreement (reptile translocation and highways improvements) are not included as these mitigate impacts of the development. In ascribing weight to the planning considerations in favour and against the following scale is used: **none, limited, moderate, significant and substantial.**

Consideration in Favour	Weight	Reason
Reduced Travel Distances for Local Residents	Moderate	May reduce need to travel further afield for discount groceries
Sustainable Location and Transport Accessibility	Moderate	Good public transport links and proximity to strategic road network
Economic Benefits	Limited	Creation of 30 – 35 full time jobs and temporary construction employment
Economic Need for Discount Groceries	Limited	Acknowledged in context of cost of living crisis, though

		existing provision already meets demand
Compliance with Sequential Test	Limited	Meets NPPF requirements, though not a benefit in itself
Lack of Sequentially Preferable Sites	None	No suitable or available in-centre or edge-of-centre sites identified In the absence of a demonstrable need for additional retail floor space within the area, there is no requirement to identify or consider alternative sites

Considerations Against	Weight	Reason
Harm to the Green Belt	Substantial	Inappropriate development causing visual and spatial harm to openness of the Green Belt; Fails to meet NPPF exceptions
Lack of Demonstrated Retail Need	Substantial	No robust evidence provided to justify loss; Contrary to Policy PC2
Impact on the Character of the Area	Limited	The initial impact assessed as Major/Moderate Adverse, the proposed planting scheme is expected to reduce this to Minor Adverse over time
Loss of Employment Land	Limited	With sufficient marketing evidence and physical survey of the existing buildings provided, the loss of employment land could be acceptable.
Retail Impact on Local Centres	Limited	Retail Impact Assessment which has been independently assessed for

		the Council concludes that the proposal is acceptable in this respect.
Impact on Neighbouring Amenity	Limited	Increased noise, light, and air pollution; Inadequate acoustic screening, both can be mitigated by conditions
Location Outside Settlement Boundary	Limited	Part of site lies outside defined settlement boundary however adjacent to it
Trees and Landscaping	Limited	Concerns over boundary treatments, tree/hedge species; Tree and RPA protection; Can be mitigated by conditions
Highway Safety and Access	Limited	Concerns over boundary treatments and glare can be mitigated by conditions
Traffic Movement and Network Impact	Limited	Impact on highways not considered severe
Biodiversity and BNG	Limited	Impact on biodiversity is compensated
Flood Risk and Drainage	None	Impact on floor risk considered acceptable; Drainage strategy acceptable
Land Contamination	None	Hydrocarbon contamination identified; further investigation required, can be mitigated by conditions
Impact on Protected Sites	None	No significant adverse effects identified; Natural England raised no objections

16.18.4 Again, the question of whether the development can be justified in the Green Belt having regard to existence of very special circumstances ultimately is a planning judgement for the decision maker.

16.18.5 The following table compares planning considerations in relation to the weight attributed to them.

Weight	Consideration AGAINST	Consideration in FAVOUR
Substantial	- Harm to the Green Belt - Lack of Demonstrated Retail Need	- None identified
Significant	- None identified	- None identified
Moderate	- None identified	- Reduced Travel Distances for Local Residents - Sustainable Location and Transport Accessibility
Limited	- Loss of Employment Land - Retail Impact on Local Centres - Impact on the Character of the Area - Impact on Neighbouring Amenity - Trees and landscaping - Location Outside Settlement Boundary - Highway Safety and Access - Traffic Movement and Network Impact - Biodiversity and BNG	- Economic Benefits - Economic Need for Discount Groceries - Compliance with Sequential Test
None	- Flood Risk and Drainage - Impact on Protected Sites - Land Contamination	- Impact on existing, committed or planned retail investment - Lack of Sequentially Preferable Sites

16.18.6 Taking account of the above, regardless of the number of considerations in favour and against, the benefits must clearly outweigh the harm caused. Whilst there are a number of moderate benefits, there is also substantial harm identified, including harm to the Green Belt by reason of inappropriate development. Officers consider this harm and any other harm outweighs the benefits.

16.18.7 Therefore in accordance paragraph 153 of the NPPF very special circumstances do not exist and the development results in inappropriate development in the Green Belt and should be refused.

17. Conclusions

- 17.1 Taking account of all of the above, officers consider that, the application is not in accordance with the Development Plan as a whole and the NPPF. As a result of the overall harm to the Green Belt and the substantial weight attached to this, the lack of VSC's along with the other harms identified, including conflict with the settlement hierarchy and retail policies, loss of employment land without sufficient justification and adverse impact on landscape character and visual amenity, it is considered that the harm in this case is not clearly outweighed by the benefits outlined.
- 17.2 The officer recommendation is therefore for refusal for the reasons set out below.

18. Recommendation

The application to be **refused** for the following reasons:

1. The proposed development lies within the Green Belt within which no new development shall be permitted unless it meets one of the exceptions set out in the NPPF or there are 'very special circumstances'. The construction of a new food store and associated operational needs (parking, access, boundary fencing and retail paraphernalia) amounts to inappropriate development which is also harmful to the openness and visual amenities of this Green Belt area and the purposes of including the land within the Green Belt. The harm that would result is not clearly outweighed by other considerations, individually or cumulatively, and therefore very special circumstances do not exist. As such the proposals are considered contrary to the provisions of Section 13, paragraphs 153–155 of the NPPF (2024) and Policy KS3 of the Christchurch and East Dorset Core Strategy (2014).
2. The proposal would result in the loss of existing employment land without sufficient evidence to demonstrate a lack of market demand, contrary to Policy PC2 of the of the Christchurch and East Dorset Core Strategy (2014). No marketing evidence or physical survey of the existing buildings has been provided.

Informatives

1. For clarity, the refused plans are as follows:

221016-1010 P03 Location Plan
221016-1300 P06 Proposed Block Plan
221016-1301 P03 Proposed Floor Plan
221016-1302 P03 Proposed Roof Plan
221016-1400 P02 Proposed Elevations
221016-1401 P03 Proposed Sections
0050 P01 Proposed Drainage Layout
P7637-107-A Lighting Scheme
15852_P01 Tree Constraints Plan
15852_P02 Tree Retention & Removal Plan
15852-P03 B Detailed soft landscape proposal sheet 1 of 2

15852-P03 B Detailed soft landscape proposal sheet 2 of 2

001 F Proposed access arrangements

002 C Swept path analysis 16.5m HGV entry/egress

003 C Swept path analysis large car

2. In the event of an appeal or any resubmission the applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to this development.
3. In the event of a resubmission or an appeal, sufficient evidence to demonstrate a lack of market demand to justify loss of employment land including physical survey of the existing buildings would be required.
4. In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development. The council works with applicants/agents in a positive and proactive manner by:
 - offering a formal 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 this case:

- The applicant received pre-application advice advising the proposed development is unlikely to be supported.
- The applicant was advised that the proposal did not accord with the development plan and was given the opportunity to address concerns.
- The Council has worked with the applicant to reduce reasons for refusal.

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Application Number:	6/2021/0282
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land east of Wareham Road Lytchett Matravers
Proposal:	Residential development of site for 95 dwellings, new vehicular and pedestrian access onto Wareham Road and other associated works including landscaping and open space
Applicant name:	Lewis Wyatt (Construction) Ltd
Case Officer:	Naomi Shinkins
Ward Member(s):	Cllr Brenton, Cllr Robinson and Cllr Starr

1. Reason application is going to committee:

Lytchett Matravers Parish Council objection, contrary to Officer recommendation as required by the Dorset Council Constitution.

2. Summary of recommendation:

Grant subject to conditions as set out at the end of this report and the completion of a legal agreement to secure:

- 40% affordable housing
- Education contribution
- Special education needs contribution
- GP surgery contribution
- Public right of way contribution
- Nutrient neutrality requirements
- Local equipped area for play requirements.

Or, if no agreement is completed then refuse for failure to secure the necessary obligations.

3. Key planning issues

Issue	Conclusion
Principle of development	Acceptable, allocated site under the Purbeck Local Plan (PLP) Policy H6
Scale, design and appearance	Acceptable, subject to condition
Impact on landscape and character of the area	Acceptable, subject to condition

Issue	Conclusion
Impact on the living conditions of the occupants and neighbouring properties	Acceptable, subject to condition
Flood risk and drainage	Acceptable, subject to condition
Highway impacts, safety, access and parking	Acceptable, subject to condition
Impact on trees	Acceptable, subject to condition
Biodiversity	Acceptable, subject to condition

4. Description of site

The site is located to the south of Lytchett Matravers, between the properties bordering Glebe Road (to the south of the site), Wareham Road (to the west) and Burbidge Close (beyond the site to the north). Properties, Romany Way and Willowbrook are located approximately 40m to the north of the north-eastern site boundary. These properties are accessed via Burbidge Close to the west. Number 28 Wareham Road is located to the immediate north-west of the site.

The site is located on sloping ground and consists of two fields. The western field has a gentle south-east facing slope, with a high point of approximately +53.75m AOD (above ordnance datum), located in the north-western corner of the site. The south-western corner lies at approximately +50.0m AOD and the south-eastern corner is approximately +46.75m AOD. The eastern field has a relatively steep east facing slope, which drops to a low point of +31.0 in the south-eastern corner. The slope forms part of a narrow valley for the stream which runs along the eastern site boundary. A ditch is located within the site, which drains south-east to the stream.

The site consists of two fields in pasture. The western field is rectilinear and is bound to the south by the housing to the north of Glebe Road. Housing in the vicinity of the application site is a mixture of detached and semi-detached properties, including bungalows and two storey dwellings. Houses fronting onto Glebe Road back onto the southern site boundary. The boundary treatment of those properties varies and includes various types of fencing and planting.

The western site boundary lies adjacent to Wareham Road and comprises a 2m high hedgerow, dominated by blackthorn. The northern and eastern boundaries of the western field are also formed by hedgerows. The northern hedgerow is approximately 2m high and is intact, whereas the eastern hedgerow is approximately 1.5m high and has occasional gaps. The western field slopes gently to the south-east, with a high point of +53.75 m AOD in the north-western corner and a low point

of +46.75m AOD in the south-eastern corner of the field. There are no internal landscape features within the western field.

The eastern field is also rectilinear, but slopes more steeply to the east, with a high point of +48.0m AOD on the western boundary of the field and a low point of +31.0m AOD in the south-eastern corner of the field. There are long views out to the south-east from the high ground within the Site.

5. Description of development

The application is submitted in Full. The application proposes 95 two storey dwellings comprising:

- 1 x 1 bed apartments
- 1 x 2 bed apartments
- 37 x 2 bed houses
- 33 x 3 bed houses
- 20 x 4 bed houses
- 3 x 5 bed houses

The mix of dwelling types is apartments, terraces, semi-detached houses, and detached houses. Of this total, 38 (40%) will be provided as affordable homes. Garages are generally single storey though some will have space in the roof for a home office.

The proposals will deliver a total of 1.68 ha of open space comprising amenity Green Space (0.38 ha) primarily centred on the focal green space, and informal play including a Local area for play (LAP) and a Local equipped area for play (LEAP).

Two sustainable drainage (SuDS) features will be located in the natural space to the east of the housing - one will be a pond and the other a wet meadow. Natural / semi-natural green space will be located around the site edges and southern corner. The existing boundary hedges will be retained, though the hedge along Wareham Road will need to be re-planted. A section of internal hedgerow is to be removed (approximately 83m), however as set out in the approved biodiversity plan it does not meet criteria for consideration as being ecologically important under the 1997 Hedgerow Regulations.

6. Background and relevant planning history

No relevant planning history other than the allocation of the site under Policy H6 of the PLP.

7. List of constraints

Poole Harbour Nutrient Catchment Area

Environment Agency (EA) –Risk of surface water (ROFSW) Extent 1 in 30 1 in 100 and 1 in 1000

–Natural England (NE) designation – Site of Special Scientific Interest (SSSI): Holton and Sandford Heaths; - Distance: 1877.78

NE - SSSI: Morden Bog and Hyde Heath; - Distance: 3961.77

NE - SSSI: Upton Heath; - Distance: 2945.52

NE - SSSI: East Coppice; - Distance: 4796.54

NE - SSSI: Corfe Mullen Pastures; - Distance: 2785.8

NE - SSSI: Ham Common; - Distance: 4447.86

Greenbelt: Bournemouth Greenbelt; - Distance: 0

EA - Detailed River Network: Tertiary River (Master Map single line) Drain - Distance: 0

EA Culvert and: Tertiary River

8. Consultations

The following consultee responses were received. Summary only, all consultee responses can be viewed in full on the website.

Consultees

1. Lytchett Matravers Parish Council

Initial submission Sept 2021	Object - Not yet allocated site as Purbeck Local Plan not adopted. - Inappropriate development in the Green Belt.
Revised plans June 2025	Object - Contradicts the sustainable planning principles outlined in both the 2017 Neighbourhood Plan and the Purbeck Local Plan. - Unlike Flowers Drove and Blaneys Corner, this site is well outside a 10-minute walk from village amenities, making car dependency inevitable. This fails to support local facilities and undermines sustainable transport objectives. - The layout as submitted is a disconnected cul-de-sac with a single road access onto Wareham Road, posing significant traffic congestion and safety risks, particularly during peak hours. This design disregards connectivity opportunities to the

	north and northeast, areas also controlled by Wyatts and likely to be included in the Dorset Local Plan. A more integrated layout is essential for safe pedestrian routes, reduced traffic impact, and improved community cohesion. - We also raise concerns over child safety due to narrow front gardens directly facing busy roads, insufficient play area connectivity, and inadequate traffic calming measures. A Home Zone approach with pedestrian-priority clusters and green corridors should be considered to enhance safety and community interaction. - Significant layout revisions are necessary to meet planning policies and community expectations
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2. Dorset Council (DC) - Landscape

Initial submission Sept 2021	No objection, subject to condition - No objection in general. - Some design changes required.
Revised plans June 2025	No objection, subject to condition and additional tree planting - The following changes (as shown in Figure 1 of comments) are required to comply with NPPF 136, enhance the development, and integrate it into its setting: - Move 4 of the trees shown on the revised Landscape Strategy to more suitable locations. - Plant 10 additional trees along the northern edge of the development/in rear gardens. - Subject to these changes, and there being no conflict between the position of tree planting and street lighting, the Landscape Strategy and the ornamental/hedge planting shown on the Boundaries Materials Plan can be conditioned as part of any approval.
Revised to address landscape comments	No objection, subject to condition - Revised plans overcome previous concerns

July 2025	- Where concerns are not addressed a reasonable justification has been provided
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3. DC - Policy - Urban Design

Initial submission Oct 2021	Further information required - Lack of a materials plan - Lack of accommodation schedule, leading to ambiguity re: the distinction between affordable and open market units. - Of the assumed affordable plots, the scheme is not considered to be tenure blind. - Lack of street tree planting
Revised plans June 2025	No objection, subject to condition - The revised plans have addressed concerns previously raised. - Materials to be conditioned.

4. DC - Natural Environment Team (NET)

Initial submission Oct 2021	No response
Revised plans June 2025	DC NET approved Biodiversity Mitigation Enhancement Plan agreed July 2025

4. Natural England

Initial submission	No response
Revised plans June 2025	No objection, subject to condition - Consulted on Appropriate Assessment and no objection subject to securing nutrient mitigation

5. DC Highways

Initial submission Oct 2021	Response deferred
Revised plans July 2025	Additional information required - Updated Transport Assessment information required. - Street lighting plan required
Updated Information as requested July 2025	No objection, subject to condition - Transport Assessment Addendum is acceptable - To align with the updated Inclusive Mobility guidance, any pedestrian crossing points within the internal layout estate road will require tactile paving, this can be conditioned. - Any footpaths that are presented to the carriageway should be perpendicular with adequate pedestrian refuge areas. Service margins adjacent to visitor spaces should be hardened and provide 1.5m width of pedestrian refuge areas with crossing point to connect with nearest footway/s, this can be dealt with at the 38-agreement stage. - To respond to the need for Active Travel (walking, wheeling and cycling) and Dorset Councils Natural Environment, Climate and Ecology Strategy, the applicant will submit a Travel Plan - The residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) - December 2024. - No objection in relation to proposed street lighting.

6. DC - Dorset Waste Team

Initial submission Oct 2021	No objection - No objection to proposed layout
Revised plans June 2025	No response (Officer note – changes to revised plans do not impact waste collection)

7. DC - Housing Enabling Team

Initial submission Oct 2021	Comments No objection if the correct percentage of affordable housing is provided on site, according to the policy it is assessed on at planning committee.
Revised plans June & July 2025	No objection With the adoption of the Purbeck Local Plan 2018-2034 the housing tenure mix should be as per Policy H11. 10% social rented, 65% affordable rented and 25% affordable home ownership. Proposed mix is 60% affordable rent 40% shared ownership. Proposed affordable housing tenure considered acceptable on the basis 40% is being provided.

8. DC – Trees

Initial submission Oct 2021	Comments - Existing trees on site appear to be on the periphery of the development with only T7 (A quality Oak) near to housing units and therefore at risk of increased pressure. - Sufficient distance to the higher quality trees and wooded boundary appears to have been given but it is important they are protected so they are retained for the future. - Would benefit from a greater volume of street planting and hedging given its edge of village location - Tree information submitted to be conditioned
Revised plans July 2025	Comments - Explore possibility of changing plot density near T7 Oak - If no - Updated Tree Protection Plan and Arboricultural Method Statement should be submitted to reflect present site plan. This will need

	to be conditioned along with a Pre-commencement site meeting. Examples below. - Removal of permitted development rights for plots 57&58. - Informative regarding local geology and influence this and nearby trees may have on foundation design. - Informative regarding future marketing.
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9. DC – Local Lead Flood Authority (LLFA)

Initial submission Oct 2021	No objection subject to drainage conditions
Revised plans July 2025	No objection subject to drainage conditions - The proposed pond includes 2 small gabions to provide platforms for pond dipping, sitting and additional amenity. We acknowledge that these gabions had been previously accepted on this basis. A suitable risk assessment should still be undertaken and included with the finalised design. - The applicant has confirmed that the basin side slopes will comply with CIRIA standards and are 1 in 3. - On this basis the recently submitted response has allowed the LLFA to withdraw our most recent holding objection. We therefore now have no objection to the application subject to the below revised conditions and informatives being included on any permission granted

10. Southern Gas Networks (was Transco)

Initial submission Oct 2021	Comments - In proximity of gas pipes. - Easement requirements.
Revised plans	Further consultation not required

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11. Wessex Water

Initial submission Oct 2021	Comments - In proximity of foul sewer - Easement requirements - Foul sewage connection will be acceptable - Surface SuDs to be agreed with LFA - Point of connection for water supply can be provided.
Revised plans	Further consultation not required

The following consultees were also consulted but no response was received:

- Ward Councillors
- Crime prevention advisor
- NHS Dorset
- Environment Agency
- Scottish And Southern Energy

Representations received

The application was advertised by site notice initially in September 2021 and again in July 2025 to advertise revised plans. The following summary of comments were received (full comments available online):

Total - objections	Total - No objections	Total - comments
249	2	5

Summary of comments:

Objections

- Over development of Lytchett Matravers
- Impact on the character of village
- Impact on rural character of this part of the village
- Impact on local infrastructure including schools, doctors' surgeries and shops

- Additional infrastructure required to support new housing
- Impact on highway network including highway safety, particularly with the proximity to the school
- Submitted traffic assessments are thought to be underestimated
- Insufficient parking proposed
- Should not build on green sites or Green Belt
- Housing not needed
- Concerns houses will be second homes
- Adverse visual impact
- Noise from additional houses and traffic
- Loss of fertile land
- Impact on biodiversity and wildlife
- Impact on neighbouring amenity, including overlooking
- Construction noise
- Impact on views
- Impact on property values
- Houses won't be affordable
- Insufficient amount of affordable housing proposed
- Not an appropriate place for affordable housing
- Climate impact of the proposed development
- Potential flood risk on and off site
- Surface water run off concerns
- Increase of hardstanding and impermeable areas
- Existing sewage system does not have capacity
- Proposed density is out of keeping with the surrounding area
- Proposed Suitable Alternative Natural Greenspace (SANG) is too far from the proposed houses
- No bus service to the area
- No employment opportunities in the area for new residents
- Proposed houses should have solar panels
- Contrary to the neighbourhood plan
- Increased use and pressure on existing narrow footpaths
- Village centre sites should be built on first
- Not sustainable development
- Little employment opportunity in the area for new occupants

- Current public transport insufficient
- Green buffer zones should be provided on the site
- Tandem parking is not appropriate
- Plot and garden sizes are too small
- Will not meet the needs of first time buyers
- Will result in increased pollution
- The site should only be considered as a rural exception site
- Revised plans do not address previous concerns
- Not enough planting in revised plans

Support

- Supports houses to be built
- Uses infill rather than extending the village
- Housing need in Dorset
- Design considered good quality and in keeping

9. Duties

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

10. Relevant policies

Development plan

In this case the development plan comprises the adopted Purbeck Local Plan 2018-34 and the adopted Lytchett Matravers Neighbourhood Plan 2017-31:

Local Plan Adopted Purbeck Local Plan:

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

V1: Spatial strategy for sustainable communities

E1: Landscape

E2: Historic environment

E3: Renewable energy

E4: Assessing flood risk

E5: Sustainable drainage systems (SuDs)

E6: Coastal change management areas

E7: Conservation of protected sites

E8: Dorset heathlands

E9: Poole Harbour

E10: Biodiversity and geodiversity

E12: Design

H2: The housing land supply

H6: Lytchett Matravers

H9: Housing mix

H11: Affordable Housing

I2: Improving accessibility and transport

Policy I3: Green infrastructure, trees, and hedgerows

Made Neighbourhood Plans

Lytchett Matravers Neighbourhood Plan to 2031 (made June 2017)

Material considerations

Emerging local plans:

Paragraph 49 of the National Planning Policy Framework (NPPF) provides that local planning authorities may give weight to relevant policies in emerging plans according to:

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

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021 with further consultation planned between 18 Aug – 13 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework 2024 (as amended 2025)

Paragraph 11 sets out the presumption in favour of sustainable development. Proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with

particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes.

Other relevant NPPF sections include:

- Section 4 'Decision making': Para 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' This outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- In National Landscapes (formerly known as Areas of Outstanding Natural Beauty), paragraph 189 requires great weight to be given to conserving and enhancing the landscape and scenic beauty. Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 191). Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

National Planning Practice Guidance

All of Dorset:

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

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

Supplementary Planning Documents (SPD)/Guidance for Purbeck area:

Affordable Housing SPD

District Design Guide SPD

Managing and using traditional building details in Purbeck

Poole Harbour Recreation 2019-2024 SPD

Housing land supply

On the 26th September 2024, The Planning Inspectorate issued the Inspector's report confirming the Council's Annual Position Statement (APS). The APS confirms that the whole of the Dorset Council area can demonstrate a 5-year supply of housing of 5.02 years, and that this figure is fixed until 31 October 2025 in accordance with paragraph 233 of the NPPF. An updated APS that reflects the Inspector's findings is available on the Council's website.

Housing Delivery Test (HDT)

The latest HDT results (2023 measurement) show that enough homes have been delivered within the local plan area to demonstrate 106% of the target.

11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

12. Public Sector Equalities Duty

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

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

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

The following addresses the above matters:

- 20% provision of adaptable houses as required under Part M of Building Regulations.
- Accessible roads and pavements as required under the relevant highways legislation and mobility/inclusivity guidance.

13. Public Benefits

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

What	Amount / value
Material considerations	
Affordable housing	40% (38 units - 10% social rent, 40% affordable rent and 50% affordable home ownership)
Green space	Approx. 1.68 ha including play space to east, additional periphery green space provided throughout the development
Education contributions	£6,161 per dwelling (excluding 1 beds)
Special Educational Needs (SEN) Education Contribution	£1,487.62 per dwelling (excluding 1 beds)
GP Surgeries Contribution	£80 per dwelling
Public Right of Way Contribution	£430 per dwelling
Non material considerations	
CIL contributions	currently £167.09 per square metre

14. Planning Assessment

Officer Assessment

The main issues relation to this application are considered to be:

1. The Principle of Development
2. Housing Mix
3. Design and Appearance
4. Local Amenity and Standard of Accommodation
5. Highway Impact

6. Public Rights of Way
7. Trees
8. Biodiversity
9. Drainage
10. Contamination
11. Servicing
12. Planning Obligations

1 Principle of Development

- 1.1 This planning application, submitted in full, proposes the erection of new dwellings on an allocated site under Policy H6 of the Purbeck Local Plan 2018-2034, where the principle of development is acceptable subject to accordance with other local and national planning policy. Policy H6 advises 'around 95 homes on land to the East of Wareham Road'. The proposed provides 95 dwellings, therefore the proposed number of units is in accordance with policy H6.
- 1.2 Policy H6 has a number of specific requirements, which are considered to have been met as follows:

Policy requirement	
<i>a. provide 20% of its overall housing requirement in accordance with M4(2) building control optional standards to meet the needs of the elderly and/or disabled people;</i>	Proposed housing meets this requirement as follows: Plots 6, 7, 8, 9, 10, 11, 16, 17, 18, 19, 20, 21, 22, 27, 28, 29, 30, 54, 55, 56, 57, 58, 65, 66, 67, 68, 69, 70, 87, 88, 89, 90) to be M4 compliant This is a total of 32 plots and would therefore exceed the policy requirement of 20%.
<i>b. include details of mitigation me improve accessibility in Lytchett Matravers by forming or improving walking and cycling routes within the village or its immediate surroundings. Off-site improvements can be delivered through financial contributions and/or physical works.</i>	Financial contribution to be secured by legal agreement. Additional bus stop and foot path improvements secured by condition.

<i>c. provide financial contributions for local health infrastructure and education (as required by Policy I1)</i>	Financial contributions to be secured by legal agreement
<i>d. provide and manage in perpetuity a provide and manage in perpetuity a SANG totalling 7.6 hectares at Flower's Drove as indicated on the policies map to avoid the adverse effects from the new homes on the national site network (including European sites).</i>	A SANG has been approved under Planning Application reference: 6/2019/0530, which meets this requirement

- 1.3 Further to a positive referendum vote on 4 May 2017, Purbeck District Council resolved to 'make' (adopt) the Lytchett Matravers Neighbourhood Plan (LMNP) on 13 June 2017. This is a material planning consideration; however the Purbeck Local Plan, allocating the site under Policy H6, was adopted more recently and therefore carries more weight.
- 1.4 The application site lies within the LMNP boundary but is not allocated in the plan. The Parish Council has raised a concern that the proposed contradicts the sustainable planning principles outlined in both the 2017 Neighbourhood Plan and the Purbeck Local Plan. Whilst the Parish Council comment is noted, the site is allocated for development under Policy H6 of the recently adopted Purbeck Local Plan. The principle of development is therefore considered acceptable.
- 1.5 Development Management Policies of the 2017 LMNP are:
1. Public Engagement: Encourage consultation and alignment with LMNP vision.
 2. Good Design: Promote sustainable, inclusive, and landscape-led development.
 3. Home Zones: Prioritise pedestrian safety and shared spaces.
 4. Environmental Protection: Preserve trees, hedgerows, and open spaces.
 5. Employment Uses: Support light industry and mixed-use developments.
 6. Shopping Facilities: Protect and enhance local retail options.
- 1.6 The proposed is considered to be in accordance with LMNP development management policies as follows:

- 1 - The submitted Statement of Community Involvement provides details of community engagement, which took place prior to submission.
- 2 - The proposed design has been reviewed by the DC Urban Design and Landscape Officers and is considered acceptable.
- 3 - While specific home zones are not provided, pedestrian access is provided throughout the site and there are no highway safety concerns.
- 4 - Existing trees are preserved on site with additional planting added where possible.
- 5 & 6 - The protection and enhancement of Employment and shopping facilities outside the scope of this proposal which is for residential development.

2 Housing Mix

- 2.1 Policy H11 of the adopted Purbeck Local Plan 2018-34 (PLP) requires developments of 10 or more homes on greenfield sites to provide 40% affordable housing on site. The proposed development will provide 40% affordable housing in line with PLP Policy H11.
- 2.2 Policy H11 also requires that sites with 40% affordable housing should provide 10% social rented housing, 65% affordable rented housing and 25% affordable home ownership.
- 2.3 Policy H11 also notes in relation to tenure mix:
- Any variation to the identified tenure mix will be considered on specific sites, in consultation with the Council's housing strategy team and registered providers, where necessary to secure the most appropriate and deliverable mix of affordable housing tenures. If calculating the proportions of different types of affordable homes gives part of a new home, the Council expects the proportion to be rounded up, to one decimal place.*
- 2.4 During the course of the application the applicant raised concerns regarding the delivery of the identified mix due to rising costs of construction and the requirement to provide nutrient mitigation, which was not an issue at the time of allocation.
- 2.5 In order to ensure a policy compliant affordable housing delivery of 40% it has been necessary to amend the proposed tenure mix in consultation with the Dorset Council Housing Officer.
- 2.6 38 affordable homes will be provided on site as 10% social rent, 40% affordable for rent homes and 50% affordable home ownership. The proposed mix is considered acceptable in agreement with the DC Housing Officer.
- 2.7 A summary of the recommended mix of housing in Purbeck is outlined in the table below with further detail provided in the SHMA (2015 and 2018 Update). This is the housing mix recommended in the Purbeck Local Plan:

	1-bedroom	2-bedrooms	3-bedrooms	4+ bedrooms
Market Housing	0-5%	30-35%	40-45%	20-25%
Affordable Home Ownership	15-20%	45-50%	25-30%	5-10%
Affordable Rented	20-25%	40-45%	25-30%	5-10%

The proposed housing mix is:

Private		Affordable	
1 bed flat	0 (0%)	1 bed flat	1 (3%)
2 bed flat	0 (0%)	2 bed flat	1 (3%)
2 bed house	13 (23%)	1 bed house	0 (0%)
3 bed house	22 (39%)	2 bed house	24 (62%)
4 bed house	19 (33%)	3 bed house	11 (29%)
5 bed house	3 (5%)	4 bed house	1 (3%)
Total	57	Total	38

While there are variations to the Purbeck Local Plan requirements, it is noted these are recommendations only. Officers consider that the variety of proposed accommodation will assist in providing a well-balanced community. The proposals will provide a good range of accommodation to help open-up local housing choice. PLP Policy H9 notes the final housing mix proposed will be agreed between the applicant and the Council. The DC Housing Officer has agreed to the proposed housing mix.

- 2.8 The proposed affordable housing is considered acceptable and to be policy compliant in accordance with policies H6, H9 and H11 of the adopted Purbeck Local Plan.

3 Design and Appearance

- 3.1 Policy E12 of the Purbeck Local Plan states that new development must be of a high quality, including its visual impact, and it must positively integrate with its surroundings. Section 12 of NPPF requires good design as a key aspect of sustainable development.
- 3.2 The proposed development includes:
- Development of 95 new homes, including 40% affordable housing provision.
 - Vehicular and pedestrian access via the existing access on Wareham Road
 - Public open space, including attenuation ponds.
 - Retaining protected trees and providing additional landscaping.

- 3.3 Dwellings have been positioned set back from the public footpaths to ensure that all dwelling plots have a defensible space to the front. A mixture of on-plot (driveway and garages) and some on-street (visitors) parking is proposed.
- Ground profiling works are proposed for the open space areas to the east to facilitate the attenuation ponds and the public recreation and amenity uses. A 1:3 slope will lead down from the development edge to the area designated for play, and then on to a wet meadow area with informal paths, planting SuDS. To the northeast gabions will be used to create a 'stepped' approach.
- Brick walling, post and rail fencing or planting are proposed where plot boundaries adjoin the public realm. Closed board timber fencing will be used between rear or side gardens and along the southern boundary.
- 3.4 There are a number of proposed house types on site that create a variation in architectural design and visual interest. There is a good mix of dwelling types with 2 apartments, terraces, semi-detached houses and detached houses. The site layout shows that units are distributed across the site to include a higher density of predominantly terraced and semi-detached at the core of the site which tapers out towards the edge of the site to include a higher proportion of detached units.
- 3.5 The proposed architecture is similar to that of other new developments in Lytchett Matravers. It is of a high-quality residential style that relates to the existing local character. Some house types include decorative chimneys. Proposed materials include brick, render, slate, tile, timber and concrete detailing.
- 3.6 The DC Urban Design and Landscape Officers have been consulted and raised no objection to the proposed subject to additional landscaping and a materials plan condition.
- 3.8 In terms of landscaping – a landscape strategy plan and supporting strategy document have been submitted. This plan has been amended in consultation with the DC Urban Design and Landscape Officers to achieve a suitable design, where landscaping was increased as requested. Due to site constraints, it was not possible to accommodate all changes requested, however changes requested by the DC Landscape Officer have been made where possible. These additional landscaping details will be secured by condition.
- 3.9 Boundary treatments include closed board fencing to gardens, brick walls to public facing areas and post and rail fencing to open space areas. Officers are satisfied the proposed boundary treatments are acceptable.
- 3.10 A locally equipped area for play (LEAP) is proposed as part of the open space to the east. Details have not been provided for play equipment and a condition is therefore required to ensure the LEAP is suitably designed. Delivery of the LEAP will be secured by legal agreement and will include maintenance details.
- 3.11 The proposed layout and design are considered to address the Purbeck District Design Guide where it is required to reflect and reinforce locally distinctive

characteristics; use 'traditional' patterns and forms of development; and make creative use of local materials in contemporary design.

- 3.12 In general the proposed design is considered acceptable and in accordance with Policy E12 and section 12 of the NPPF.

4 Local Amenity and Standard of Accommodation

- 4.1 Policy E12 of PLP requires that new development should be compatible with or improve its surroundings in relation to nearby properties and general disturbance to amenity. Section 12 of the NPPF encourages good design that is safe and inclusive.
- 4.2 Concerns have been raised the proposed will impact on neighbouring amenity, particularly in terms of overlooking.
- 4.3 Existing dwellings are located to the northwest and south of the proposed development. Separation distances of back-to-back (proposed to existing) are 10 to 15m from proposed dwellings to the neighbouring boundary. Side facing proposed dwellings avoid non- obscured glazing to side elevations.
- 4.4 Specific concerns have been raised with regards to the impact on Glebe Road residents, in particular back-to-back relationships and the relationship of plot 32 to the adjacent property on Glebe Road. Proposed dwellings are approx. 10.5 -15m from neighbouring boundaries and back-to-back property distances are approx. 20-29m. While the proposed dwellings may be at a higher level than the existing dwellings at Glebe Road (proposed dwellings will be at 50-51m AOD and existing dwellings at 50-49m AOD), the proposed separation distances are sufficient to not impact on neighbouring amenity to an extent that would warrant refusal regardless of the change in ground level. This back-to-back relationship and separation distances are not uncommon in a residential context.
- 4.5 With regards to plot 32 - a revised plan has been submitted in August 2025, which moves the proposed approx. 1m further from the neighbouring dwelling and slightly reorientated to try to address concerns. While the proximity to the boundary and existing dwelling is noted, the design and orientation of the proposed dwelling is such that it prevents overlooking, where there are no windows to the side elevation facing the existing property, the orientation ensures first floor windows do not directly overlook neighbouring properties and oblique views are not possible. The height of the proposed dwelling is approx. 5m to the eaves and approx. 9m to the ridge. This is a standard two storey dwelling height and the relationship to existing dwelling on Glebe Road is unacceptable in residential context. The set back and orientation reduces the impact of the height and is not considered to impact on neighbouring amenity to an extent that would warrant refusal.
- 4.6 In terms of the amenity of future occupiers – proposed dwellings generally meet guidance set out in national space standards. All dwellings have access to private

gardens and additional access to open space to the east. The layout is suitably designed to prevent overlooking of neighbouring dwellings.

- 4.7 The proposed development is considered acceptable where it is not anticipated development would result in a negative impact on neighbouring amenity given the separation distances, orientation and boundary treatments. Therefore, the proposal is considered to be in accordance with Policy E12 and section 12 of the NPPF.

5 Highways

- 5.1 Access is provided via existing access from Wareham Road. Third party concerns have been raised in relation to access, traffic congestion and highways safety.
- 5.2 Dorset Council Highways Officers have been consulted and raise no objection on highways safety grounds subject to conditions. It is noted the access vehicular visibility displays are in excess of that required by guidance.
- 5.3 A total allocated provision of 274 spaces are provided, including garages of the requisite size to be included as a 'space'. All parking spaces will be allocated and/or within the curtilage of each plot, adjacent to properties and often accompanied by at least a single garage. In addition to 19 visitor spaces are provided across the site and the internal road layout creates the opportunity for safe on-street parking. Parking allocation is as follows:
- Visitor spaces – 19
 - Allocated parking – 193
 - Garages – 62
 - Cycle sheds provided for houses without garages
- 5.4 Car parking provision is considered acceptable. All garage space dimensions are policy compliant (3m x 6m) and as such are considered bona fide car parking spaces. With this in mind, all units have 2 spaces with over half (due to drive lengths/widths) having 3 plus spaces. The road layout will allow for informal on-street car parking to occur. Visitor bays have been indicatively indicated on the submitted plans, however, these bays would not be marked or formalised.

The overall provision compares favourably to the provision recommended through using DC's parking study methodology and calculator, which recommends that for the housing types provided a total provision of approx. 180 spaces is required plus a total visitor parking provision of approx. 20 spaces.

- 5.5 The applicant provided a Transport Assessment Addendum in June 2025 the Highways Officer considered to be comprehensive and acceptable. It includes an updated TRICS analysis (the national standard for trip generation analysis which employs a system of site selection filtering that enables users to simulate site

scenarios through a number of progressive stages and to calculate vehicular and multi-modal trip rates based on these selections). When consideration is given to the development proposal there will be increased movements on the highway network, predicted as 14 arrivals and 35 departures between 08:00-09:00, and 33 arrivals and 15 departures between 17:00-18:00, these being the network peak hours. This details a slight decrease from what was previously predicted and accepted by the Highway Authority during the consultation period in 2022.

- 5.6 To align with the updated Inclusive Mobility Guidance, any pedestrian crossing points within the internal layout estate road will require tactile paving, this can be conditioned. Any required tactile paving on the junction with Wareham Road will be subject to the section 278 works.
- 5.7 Any footpaths that are presented to the carriageway should be perpendicular with adequate pedestrian refuge areas. Service margins adjacent to visitor spaces should be hardened and provide 1.5m width of pedestrian refuge areas with crossing point to connect with nearest footway/s, this can be dealt with at the highways Section 38-agreement stage.
- 5.8 To respond to the need for Active Travel (walking, wheeling and cycling) and Dorset Councils Natural Environment, Climate and Ecology Strategy, the applicant will need to submit a Travel Plan. It will seek to encourage the use of sustainable transport modes and implement change in travel patterns. This can be secured by condition.
- 5.9 The residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) - December 2024. Therefore, the Highway Authority has no objection subject recommended conditions.
- 5.10 Further to the above, alterations/improvements to the bus stop and footway are proposed. This is welcomed and secured by condition.
- 5.11 Highways Officers have considered the proposal and have raised no objections, subject to the use of conditions in relation to estate roads, visibility splays, bus stop improvements, footway alterations, construction traffic management plan, junction completion, tactile paving and a travel plan to be submitted. access and parking provision . In terms of its impact on highway safety the proposal is considered to be in accordance with the Purbeck Local Plan, subject to the use of the aforementioned conditions.

6 Public Rights of Way (PRoW)

- 6.1 The proposed development is not within the immediate vicinity of public rights of way, however, contribution towards improving walking and cycling links between Lytchett Matravers and Lytchett Minster School are required for this application.

- 6.2 The newly adopted Purbeck Local Plan (2018-2034) sets out the requirements for new housing sites in Policy H6: Lytchett Matravers. Housing development on allocated sites is expected to “improve accessibility in Lytchett Matravers by forming or improving walking and cycling routes within the village or its immediate surroundings. Off-site improvements can be delivered through financial contributions and/or physical works”.
- 6.3 The Purbeck Infrastructure Delivery Plan, which accompanies the Local Plan, provides additional details about the approximate cost of implementing these improvements and how they should be funded. The cost is £150,000 and should be funded through S106 developer contributions and these improvements are considered essential to support the new housing development set out in the Local Plan.
- 6.4 The improvements directly relate to the application, as it will generate children who will attend Lychett Minster School. The public right of way used to travel on foot to school from the development site would benefit from these contributions to improve access on the route to the school.
- 6.5 £430 per dwelling is required under this contribution. Subject to securing this contribution through a planning obligation/legal agreement, the proposed is considered acceptable in relation to the impact on PRoWs in the area.

7 Trees

- 7.1 Policy I3 of the Purbeck Local Plan notes development needs to protect and seek to enhance green networks. Section 15 of the NPPF aims to protect the natural environment including trees.
- 7.2 There is existing vegetation to the peripheries and vegetation and trees are generally retained with additional planting provided as noted above.
- 7.3 Tree Preservation Order TPO/2022/0094 was served on this site and land to the northeast encompassing the linear, wooded area ‘W1’ on the far eastern boundary and three individual trees T1 Oak (T7 in the submitted Barrells Report), T2 Oak (T12 in the submitted Barrells Report) and T3 Oak (T13 in the submitted Barrells report). Arboricultural information has been submitted, and DC Tree Officer has been consulted.
- 7.4 The Tree Officer is content that trees within the TPO in general are retained but has raised concerns regarding ‘A’ category Oak ‘T7’ that has been incorporated within the residential gardens of plots 57&58. Boundary fencing for both rear gardens with an access to the central plot ‘57’ is shown on the Boundaries Material Plan. It is important the Arboricultural Method Statement is updated to reflect these works that could present a risk to the root protection area i.e. hand dig post locations to 600mm and relocate if roots in excess of 25mm are encountered, non-permeable membrane in post holes etc. An updated method statement is required by condition.

- 7.5 The Tree Officer has noted it is important that any marketing material highlights the presence of the trees and the fact they are protected. With the British Geological Society suggesting the local bedrock to be a mix of sand and clay, it is advisable further soil investigations are undertaken to determine appropriate foundation design.
- 7.6 The Tree Officer has also suggested a condition removing permitted development rights for plots 57 & 58 to ensure any future developments i.e. small extensions, outbuildings etc. fully consider the trees, their rooting environment and influence on the soil to limit tree harm and loss. This condition and other requested conditions have been imposed.
- 7.7 Based on the above, the proposed therefore is in accordance with policy I3 and Section 15 of the NPPF.

8 Biodiversity

- 8.1 The application site lies within 5km but beyond 400m of Dorset Heathland and Poole Harbour, which are both designated protected sites.
- 8.2 The proposal for 95 new units of accommodation, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is likely to have a significant effect on the aforementioned protected sites. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.
- 8.3 The appropriate assessment (AA) dated April 2025 has concluded that the mitigation measures can prevent adverse impacts on the integrity of protected sites. This includes contributions via CIL, SANG provisions at Flowers Drove approved under PA 6/2019/0530, a fallow land management plan and purchasing of nutrient credits.
- 8.4 Natural England have been consulted on the AA and raised no objection subject to securing the required mitigation. Fallow land management is secured by Section 106 legal agreement and the purchase of nutrient credits is secured by pre-commencement condition.
- 8.5 With the mitigation secured the development will not result in an adverse effect on the integrity of designated sites so in accordance with regulation 70 of the Habitats Regulations 2017 planning permission can be granted.
- 8.6 A Dorset Council Natural Environment Team (NET) endorsed Biodiversity Mitigation Enhancement Plan (BMEP) dated 7 July 2025. The BMEP has been signed and Certificate of Approval issued by NET.
- 8.7 The application was submitted in 2019 which predates the introduction of Biodiversity Net Gain (BNG) and therefore BNG is not applicable. BNG became mandatory for major developments on February 12 2024 in England.

- 8.8 The proposed is considered acceptable in relation to biodiversity and impact on protected sites subject to conditions and completion of a planning obligation.

9 Drainage

- 9.1 The site falls within Flood Zone 1 (low risk of fluvial / tidal flooding) as indicated by the Environment Agency's (EA) indicative flood maps. Whilst according to the EA's Risk of Flooding from Surface Water (RoFfSW) mapping the site is mostly free from the theoretical risk of pluvial flooding up to the 1-in-1000 year rainfall event apart from along a strip down the eastern edge of the site. A surface water flow path is predicted to run from north to south from the 1-in-30 year rainfall event and upwards along the line of the ordinary watercourse on the east of the site. Surrounding areas also sit within Flood Zone 1, and parts of the nearby Wareham Road are shown to be affected by surface water flooding from the 1-in-30 year rainfall event and upwards. Dorset Council have records of actual historic flooding to parts of the nearby Glebe Road. The site is not within a ground surface water risk area and the submitted flood risk assessment (FRA) addresses flood risk matters.
- 9.2 Proposed drainage includes sustainable urban drainage systems (SUDs) to the east of the site in the form of two ponds. Given the level changes gabions are proposed as part of the SUDs to allow for additional amenity and flexible use of the ponds.
- 9.5 The DC Lead Flood Authority (LLFA) has been consulted and advised based on additional information submitted as requested, they have no objection to the proposed subject to condition.
- 9.9 The Environment Agency have also been consulted but no response was received.
- 9.10 The proposed development is considered to be accordance with Policies E4 and E5 of the Purbeck Local Plan.

10 Contamination

- 10.1 The site has remained undeveloped as fields from first edition mapping until the present day. Therefore, widespread contamination is not anticipated as a result of the historical site usage. A contaminated land study has been submitted with the application.
- 10.2 In order for land affected by contamination to cause harm, there must be a source of contamination, a receptor that can be harmed and a pathway by which the receptor can be exposed to the contamination. The results of the preliminary contamination risk assessment indicate that whilst the majority of the site is anticipated to be free from significantly elevated levels of contamination, localised areas of contamination may be

present as a result of an unknown historical tank in the northeast and, to a lesser extent, a pollution incident adjacent to the southeast of the site. Therefore, it is considered necessary to impose an unexpected finds condition, which is added to this report.

- 10.3 The proposed is considered acceptable in relation to contaminated land subject to the above condition.

11 Servicing

- 11.1 It is proposed that refuse collection and servicing would be kerbside collection for all dwellings, and the proposed road layout allows for kerbside collection to all units.
- 11.2 Dorset Waste Services (DWS) were consulted and raised no objection to the proposed. Therefore, the proposed servicing is considered acceptable.

12 Planning Obligations

- 12.1 The following planning obligations are required by legal agreement and have been agreed to be secured by legal agreement:

Affordable Housing	Policy compliant affordable housing - Purbeck Local Plan (2018-2034) Policy H11: Affordable housing requires 40% affordable provision.
Education Contribution	£6,161 per dwelling towards Primary & Secondary school provision. Purbeck Local Plan (2018-2034) Policy I1: Developer contributions to deliver Purbeck's infrastructure requires an education contribution for sites of 10 or more. Dept for Education - Securing Developer Contributions for Education Guidance from August 2023
Special Educational Needs (SEN) Education Contribution	£1,487.62 per dwelling Reflecting current Government advice in the Dept for Education - Securing Developer Contributions for Education Guidance August 2023
Nutrient Neutrality	Secure mitigation in perpetuity
On site SANG provision	Provide SANG provision to comply with on this Dorset Heathlands Planning Framework SPD (2020-2025)
GP Surgeries	£80 per dwelling towards local GP facilities. The GP surgery serving the proposed site is at capacity and a contribution is required as set out in the Purbeck Local Plan (2018-2034) Policy I1
PRoW	£430 per dwelling towards PRoW improvements. Contribution towards improving walking and cycling links between Lytchett Matravers and Lytchett Minster School.

LEAP & LAP Play Area	On site LAP & LEAP
LAP Commuted Sum	A commuted sum for the maintenance of an onsite LAP if it is transferred to the parish or Dorset Council

12.2 This development proposal is CIL liable development. A CIL liability notice will be issued at reserved matters stage. CIL Exceptional Circumstances Relief Policy applies in this area and the proposed is considered policy compliant should the relief policy be applied for.

13 Other matters

13.1 Third party concerns have been raised that the proposed will result in the loss of fertile agricultural land. Again the site is allocated under policy H6, where the suitability of the site for development was assessed. The principle of development is

acceptable. Further to this, Natural England are the statutory consultees in relation to the loss of agricultural land. Natural England have not raised concerns in relation to this matter.

- 13.2 Concerns have been raised the proposed is too far from the approved SANG at Flowers Drove under planning application 6/2019/0530. Flowers Drove is approximately a 30 minute walk from the application site, however the approved SANG forms part of the strategic allocation for Lytchett Matravers under Policy H6 of the PLP, where it is considered to be appropriate mitigation for 95 homes at Land to the East of Wareham Road, around 25 homes on Land at Blaney's Corner and around 30 homes on Land to the East of Flowers Drove. Natural England have raised no objection in terms of heathland mitigation.

14 Response to Lytchett Matravers Parish Council

- 14.1 The following table addresses concerns raised by Lytchett Matravers Parish Council:

Concern raised	Officer response
Contradicts the sustainable planning principles outlined in both the 2017 Neighbourhood Plan and the Purbeck Local Plan.	The site is an allocated site under Policy H6 of the Purbeck Local Plan, where the principle of development is considered sustainable and acceptable.
Unlike Flowers Drove and Blaneys Corner, this site is well outside a 10-minute walk from village amenities, making car dependency inevitable. This fails to support local facilities and undermines sustainable transport objectives.	Allocated site as noted above. The distance to Huntick Road is 0.7 miles, approx. walking times to most facilities is 10-15 mins. The site is still within the settlement boundaries and closer to village amenities than houses on Glebe Road. Contributions to improve footpaths in Lytchett Matravers are to be secured by legal agreement. Improvements to the existing bus stop opposite and footpath providing access to the site are also secured by condition.
The layout as submitted is a disconnected cul-de-sac with a single road access onto Wareham Road, posing significant traffic	No objection from the DC Urban Design and Highways officers.

congestion and safety risks, particularly during peak hours. This design disregards connectivity opportunities to the north and northeast, areas also controlled by Wyatts and likely to be included in the Dorset Local Plan.	Proposed layout is in keeping with existing development, where there are a number of cul-de-sac along Wareham Road. Access utilises the existing access point from Wareham Road. With limited existing development and no current allocated sites adjacent there are no connectivity opportunities.
We also raise concerns over child safety due to narrow front gardens directly facing busy roads, insufficient play area connectivity, and inadequate traffic calming measures. A Home Zone approach with pedestrian-priority clusters and green corridors should be considered to enhance safety and community interaction.	Proposed layout incorporates traffic calming measures, including speed ramps and winding roads. Pedestrian access provided to proposed play space. No highway safety concerns raised by DC Highways.

15 Conditions

15.1 The following conditions are required to ensure the acceptability of the proposed development:

- Expiration of permission
- Approved plans
- Pre-commencement:
 - Drainage details
 - Construction management
 - Tree protection
 - Nutrient mitigation
 - Access construction
- Pre damp proof course:
 - Landscaping
 - Materials
- Pre-occupation:
 - Drainage management
 - Road layouts

- Visibility splays
- Bus stop and footway improvements
- Tactile paving
- Travel plan
- Biodiversity plan
- Renewable energy requirements
- Water efficiency
- Compliance:
 - M4 layout compliance
- Other:
 - Contaminated land
 - Construction hours
 - PD rights removed for plots 57 and 58

16 Conclusion

16.1 This assessment exercise has involved considering the acceptability of the proposal in relation to the Development Plan, taken as a whole, and all other material considerations. All of the foregoing factors have also been considered in relation to the social, economic, and environmental benefits to be provided by the proposal. It is considered the proposed is acceptable in relation to material planning considerations.

16.2 The proposal is therefore considered to be sustainable development for the purposes of NPPF paragraph 11. The recommendation is for approval of the application with conditions.

Recommendation

To delegate authority to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to either:

- A) Grant, subject to the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services manager to secure the following:
- 40% affordable housing
 - Education contribution
 - Special education needs contribution
 - GP surgery contribution
 - Public right of way contribution

- Nutrient neutrality requirements
- Local equipped area for play requirements

Written agreement to the pre-commencement condition(s) was received from the applicant on 31 July 2025.

Conditions

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

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

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

- 122_DI_07.5 (Location Plan)
- 122_DI_10.20 (Site Layout Plan)
- 122_DI_14.7 (Site Layout – Coloured)
- 122_DI_15.7 (Dwelling Materials Plan)
- 122_DI_16.5 (Parking Layout Plan)
- 122_DI_17.5 (Building Heights Plan)
- 122_DI_18.5 (Boundary Materials Plan)
- 122_DI_19.5 (Block Layout Plan)
- 122_DI_20.5 (Roof Plan)
- 122_DI_21.5 (Housing Mix Plan)
- 122_DI_23.4 (Affordable Housing Plan)
- 01-ATR-101 Rev A (Vehicle Swept Path Analysis Sheet 1 of 4)
- 01-ATR-102 Rev A (Vehicle Swept Path Analysis Sheet 2 of 4)
- 01-ATR-103 Rev A (Vehicle Swept Path Analysis Sheet 3 of 4)
- 01-ATR-104 Rev A (Vehicle Swept Path Analysis Sheet 4 of 4)
- 01-PHL-0001 Rev C (Proposed Access Arrangements)
- 01-PHL-0003 Rev B (Refuse Collection Distances Plan)
- 01-PHL-1010 Rev B (Preliminary Highways Layout Sheet 1 of 4)
- 01-PHL-1011 Rev B (Preliminary Highways Layout Sheet 2 of 4)
- 01-PHL-1012 Rev B (Preliminary Highways Layout Sheet 3 of 4)
- 01-PHL-1013 Rev B (Preliminary Highways Layout Sheet 4 of 4)
- 01-PHL-2010 Rev A (Preliminary Road Profiles Sheet 1 of 2)
- 01-PHL-2011 Rev A (Preliminary Road Profiles Sheet 2 of 2)
- 01-PDL-1101 Rev B (Preliminary Drainage Strategy)
- 01-PDL-1002 Rev B (Preliminary Pond Sections)
- 813.11 Rev A (Landscape Strategy June 2025)
- 813.11_34E (Landscape Strategy Plan)
- 813.11/43 (Landscape Layout with Services)
- 1639 (S38 Street Lighting Strategy)
- 1639-LB-EX-XX-DR-E-7080-41 (Street Lighting Strategy Plan)
- 1639-LB-XX-XX-SH-E-7080-01 (Lighting Designers Risk Assessment)
- Urbis Axia 3 Datasheet
- A024-HAB Rev A (Plots 27, 28, 87 and 88)
- A024-875-HA-B-T3 Rev A (Plots 68, 69 and 70)
- A024-777-HA-B-T3-V2 (Plots 56, 57 and 58)
- A024-875-HA-B-V Rev A (plots 8, 9, 10 and 11)
- A024-HA-R-T3-V2 (plots 16, 17, 18)
- A024 - HA-R-T3-V Rev A (plots 65, 66, 67)
- A024-875-HA-R Rev A (Plots 54, 55, 89 and 90)

- A024-1006-HA-B Rev A (Plots 6, 7, 21, 22, 29 and 30)
- A024-1006-HA-B-V Rev A (Plots 19 and 20)
- A024-1006-HA-R Rev A (Plots 74 and 75)
- A024-1217-HA-R & 1356-HA-R-V (Plots 1 and 2)
- A024-Bea-B-C (Plots 63 and 64)
- A024-Bea-B-C-V (Plots 81 and 82)
- A024-Bry-B-C & Bri-R-C-V (Plots 14, 15, 23, 24, 85 and 86)
- A024-Bry-B-C (Plots 79 and 80)
- A024-Com-B-C (Plot 36)
- A024-Com-R-C (Plot 35)
- A024-FBT 3-HA-B Rev A (Plots 12 and 13)
- A024-Gla-B-C (Plots 3, 32, 59, 72, 84 and 91)
- A024-lbb-B-C (Plots 25 and 73)
- A024-lbb-B-C-V (Plot 47)
- A024-lbb-B-I1-V (Plot 62)
- A024-lwe-B-C1 (Plot 31)
- A024-Kim-B-C & Bri-R-C-V (Plots 76 and 77)
- A024-Kin-B-C & Gla-B-C-V (Plots 33 and 34)
- A024-Kin-B-C (Plot 71)
- A024-Kin-B-I (Plot 61)
- A024-Kin-B-I-V (Plots 5 and 94)
- A024-Kin-R-C (Plot 26)
- A024-Kno-B-C (Plot 45)
- A024-Lyt-B-C (Plots 38 and 39)
- A024-Lyt-R-I2 (Plot 78)
- A024-Mor-R-C (Plots 40 and 52)
- A024-Net-B-C (Plots 43 and 44)
- A024-Pul-B-C-V (Plot 51)
- A024-Reg-B-C (Plot 95)
- A024-Shi-B-I (Plot 4)
- A024-Sil-B-C (Plot 46)
- A024-Sil-B-I (Plot 92)
- A024-Six-B-I (Plots 48, 50 and 83)
- A024-Six-R-I (Plot 37)
- A024-Spe-B-I (Plots 53 and 60)
- A024-Spe-R-I (Plot 49)
- A024-Upw-B-I (Plots 41 and 42)
- A024-Upw-B-I-V (Plot 93)
- A024-P-100A (Street Scenes – Plans and Elevations)
- A024-SG2-B (Single Garage 2-B)
- A024-DG2-B (Double Garage 2-B)
- A024-DGHO-B (Double Garage with Home Office)
- A024-TwG2-B (Twin Garage 2-B)

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

Pre-commencement

3. No development shall commence until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

4. No development hereby approved shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods
- a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: to minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

5. No development hereby approved shall commence until a Construction Method Statement (CMS) and Construction Environmental Management Plan (CEMP) must be submitted to and approved in writing by the Planning Authority. The CMS & CEMP must include:

- storage of plant and materials used in constructing the development
- delivery, demolition and construction working hours
- the use of plant and machinery
- wheel washing and vehicle wash-down and disposal of resultant dirty water
- oils/chemicals and materials
- the control and removal of spoil and wastes
- control of potential nuisances to neighbours including dust and noise.

The approved CMS & CEMP shall be adhered to throughout the construction period for the development.

Reason: To minimise the likely impact of construction traffic on the surrounding highway network.

6. No development hereby approved shall commence (and before any equipment, machinery or materials are brought on to the site for the purposes of the development) until an updated Arboricultural Method Statement and tree protection plan shall be submitted to and approved in writing by the local planning authority. The barriers shall be erected and maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure that trees and their rooting environments are afforded adequate physical protection during construction.

7. No development hereby approved shall commence (including site clearance, demolition and construction) until a pre-commencement meeting has been held on site and attended by the developers appointed arboricultural consultant, the site manager/foreman and the Local Planning Authority (LPA) Tree Officer to discuss details of the working procedures and agree either the precise position of the approved tree protection measures to be installed OR that all tree protection measures have been installed in accordance with the approved tree protection plan. The development shall thereafter be carried out in accordance with the approved details, or any variation as may subsequently be agreed in writing by the LPA.

Reason: Required prior to the commencement of development in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works and to ensure that the work is carried out in accordance with the approved details.

8. No development hereby approved shall commence until the necessary nutrient mitigation credits to mitigate the impacts of the development on the Poole Harbour/River Avon/Somerset Levels and Moors Special Protection Area (SPA) and Ramsar have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour/River Avon/Somerset Levels and Moors SPA and Ramsar.

9. No development hereby approved shall commence (other than those required by this condition) on the development hereby permitted until the first 15.00m of the proposed

access road, including the junction with the existing public highway, has been completed to at least binder course level.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

Above DPC

10. Prior to development above damp proof course level, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include:

- (i) proposed finished levels or contours;
- (ii) means of enclosure;
- (iii) hard surfacing materials;
- (iv) soft landscaping details including plant species;
- (v) structures (eg furniture, play equipment, refuse or other storage units, signs, lighting, etc);

If within a period of 5 years from the date of the planting of any tree/plant, that tree/plant or any tree/plant planted in replacement for it, is removed, uprooted or destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) another tree/plant of the same species and size as that originally planted shall be replanted in the first available planting season unless the Local Planning Authority agrees in writing to any variation.

Reason: Landscaping is considered essential in order to preserve and enhance the visual amenities of the locality.

11. Prior to development above damp proof course level, a Landscape Management Plan, including long term design objectives, management responsibilities, maintenance schedules and a timetable for implementation and/or phasing; for all landscape areas (other than small, privately owned domestic gardens,) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Landscape Management Plan shall be implemented as approved.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

12. Prior to development above damp proof course level, details and samples of all external facing materials for the wall(s) and roof(s) shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

Pre- occupation

13. Prior to occupation of the development, details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding

14. Prior to occupation of the development, where surface water drainage infrastructure is located within private property, evidence that property owners have been made aware of any SuDS/drainage features within their ownership boundary and their obligations to maintain such features has been submitted to and approved in writing by the Local Planning Authority. Such evidence shall take the form of confirmation of legal covenants associated with the deeds of the properties or similar documentation.

Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding

15. The development hereby approved shall not be occupied unless and until the access, geometric highway layout, turning and parking areas shown on the submitted plans must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site.

16. The development hereby approved shall not be occupied unless and until the visibility splay areas as shown on drawing 01-PHL-0001 REV C must be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

17. The development hereby approved shall not be occupied unless and until the following works must have been constructed to the specification of the Planning Authority:

- Bus stop improvements – indicatively indicated on drawing 01-PHL-0001 REV C (or similar scheme to be agreed in writing with the Local Planning Authority)
- Footway alterations – indicatively indicated on drawing 01-PHL-0001 REV C (or similar scheme to be agreed in writing with the Local Planning Authority)

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

18. The development hereby approved shall not be occupied unless and until details of the tactile paving at pedestrian crossing points within the internal layout of the estate road shall be submitted to and approved in writing by the Local Planning Authority, implemented in accordance with the approved details.

Reason: To provide safe and suitable crossing points within the internal layout of the estate road to align with Inclusive Mobility guidance.

19. The development hereby approved shall not be occupied unless and until, a Travel Plan must be submitted to and approved in writing by the Planning Authority. The Travel Plan, as submitted, will include:

- Targets for sustainable travel arrangements.
- Effective measures for the on-going monitoring of the Travel Plan.
- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers of the development

The development must be implemented only in accordance with the approved Travel Plan.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

20. The development hereby approved shall not be occupied unless and until the protected species mitigation measures as detailed in the approved mitigation plan dated 7 July 2025 have been completed in full unless any modifications to the agreed mitigation plan as a result of the requirements of a European Protected Species Licence or the results of subsequent bat surveys have first been submitted to and agreed in writing by the Local Planning Authority.

Thereafter approved mitigation measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interest of biodiversity and ecology.

21. Prior to occupation of the development, details shall be submitted which demonstrates:

- how the development shall achieve at least 10% of the total regulated energy (used for space heating, hot water provision, fixed lighting and ventilation) used in the dwellings in each phase from renewable sources
- that options for district heating, and/or power facilities to serve the development have been investigated

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME4 of the Christchurch and East Dorset Core Strategy.

22. Prior to occupation of the development, details of measures to limit the water use of the dwelling(s) in accordance with the optional requirement in regulation 36(2)(b) and the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a water consumption calculation for each dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented prior to occupation and maintained in accordance with the approved details thereafter.

Reason: To ensure nutrient neutrality in Poole Harbour catchment in the interests of protected habitats.

Compliance

23. The development hereby approved shall provide 20% of its overall housing requirement in accordance with M4(2) building control optional standards to meet the needs of the elderly and/or disabled people.

Reason: In the interest of amenity of future occupiers.

Other

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

Reason: To ensure risks from contamination are minimised.

25. No construction work in relation to the development, including preparation prior to operations, shall take place other than between the hours of 08.00 hours to 18.00 hours Monday to Friday and 09.00 hours to 13.00 hours on Saturdays and at no time on Sundays or Public or Bank Holidays.

Reason: To safeguard the amenity of existing residents having regard to Local Plan Policy HE2.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no enlargement(s) of the dwellings identified as plots 57 and 58 in the plans hereby approved, permitted by Class A and Class B of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

Reason: In the interest of protected trees within the dwelling curtilages.

Informatives

1. This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated [TBC] relating to affordable housing, contributions, open space and nutrient mitigation.
2. If the applicant wishes to offer for adoption any highways drainage to DC, they should contact DC Highway's Development team at DLI@dorsetcouncil.gov.uk as soon as possible to ensure that any highways drainage proposals meet DC's design requirements.
3. Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquires can be sent to floodriskmanagement@dorsetcouncil.gov.uk.
4. The applicant is advised to have early discussions with Wessex Water in relation to the possible adoption of SuDS features in order to ensure that the final design of the basins are in line with their design requirements.
5. Pollution Prevention During Construction- Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at: <https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>
6. Waste - The applicant should consider reduction, reuse and recovery of waste in preference to offsite incineration and disposal to landfill during site construction. We note that screening bund is to be created, and this likely to require material to be imported to the site. Depending

on the material and quantity a waste exemption or environmental permit may be required.

If any waste is to be used onsite, the applicant will be required to obtain the appropriate waste exemption or permit from the Environment Agency. We are unable to specify what exactly would be required if anything, due to the limited amount of information provided. The applicant is advised to contact the Local Environment Management team at Blandford Office on 03708 506 506 or refer to guidance on our website
<https://www.gov.uk/topic/environmental-management/environmental-permits>

If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant require more specific guidance it is available on our website
<https://www.gov.uk/how-to-classify-different-types-of-waste>

7. In addition to this permission, the junction works referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.
8. The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under **Section 38 of the Highways Act 1980**, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.
9. The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.
10. The applicant is advised that as part of the continued monitoring of the Travel Plan, they are required to regularly liaise, at regular time periods to be agreed, with Dorset Council's Travel Plan team (travelchoice@dorsetcouncil.gov.uk) for the lifespan of the Travel Plan. The Travel Plan surveys and other pertinent information should be submitted to Dorset Council to ensure that continued progress is being made to meet the targets of the Travel Plan.
11. The following British Standards should be referred to: a) BS: 3998:2010 Tree work – Recommendations b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations (Add BS 8545: Trees: from nursery to independence in the landscape)

12. The various trees standing within this site are protected by virtue of the Tree Preservation Order (TPO/2022/0094). Wilful damage to the trees is an offence under the Town and Country Planning Act 1990. Failure to comply with the tree protection conditions above is likely to result in damage to the trees and may lead to the prosecution of those undertaking the work and those causing or permitting the work.
 13. The British Geological Society indicates local geology to have clay deposits. The council recommends advice is sought from a suitably qualified engineer to ensure foundation design is in accordance with the NHBC guidance Chapter 4.2- building near trees.
- B) Refuse permission for the reasons set out below if the agreement is not completed by 3 February 2026 or such extended time as agreed by the Head of Planning:
- Lack of provision to secure policy compliant 40% affordable housing.
 - Lack of provision to secure policy compliant education contributions.
 - Lack of provision to secure policy compliant special education needs contributions.
 - Lack of provision to secure policy compliant GP surgery contributions.
 - Lack of provision to secure policy compliant public right of way contributions.
 - Lack of provision to secure nutrient neutrality requirements.
 - Lack of provision to secure policy compliant local equipped area for play requirements.

Application Number:	6/2018/0228		
Webpage:	Planning application: 6/2018/0228 - dorsetforyou.com		
Site address:	Binnegar Hall, Binnegar, Wareham, BH20 6AT		
Proposal:	Redevelopment for 48 Dwellinghouses & Village Hall including access improvements, parking & landscaping		
Applicant name:	Westcoast (Purbeck) Ltd		
Case Officer:	Robert Lennis		
Ward Member(s):	Councillor Ben Wilson		
Publicity expiry date:	21 October 2024	Officer site visit date:	March 2019
Decision due date:	29 September 2023	Ext(s) of time:	31 October 2025
No of Site Notices:	2		
SN displayed reasoning:	Major Application		

1.0 This application was referred to the Purbeck Planning Committee due to it being a major application. To assist in a consistent approach to decision-making since the amalgamation of Councils, this application is now referred Dorset Council's Eastern Area Planning Committee.

2.0 Summary of recommendation:

- a. Grant planning permission subject to conditions and the completion of a section 106 legal agreement, or
- b. Refuse planning permission if within six months from the day of this Committee the section 106 legal agreement is not completed.

3.0 Reason for the recommendation: as set out in section 16 below:

- This is a site where an earlier planning permission for some residential development has been implemented so that the principle of residential use on the site is established.
- The proposal would provide 48no dwellings, 40% of which would be affordable dwellings; 19no. affordable houses, and 29no. open market houses.
- The proposed development would deliver a new community hall for East Stoke Parish.
- The provision of an associated Suitable Alternative Green Space would be a benefit.
- Financial contributions will be secured towards education and special education needs.

4.0 Key planning issues

Issue	Conclusion
Principle of development	The development would be located outside of a defined settlement boundary within open countryside. The site has previously been redeveloped in part with residential development. Chapter 6 of the Purbeck Local plan recognises the importance of supporting the growth of local community infrastructure to avoid social isolation and reduce the need to travel to access everyday facilities, the Council supports the provision and retention of facilities that are accessible to the public. In some cases, such facilities and services can be provided as part of a wider development proposal.
Scale and impact on character and appearance	The proposed scale of development, in terms of numbers or massing, makes efficient use of land and are considered acceptable subject to plot size. The proposal would result in the loss of some trees but the overall silvan character would remain provided the existing trees are not incorporated into private gardens. In terms of height, the vision of this proposal is of 1.5 to 2 storey dwellings. Further consideration to detail design and scale would be given at a reserved matters stage.
Impact on the living conditions of the occupants and neighbouring properties	Neighbour amenity would not be compromised. The proposal accords with NPPF paragraph 135 which require development to be compatible with its surroundings including avoiding adverse impacts on neighbouring amenity.
Flood risk and drainage	The proposed development would not have a significant impact in terms of flood risk, and the proposed drainage strategy is considered acceptable.
Economic benefits	The proposal would bring about benefits resulting from the addition of up to 48no. dwellings to the Council's Housing Land Supply as well as provision of CIL and s106 contributions to mitigate the impacts of the proposed development and proposed some enhancement towards community facilities and education provision. There would also be temporary economic benefits resulting from construction works.
Highway impacts, safety, access and parking	The proposal is considered acceptable in regard to access and highways safety. Further detail of the interior roads and parking would be provided at a reserved matters stage. The Highway Authority has advised that the proposal does not present a material harm to the transport network or to highway safety subject to safeguarding conditions being imposed.

	Construction management will be controlled by condition.
Impact on trees	The illustrative layout shows the loss of some trees but the vast majority would be retained to help mitigate and screen the development. Plots which incorporate existing trees into private gardens are not acceptable. Root protection will be needed for several trees which is likely to prevent the adoption of internal roads.
Biodiversity	Natural England has no objection subject to a S106 legal agreement to secure mitigation. Dorset Natural Environment Team has certified the Biodiversity Plan for the site. Officers are satisfied that the impact of the development can be adequately mitigated by condition.

5.0 Description of Site

The application in consideration relates to a 7.08-hectare site which is located to the north of the A352 at East Stoke, between Wareham and Wool. It is in open countryside and outside any designated settlement boundary.

The premises were previously used as a residential care home for the accommodation of people with learning disabilities but are now vacant (the care home operator went into administration in July 2014, and the home was formally closed in September 2014). It comprises Binnegar Hall, a former mansion house which has been extended and converted, together with other individual buildings of varying designs and ages, which are spread around the site in groups. The buildings are surrounded by lawns, mature trees and gravelled parking areas. The site is set back from the main road and well screened from public views.

The front part of the site adjoins residential properties on both sides. They also front onto the A352. The remainder of the site is surrounded by farmland and woodland.

6.0 Description of Development

This is an outline application to consider in detail the matters of access to the site and the principle of residential development on the site, only. All other matters relating to layout, appearance, scale, and landscaping are reserved for later determination if this application is granted permission.

The applicant is seeking consent for the redevelopment of 48no. dwellinghouses and village hall, including access improvements, parking and landscaping. They are willing to enter into a Section 106 legal agreement to secure the provision of a policy compliant 40% affordable housing (19no. units) of the total.

An indicative layout has been submitted with the application which illustrates how the proposal might be laid out. The Design and Access Statement indicates that the dwelling would be a mix of 1 and a half and 2 storey detached and semi-detached dwellings.

The application is supported with a Planning / Design and Access Statement, Flood Risk Assessment, Transport Statement, Ecological Report, Arboricultural Assessment and Method Statement.

It should be noted that to offset the potential impact to the heathland, a Suitable Alternative Natural Greenspace (SANG) has been proposed in a separate planning application which is under consideration by the LPA (planning ref. P/FUL/2023/07467).

7.0 Relevant Planning History

The Binnegar Hall site has had several planning applications made in connection with a long-standing lawful planning use as a residential care home (Use Class C2 Residential Institutions).

Under this auspice planning permissions (pp) were granted in 2004 and 2005 under references 6/2004/0105 and 6/2005/0849. Firstly, pp was granted for alterations and extensions to form new residential accommodation, new sports and administration buildings; associated works including barn, stabling and parking. Secondly, pp was granted for an extension to form 1 staff flat and 3 flats for adults with disabilities.

In 2015, planning permission (ref. 6/2015/0541) was granted for the alterations, extensions and changes of use of existing buildings to Class C3, and 23no. dwellings (9 houses and 14 flats / maisonettes). This is an extant permission as these works (including the conversion of Binnegar Hall) have started on site and in effect establish the principle of residential development on the site.

In 2018 planning application ref. 6/2018/0417 was granted approval for a revised scheme to the 2015 application. This was for alterations to the extension, doors and windows and detailing of the façade.

Planning application 6/2019/0098 granted consent for the subdivision of a single approved flat into 2 flats.

8.0 List of Constraints

TPO - Tree preservation order (ref: PDC/TPO 469) which covers all trees of whatever species within the site.

Dorset National Landscapes (Areas of Outstanding Natural Beauty) lies to the south. This has statutory protection. Local Planning Authorities are to seek further the purposes of conserving and enhancing the natural beauty of the area of outstanding natural beauty (National Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000)

Quarrying to the north of the site: sand & clay, operation of sand & gravel pits

Heathland Consultation Area

9.0 Consultations

Below is a summary of consultee responses. These should be read in full and can be viewed in full on the Council's website ([Planning application: 6/2018/0228 - dorsetforyou.com](https://www.dorsetforyou.com/planning-application/6/2018/0228)).

Consultees

Natural England: No objection subject to a S106 legal agreement which secures specified measures.

Comments Received September 2024:

- The mitigation strategy for the development involves the upgrade of the existing onsite package treatment plant (PTP) to a high performance PTP and the conversion of an identified area of agricultural land to SANG (green infrastructure).
- Natural England is satisfied with the methodology used for calculating the nitrogen budgets for the development, including the benefits generated from the upgrade of the existing PTP at Binnegar Hall to a Mi-NiteLite PTP.
- Natural England is also satisfied that the hydrological connectivity of the existing PTP to the watercourse makes the measure eligible for offsetting the proposed discharge to a watercourse.
- The PTP upgrade along with the delivery of the SANG has been demonstrated to provide sufficient nitrogen reductions to offset the additional nitrogen discharges associated with the proposed development of 48 dwellings and will therefore ensure nitrogen neutrality in relation to the Poole Harbour designated sites.
- The legal agreement that secures the scheme will need to ensure the following:
 - Ensuring that the proposed new development is required to limit water use to 120 l per person per day.
 - That the PTP upgrade takes place prior to the occupation of any of the new properties it serves.
 - That the scheme uses the Mi-NiteLite PTP specified.
 - That a suitable maintenance schedule for the new PTP is in place.
 - That any future replacement PTP serving the properties is subject to a requirement to achieve the same effluent phosphorus concentration or better (i.e. < 11.1 mg TN /l).
 - Ensuring the planting scheme for the SANG is completed prior to occupation of the new dwellings.

Provided the aforementioned measures are secured then Natural England has no further concerns relating to the nutrient neutrality assessment.

Ministry of Defence (Bovington): No objections.

Wessex Water: No objections.

DC - Minerals and Waste: No objections subject to condition(s)

- There would be no expectation of working this site like a normal quarry. The MPA will take a pragmatic approach, securing a meaningful contribution towards supply of important aggregates which the development of the site should allow through effective phasing of the overall site development.
- The MPA suggest that this overall process could be secured by the inclusion of a condition.

DC - Arboricultural Team: objects.

- ... incursion into tree RPA's ...Particular concerns around the pressure being placed upon several mature to notable trees within the site by new access roads, these need to be re-assessed and amended
- Use of specialist construction methods for access roads within trees RPA's.
- Dwellings within/near densely wooded areas.
- No shade patterns for trees near dwellings plotted on plan, large number of trees shown within potential shade area of trees.
- No accurate crown spreads shown on plan or within tree survey as required within BS5837, without these dimensions AMS and Tree Protection plan are not accepted. The use of topo survey information is not acceptable and can lead to misleading information during the design and planning phase. AMS and TPP must be updated to show this accurate information.

DC - Natural Environment Team: No objections subject to conditions relating to the biodiversity plan and securing details of the Suitable Alternative Natural Greenspace (SANG) within a S106 legal agreement.

- ... it is necessary to secure details of the Suitable Alternative Natural Greenspace within the S106 to demonstrate that the proposals will meet the requirements laid out within the Heathland Planning Framework SPD (2020-2025) ...

DC – Highways Authority: No objections subject to conditions

- Binnegar Hall, ...appears to have had varied uses over the years having at some time been turned into a residential home and is currently being converted into 23 residential units. Until recently the site benefited from two points of access to the highway (A352). Significant visibility improvements have been made to both access points, but the eastern access will now only be for emergency use.

DC - Housing Enabling: No objection

- 19 units affordable housing and the tenure split is acceptable:
 - 2 No. Social Rented tenure (10%) (73% rented in total)
 - 12 No. Affordable Rented tenure (63%) (73% rented in total)
 - 5 No. Shared Ownership dwellings (26%) (26% s/o in total)
 - 0.2 dwellings worth of commuted sum financial contribution

DC - Lead Flood Authority: No objection subject to conditions

- The applicant's drainage consultant in their letter (referenced above) state that the proposal is now not to combine the discharge of surface water runoff and treated wastewater in the infiltration basin. The treated wastewater will be discharged separately and elsewhere, and the infiltration basin will be used for the discharge of surface water runoff only. This is acceptable, and therefore, we can remove our holding objection.
- Recommend conditions attached to any planning approval granted

DC - Planning Policy:

Updated Comments - 10 July 2025

- It should be noted that in respect of the appeal decision relating to *Land West of Church Hill and Land Off Butts Close and Schoolhouse Lane, Marnhull, Dorset, DT10 1PU* (Appeal Ref: APP/D1265/W/24/3353912) the Inspector considers, in paragraph 4 of his decision, housing land supply matters in the context of the local housing need figure under the Government's new standard method for assessing housing need. Whilst the Inspector accepts that the Council can currently demonstrate a housing land supply of 5.02 years by reference to its Annual Position Statement (APS) this expires on 31 October 2025 at which point, the Inspector suggests the housing land supply position for Dorset Council will drop to 2.67 years, a shortfall of almost 8,000 homes. In paragraph 53 of his decision, which forms part of his overall conclusion, the Inspector details that his decision has been reached on the basis of a level balance of planning considerations and the straightforward merits of the proposal. His decision does not rely on there being a so called tilted balance arising from the 5-year housing land supply position under paragraphs 11 and 232 of the National Planning Policy Framework (NPPF). However, he does go on to state that

'The serious picture of overall housing need, the absence of a relevant and up to date strategy for housing provision and distribution to deal with that need, and the housing supply position the Council will be in very shortly when the annual position statement on housing land supply expires, are material considerations of the highest importance.'

These material considerations will need to be taken into account when determining this application.

DC – section 106:

Comments Received January 2023

- The following S106 requirements should be included in the legal agreement:

Affordable Housing	Policy compliant affordable housing - Purbeck Local Plan Part 1: Planning Purbeck's Future requires 40% affordable provision in this area.
On site SANG provision	Provide SANG to comply with on this Dorset Heathlands Planning Framework SPD (2020-2025)
LAP Play Area	A LAP should be provided on site for a development of this size
LAP Commuted Sum	A commuted sum for the maintenance of an onsite LAP if it is transferred to the parish or another body

- I have also noted that the applicant is planning to provide land for and a village hall on part of the site, at the request of East Stoke Parish. I would advise that a commuted sum

obligation is included in the S106 agreement for the future maintenance of the village hall, should it be transferred to the parish council.

- This development proposal is CIL liable development. A CIL liability notice will be issued at reserved matters stage. The charge will be calculated using the CIL charge rate for the Purbeck area at the date that outline permission is granted. All other necessary contributions will be covered by CIL.

Comments Received December 2024:

The following S106 requirements should be included in the legal agreement:

Affordable Housing	Policy compliant affordable housing - Purbeck Local Plan (2018-2034) Policy H11: Affordable housing requires 40% affordable provision.
Education Contribution	£2,017.31 Per dwelling of 2 or more beds – for primary education contribution. There is currently capacity at The Purbeck School for the secondary aged children that the development will generate. Accordingly, no contribution is required for secondary education. Purbeck Local Plan (2018-2034) Policy I1: Developer contributions to deliver Purbeck's infrastructure requires an education contribution for sites of 10 or more.
Special Educational Needs (SEN) Education Contribution	£1,487.62 per dwelling. Reflecting current Government advice in the Dept for Education - Securing Developer Contributions for Education Guidance August 2023
Nutrient Neutrality	Secure mitigation in perpetuity – Package Treatment Plant
On site SANG provision	Provide SANG provision to comply with on this Dorset Heathlands Planning Framework SPD (2020-2025)
LAP Play Area	A LAP should be provided on site for a development of this size
LAP Commuted Sum	A commuted sum for the maintenance of an onsite LAP if it is transferred to the parish or another body
Village Hall	Secure the provision of a new village hall on site

I would advise that a commuted sum obligation is included in the S106 agreement for the future maintenance of the village hall, should it be transferred to the parish council.

CIL: This development proposal is CIL liable development. A CIL liability notice will be issued at reserved matters stage. The charge will be calculated using the CIL charge rate for the Purbeck Rural Centre area at the date that outline permission is granted

DC - Environmental. Services – Protection: No objection subject to conditions.

- No records relating to potential contamination at the above site but in the event contamination is found when carrying out the approved development that was not previously identified, it must be reported in writing to the LPA

- An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1 and where remediation is necessary, a remediation scheme must be prepared in accordance with the requirements of the condition

East Stoke Parish Council: No objection in principle.

- The Parish Council supports the application as it will significantly contribute to the identified housing need and particularly the affordable element as defined in the Local Plan. We welcome the fact that this development will be on a brown field site registered with the Local Authority. It will also revitalise the village particularly through the delivery of a village hall through a section 106 agreement as a community benefit.
- There are concerns over the location of the proposed pedestrian crossing and the bus stops.
- The Parish Council strongly advises that the entire stretch of road has a 40mph restriction.
- The pavement along the A352 has deteriorated in recent years due to financial constraints of the Council. The Parish Council proposes that the management of the Farrer Estate maintains the pavement annually and the money is deducted from the CIL payment

Comments Received May 2022:

- Parish Council agrees to the SANG under the following conditions:
 - Concern regarding speed of traffic along this stretch of A352 which pedestrians would need to cross to get to the SANG
 - The Parish Council recommends two bus stops on either side of the road are installed. Under the current proposal there is only one which means there is an increased risk to schoolchildren who will have to cross the road to use the bus service
 - The bridleway needs to link up with the bridleway on the northern side and have an exit onto the B3070 to connect to the southern network
- The Parish Council supports the proposal to extend the existing 40mph speed limit

Comments Received April 2023:

- The Parish Council's preferred option would be to have the SANG on the western side which is currently owned by Suez as it is easily and safely accessible by residents whereas the southern site would require people to cross the often-busy A352. Even with the 40mph zone being extended and a pedestrian refuge it would still be extremely dangerous for pedestrians crossing in particularly in part due to the rural nature of the road which is unlit and as it is foreseen that unaccompanied children from the proposed development would use the SANG.
- Cllrs are dubious about the safety of the chicane proposed in the Technical Report for the reasons given above. There is virtually no comment from DC Highways on the proposed scheme other than references to the footpath width on the northern side of the

crossing point and calling for an additional strip of presumably grassed area between the 2m wide footpath and the carriageway.

- The movement of tanks and transporters if they put the island in. The Technical Report on the proposed crossing makes no reference to tanks and it is not clear whether the authors were even aware that they regularly use the A352.
- The movement on tracks is mainly transiting between Bovington and Lulworth but vehicles on transporters are generally units from other locations to use the ranges at Lulworth. The site visit by the authors of the report was conducted on Tuesday 21 Sept 2021 between 1100-1200 with very limited observations on traffic conditions and infrastructure. The verge at the crossing point is barely 2m wide so little scope for widening it without taking out the established hedges. The refuge island is also 2m wide and the road 6.75m. Challenger 2 is 3.5m wide but 4.2m with the additional armour packs on the sides. The width on transporters or other large military vehicles such as the Trojan engineer tank is not known but considerable widening beyond what is being proposed is likely to be required to accommodate these movements.
- The relocation of telegraph poles and utilities on the south side of the road will also need to take into account the drainage ditch but it is still predicted that the refuge island will quickly be damaged by tracked vehicles. This could create debris in the centre of the road presenting danger to other users.
- Due to these reasons, the Parish Council feels that the safety of people crossing the road should be more important than the possible damage of walkers destroying flora and fauna on the heathland therefore the western side should be used for the SANG.
- One resident from along the A352 south of the development has raised concerns about drainage and the impact on septic tanks. We also note that the report from the Flood Risk Management Team has not been updated although we are aware that infiltration testing for surface water run-off has been conducted by the developer.

Representations Received

Dorset CPRE: Object

- The proposed change of use would not serve the public interest in protecting the valued countryside concerned together with its high bio-diversity value
- The proposal could exacerbate the difficulties already experienced from over-stretched/inadequate infrastructure, services and facilities
- Some significant issues still to be addressed including the SANG which is subject to a separate planning application

SUEZ: Object

- The proposal would be contrary to the agent of change principle set out in para 182 of the NPPF
- SUEZ own land adjacent to and to the north, east and west of the application site and lease the land for quarrying and restoration by landfilling of imported inert waste materials under planning permission 6/2015/0421 (as subsequently varied to 6/2017/0687)

- The proposal results in dwellings being closer to the active and future quarrying operations with the nearest residences around 60m from future extraction and restoration areas (Phases 2A and 2B) of the quarry
- Complaints have already been received relating to quarrying operations from the occupants of the existing dwellings on Binnegar Hall
- Concerns about significant levels of dust and noise and support the Council's own minerals and waste team in their March 2019 response
- Para 180 and 182 of the NPPF relevant
- Further details on noise and dust mitigation required
- Suggest conditions imposed to prevent the construction of the new housing before the quarry and its restoration
- Also suggest future occupiers are made aware of the close proximity of the quarry

Summary of comments of objections:

Nine representations were received objecting to the proposal. *(All representations should be read in full and can be found on file. It should be noted that multiple objections received from the same party have been considered as a single objection.)*

- The proposed crossing refuge island would be unsafe
- The layby and access on the B3070 is too close to the road junction
- The proposal includes an extension to the layby close to the junction of the A352 and B3070 together with an access gate to the SANG. The area has a history of car crashes and near misses and issues surrounding speeding vehicles
- The road is higher than the field and there is a steep drop at the access point. How will that be addressed without damaging the wild daffodils in spring time
- The pond/wetland area is fed from water gathered from the whole length of the SANG. During heavy rainfall the pond will be overwhelmed with water
- How will the SANG be maintained
- Increased traffic resulting from the proposal
- Increased noise from idling vehicles
- Loss of privacy to neighbouring dwellings
- The indicative plans for the village hall do not provide sufficient space or adequate accessibility for those with limited mobility
- Concerns surrounding foul drainage and whether the proposed system could cope with the number of dwellings
- The ecological surveys did not account for recent trees being cut down behind the site and for the deer population
- Lack of affordable housing
- Loss of the rural character of the surrounding area with the proposal being suburban in character
- Additional Light Pollution resulting from the proposal

- It should be ensured that the existing trees are retained to avoid unacceptable impacts to the nearby AONB
- The proposed SANG would not provide a net benefit to local residents as there are already footpaths on this section of land

Summary of other comments:

- The Planning Design and Access Statement does not mention the effect of further development on the existing residents
- If outline planning is approved existing residents should be consulted on detailed developments including access and boundaries within the site
- The internal road plan will increase on-site traffic at the north west side of Binnegar Hall.
- The western access to the A352 particularly turning right towards Wool is dangerous
- There is also a lack of substantive evidence for the need for the village hall
- The proposed SANG should be created first as a condition prior to construction of houses if outline permission is granted
- Scale – consideration should be given to the number and mix of dwellings that could be reasonably accommodated on the site especially if a rural character is to be retained

10.0 Duties

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

Section 66 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (AONB).

11.0 Relevant Policies

Development Plan

The Purbeck Local Plan (2018-2034) was adopted by Dorset Council on 18 July 2024.

Policy V1: Spatial strategy for sustainable communities

Policy E1: Landscape

Policy E3: Renewable energy

Policy E5: Sustainable drainage systems

Policy E8: Dorset Heathlands

Policy E10: Biodiversity and geodiversity

Policy E12: Design

Policy H1: Local housing requirements

Policy H2: The housing land supply

Policy H3: New housing development requirements
Policy H9: Housing Mix
Policy I1: Developer contributions to deliver Purbeck's infrastructure
Policy I3: Green infrastructure, trees and hedgerows
Policy I4: Recreation, sport and open space
Policy I7: Community facilities and services

Material Considerations

Emerging Local Plans:

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

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

The Dorset Council Local Plan

The Dorset Council Local Plan Options Consultation took place between January and March 2021, and a second Options Consultation will be taking place between 18 August and 13 October 2025. Being at a very early stage of preparation, the relevant policies in the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

National Planning Policy Framework

Paragraph 11 sets out the presumption in favour of sustainable development.

Paragraph 61 seeks to support the Government's objective of significantly boosting the supply of homes.

Paragraph 232 states that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). Where a local planning authority can demonstrate a five year supply of deliverable housing sites (with the appropriate buffer as set out in paragraph 78) and where the Housing Delivery Test indicates that the delivery of housing is more than 75% of the housing requirement over the previous three years, policies should not be regarded as out-of-date on the basis that the most up to date local housing need figure (calculated using the standard method set out in planning practice guidance) is greater than the housing requirement set out in adopted strategic policies, for a period of five years from the date of the plan's adoption.

Other relevant NPPF sections include:

2. Achieving sustainable development
4. Decision-making

5. Delivering a sufficient supply of homes
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
17. Facilitating the sustainable use of minerals

Other material considerations

Planning appeal(s):

Land West of Church Hill and Land Off Butts Close and Schoolhouse Lane, Marnhull, Dorset, DT10 1PU (Appeal Ref: APP/D1265/W/24/3353912) – Allowed.

This was a mixed used proposal for 120no. dwellings and a local retail centre. Prescient to this case, the Inspector acknowledged the Council APS and Housing Delivering rates and did not engage the titled balance. Rather, he looked to the near future when the Council's APS expires (31 October 2025) and gave the overall housing need the highest importance, and sighted the other benefits of the scheme as reasons for allowing the appeal.

Supplementary Planning Documents

- The Dorset Heathlands Planning Framework 2020-2025
- Dorset Heathlands Interim Air Quality Strategy
- District Design Guide SPD
- Managing and using traditional building materials in Purbeck
- Managing and using traditional building details in Purbeck
- Supporting technical guidance - Bats and Birds
- Draft Landscape Character Assessment and Management Guidance (Non-AONB Areas) Purbeck

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

12.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

This recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

13.0 Public Sector Equalities Duty

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

- Removing or minimising disadvantages suffered by people due to their protected characteristics

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

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

No disadvantage to persons with protected characteristics has been identified following completion of the development. During the construction phase those who are housebound in the vicinity may be more affected by noise.

14.0 Financial benefits

Note: the Material benefits below will be secured by a s106 obligation, should the Committee resolve to grant permission..

Material

Affordable Housing	Policy compliant affordable housing (40% affordable provision)
Education Contribution (Primary)	£2,017.31 Per dwelling of 2 or more beds
Special Educational Needs (SEN) Education Contribution	£1,487.62 per dwelling.
Nutrient Neutrality	Secure mitigation in perpetuity – Package Treatment Plant
On site SANG provision	Provide SANG provision to comply with Dorset Heathlands Planning Framework SPD (2020-2025)
LAP Play Area	A LAP should be provided on site for a development of this size
LAP Commuted Sum	A commuted sum for the maintenance of an onsite LAP if it is transferred to the parish or another body
Village Hall	Secure the provision of a new village hall on site

Non-material:
CIL - £30/sq.m

15.0 Environmental Implications

The implications of building additional housing in the countryside will need to be balanced with the social aspects of providing a new village hall, a SANG, and other financial benefits.

Carbon emissions will arise during the construction stage of the proposed development. The new dwellings will be required to meet Building Regulation standards.

An informative has been added to the decision notice to encourage the developer to use sustainable construction methods. Sustainable construction involves using renewable and recyclable materials on building projects to reduce energy consumption and toxic waste. The primary goal of this initiative is to decrease the construction industry's impact on the environment by utilizing sustainable construction procedures, practicing energy efficiency, and harnessing green technology.

16.0 Planning Assessment

The main issues of this proposal are considered to relate to:

- principle of development housing land supply and the provision of housing
- affordable housing
- merits of the case design, layout and impact on the character of the area and the Dorset National landscape (AONB)
- highway and access
- mineral safeguarding
- biodiversity
- impact on the existing and future neighbour amenity
- renewable energy
- drainage
- other material considerations and nutrient neutrality

Principle of Development

The proposed development site is in a countryside location outside of any settlement boundary. It is an unallocated site in light of the adopted Purbeck Local Plan (PLP). PLP Policy V1(5) sets out four criteria by which the Council would support small scale development on unallocated sites adjoining a settlement boundary. However, this proposal should not be considered small scale development (major development is 10 or more homes or having a site area of 0.5 hectares or more (Appendix 2 of the NPPF)). Therefore, the proposed development is contrary to the spatial strategy of the adopted PLP. However, there are benefits associated with this proposal that Member should consider and give weight to in their decision-making exercise.

Housing land supply and the provision of housing

On the 26 September 2024, the Planning Inspectorate (PINS) confirmed that Dorset Council's Annual Position Statement could demonstrate a Housing Land Supply (HLS) of 5.02 years. This covers the entire Dorset Council area and replaces all previous calculations for the former districts. We are entitled to rely on this position until 31 October 2025. Furthermore, no areas in the Council have a Housing Delivery Test result of less than 75%. This means that the presumption in favour of sustainable development (the tilted balance) does not apply, and full weight can be given to relevant policies in the adopted Local Plans and Neighbourhood Plans.

The recently adopted PLP can rely, to some extent, on paragraph 232 of the NPPF. However, the protection of this paragraph is predicated on maintaining a five-year HLS and a Housing Delivery Test score of more than 75%.

This is all good except for the fact that 31 October 2025 is not far off and that the National Planning Policy Framework (December 2024) has changed the method for calculating 'local housing need' which is the target of every Council's HLS. Come the 1st of November Dorset Council, because of this new method, will have a shortfall of almost 8,000 homes in our five-year HLS (previously we calculated our local housing need on 1,793 x 5 years, this will increase to 3,219 x 5 years). We are seeking to address this through the emerging Dorset Local Plan and are currently out to consultation on potential site to meet this demand. The shortfall is a material consideration for deciding this application.

Sites chosen for this consultation generally share a boundary with an existing designated settlement boundary. Because this site does not it is not one of the sites shown in the consultation.

This does not change the pragmatic approach of decision-makers; that is to consider the benefits of an increase to the housing supply alongside other benefits of the scheme, against the impacts associated with the development and then assess whether there is good reason to depart from policy.

Affordable Housing

For this proposal Policy H11 would require 40%, or 19.2 units, of the housing to be provided as 'affordable housing' on site. The Council's Housing Enabling team have agreed to 0.2 dwellings worth of commuted sum. Applying the proportional breakdown of tenure types would deliver the following:

- 2x Social Rented Tenure (~10%)
- 12x Affordable Rented Tenure (~65%)
- 5x Shared Ownership (~25%)

The proposed tenure split would be almost equivalent to the policy required tenure split. The Housing and Enabling Team confirmed that the proposed tenure split and level of affordable housing proposed would be acceptable.

Ensuring these units are tenure blind in terms of all aspects of design will have to be considered at the reserved matters stage.

The application is therefore considered to be acceptable in this respect subject to completion of a s106 planning obligation to secure the agreed quantum and mix of affordable housing proposed.

Merits of the case

This site is considered a "windfall" site as defined in the glossary of the Purbeck LP:

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

The closing of Binnegar Hall put into motion unexpected changes to find the best use of the site. The use of the site for residential purposes is not in question as that was established through a previous permission for development on this site (planning ref: 6/2015/0541).

As this site is unallocated there are no stated criteria by which to assess the suitability of this site for this development. It may be helpful to consider the criteria for which small unallocated sites are measured. The criteria are as follows:

- the scale of development is proportionate to the size and character of the existing settlement;
- development does not harm the character and value of any landscape or settlement either individually or
- cumulatively through the size, appearance and layout of proposed homes; development contributes to a mix of different types and sizes of homes (as specified in relevant policies); and
- development would not have an adverse effect on the integrity of sites within the national site network (including European sites)

Regarding the first point, the proposed development site is in East Stoke Civil Parish (ESCP). This is a countryside location outside any settlement boundary, and there is no village within ESCP that has a settlement boundary. The existing housing in the area is dispersed with no discernible consistency in layout or appearance. In addition to the extant permission for 23no. dwellings on this site, the proposed development (48no. dwellings) is considered be out of character for the area.

Point two, this site is remarkable for the number of trees and associated woodland area. The proposed development would result in the loss of some trees but many of these are low quality, and most trees would be retained and would screen the development to such an extent that the development would not be readily visible from public viewpoints.

The illustrative site plan shows existing trees being incorporated into plots 1-4 and 10-15 (see Tree Protection Plan, protective barrier/fencing and construction exclusion zone). This would not be acceptable as it could have a detrimental impact on the character of the area. It would be very difficult for the Council to enforce any tree preservation order within future private gardens. That said, the plots and dwellings on this drawing look relatively large and could be re-designed at the reserved matters stage to exclude this area from the private gardens. The exclusion of this area should be the subject of a bespoke condition. Subject to said condition, it is considered that the proposal would not harm the character of this sylvan landscape.

Thirdly, the details of appearance and layout are reserved matters. A condition could be imposed to limit the height of dwellings to 2-storey. The proposed mix of dwellings set out in the Design and Access Statement and shown on the illustrative plan, help give an idea of what the site could accommodate; 26no. detached dwellings, 22 semi-detached. Similar to the issue above with plot sizes and trees, there is space for 48no. dwellinghouses but a re-design will be

necessary. (Note: this could affect the value of the site and its ability to deliver a community hall, AH, SANG, etc.)

Fourth, Natural England has raised no objection to the proposal with regard to the national site network (including European sites).

Turning to the proposed community hall, Policy I7 sets out the following:

New community facilities and services will be encouraged to locate within a defined settlement boundary. Proposals outside of a settlement boundary should be able to satisfy the following criteria:

- a. the use cannot reasonably be met within a settlement, and the facility:*
 - i. meets an identified local need;*
 - ii. where appropriate is located close to a settlement or in an accessible location; and*
 - iii. its impact on landscape, environment and local character is minimised*

The proposed hall would not be located within a defined settlement boundary. As such, the proposal needs to satisfy the stated criteria.

Would the proposed hall meet an identified need? Yes, the ESCP has consistently stated that a hall is needed. Their previous hall was removed c2008. Periodic community surveys have confirmed this need, and they have assembled a 'Rebuild Committee' to help achieve this goal.

Is the location accessible? Considering the geographical layout of the population of ESCP, it would be difficult to find a better location. Most of the Parish dwellings are within 1.5km radius of the site and reliance on a private vehicle is commonplace.

Would the impact on landscape, environment and local character be minimised? This is an outline application to agree the principle of development and details of access only. The illustrative drawings submitted with the application show that the community hall would have a modest footprint. The details of appearance are not known at this time. However, it is considered that the woodland on the site would provide adequate mitigation to minimise a modest scale hall.

The public benefits arising from this scheme are considered to be exceptional and important. Boosting the supply of housing, and the provision of 40% affordable housing should be given significant weight as there is a great need for the latter and a growing need for the former. The delivery of a community hall would fulfil an identified local need. Whilst necessary to mitigate environmental impacts, the provision of a SANG has wide recreation benefits for the community.

The SANG and community hall would be secured through a S106 planning obligation. These benefits should be delivered at the start of the development as it is considered that without them the principle of development would not be acceptable.

Design, Layout and Visual Impact

Policy E1 (Landscape) sets out that great weight should be attached to conserving and enhancing landscape and scenic beauty in the Dorset National Landscape (DNL). The DNL is located to the south on the other side of the A352. The application site is part of its setting and not located within the DNL.

The Council also has a duty toward protected landscapes set out in section 85 of the Countryside and Rights of Way Act 2000. While the NPPF states in paragraph 189 that development within the setting of National Landscapes should be sensitively located and designed to avoid or minimise adverse impacts on designated areas.

This duty is to 'seek to further' the statutory purposes of Protected Landscapes. Consideration should be reasonable and proportionate in the context of fulfilling this duty.

It is considered that the interconnectivity of this site with the DNL to the south is limited due to the A352, the relatively flat topography, and existing woodland. The dense woodland along southern boundary, and throughout the site would adequately screen long views from and into the DNL. A bespoke condition addressing lighting could be imposed and apply to both public and private and private spaces as much as possible to protect dark skies. Tranquillity of the area would be slightly affected from the additional car movements but not to the extent to be considered seriously detrimental to the DNL.

Additionally, there is a site of alternative natural greenspace (SANG) proposed to the south, on the other side of the A352, being considered in a separate application on its own. This would, if approved, draw pedestrians and possibly cyclist for recreational purposes which should be considered appropriate and acceptable.

Policy E12 (Design) sets out that development should demonstrate a high-quality of design with a list of nine criteria that should be met to demonstrate said quality. While the expectations of Policy H9 (Housing Mix) aim to achieve mixed and balanced communities. There is no reason why these ideals cannot be met but the assessment requires the details of layout, scale, appearance, and landscaping which are a reserved matters at this time. In the context of this site and the extant permission to convert the existing buildings on site, future appearance should draw its inspiration for this form in addition to the historical character and appearance of Purbeck generally.

In terms of the amount of development, the proposal would result in a density of around 6.7 dwellings per hectare. However, this must be considered against the fact that there are 23 dwellings approved on the site already. Factoring this in, the density would be around 9.9 dwellings per hectare. Given the rural nature of this site and the fact it is outside of any defined settlement boundary, this is considered to be acceptable.

It is considered that the proposed development of up to 48 dwellings and community hall within this location would result in a low level of landscape harm. However, should the SANG mitigation gain planning permission this would be a public benefit which would also improve the natural landscape of the area. There is also the potential to enhance the natural environment at the detailed design of the reserved matters. It is considered that on in the context of this site and the merits of this case the Council will have fulfilled its duty to seek to further the DNL located to the south of the site.

Highways and Access

The Highway Authority (HA) has no objection to this proposal subject to conditions.

In particular, the HA has noted "...*The site has previously benefited from two vehicular accesses, where visibility improvements have been made. The proposal seeks to maintain vehicular access to the site via the western access, which has been demonstrated as safe and suitable to accommodate the additional vehicular trips. The eastern access is proposed to remain as an emergency access, this can be controlled by condition... details of the internal*

road layout, that is not a matter being considered for permission at this time but should be addressed in any subsequent reserved matters application. I note objections have been raised with regards the internal road layout, as currently illustrated, being unlikely to be adopted. Whilst adoption is not a material planning consideration, the internal layout could be amended in order to satisfy the safe and suitable access for all users..."

With regard to the proposed SANG, they have noted that the "...applicant is required to provide a safe and suitable means of pedestrian crossing across the A352 to and from the proposed SANG, a new pedestrian refuge island is proposed. This will require some changes to the adjacent highway network including the provision of a new footway along the north and south with tactile paving ...". The proposed new footway should be conditioned as part of this application in order that the SANG operates as effective mitigation.

Minerals Safeguarding

The application site is located close to a Minerals Safeguarding Area. In terms of minerals safeguarding, the Minerals Strategy seeks to address this by ensuring prior extraction of minerals where possible, subject to evidence of mineral resources on the land. Having regard the context of the site and existing residential dwellings on the site and in the area, the Dorset Mineral and Waste Team have raised no objection. The Team state that they will take a pragmatic approach towards securing any supply of aggregates which the development of the site should allow through effective phasing of the overall site development.

Biodiversity

The Biodiversity Plan (BP) submitted with the application sets out the following mitigation measures and was certified (02/01/2025) by Dorset Council's Natural Environment Team. These measures would be secured via a suitably worded condition if this application is approved:

1. Site layout retaining grassland areas around Binnegar Hall for bats present within roosts in that building
2. Buffers to most of woodland edge / tree line habitats or gardens orientated to be backing onto woodland edge so as to reduce risk of light spill from windows.
3. New SANG area south of Wareham Road will provide a significant new habitat resource for foraging and commuting bats with new hedgerows, meadow grassland and pond created.
4. Lighting strategy has been produced by DFL which takes account of the areas of importance for bats identified by the survey work.
5. 39 No bat boxes (both integrated into new dwellings and erected on trees) to be provided on-site.
6. the 4 No Oak trees identified as being veteran in the KP ecology report (2019) are to have 15m protective fence barrier to protect their Root Protection Areas (RPAs) from damage during the works. This will require a specification plan showing the

extent of the RPA and positioning of protective measures including fencing.

7. Prior to works being undertaken on any trees on-site, the ecologist will be consulted to ensure there are no impacts to trees that may have PRFs.

The BP also recommended the installation of bat boxes integrated into new dwellings (24 No minimum), woodcrete bat boxes erected on trees (15 No), woodcrete bird boxes erected on trees (6 No), Swift boxes integrated into new dwellings (24 No) and substantial meadow area created to the south of Wareham Road (A352) as part of SANG creation. This also includes the creation of hedgerows and a pond (management plan for this area prepared by ACLA and will be submitted with application), holes created in fences to allow for hedgehog permeability and payment for loss of grassland habitats on site to be provided via the DBAP.

A separate application has been submitted for a Site of Alternative Natural Greenspace (SANG) which is required to meet the heathland mitigation requirements for this site. This application is currently being determined by the LPA (ref. P/FUL/2023/07467). Therefore, this application will not assess the SANG in any further detail. If this application is approved, a s106 agreement would be agreed to secure the delivery of the SANG. Natural England however confirmed that the combination of the SANG provision would be acceptable.

Overall, in terms of Biodiversity, the proposal considered to be acceptable in accordance with Policy E7, E8 and E10 of the PLP.

Impact on the Existing and Future Neighbouring Amenity

Without the details of layout, scale, and appearance, it is not possible for the LPA to assess fully whether the proposal would result in an acceptable or unacceptable impact on the neighbouring amenity of any existing neighbouring dwellings. However, with reference to the illustrative site plan, it is considered that there is adequate space to design a high-quality environment for future residents if the application were approved.

It should be noted that, some time ago, an objection was received from the operator of the quarry situated to the north of the application site and concerns were raised from the Council's Minerals and Waste Team. The concerns raised were both in terms of impact to the future amenity of residents on the site and the future viability of the quarry.

At the time the comments were submitted (2019) the quarry was in the extraction phase, however that activity has come to pass and quarry is not operational. In fact, the restoration of the quarry site is due to begin later this year. This has been confirmed in a Technical Note submitted to the LPA by the Applicants. Therefore, whilst it is acknowledged that the proposed dwellings would be in relatively close proximity to the quarry site, it is considered that if this application is approved, it would not impact on the future viability of the quarry site due to the fact it is now entering the restoration phase which would be considerably less noisy than the extraction process.

There are other safeguarded areas situated to the north of the application site however due to the distance of these from the application site, it would be considered that the proposal would not likely impact on the potential of these coming forwards when considering there are existing residents already at a similar distance to the existing quarrying activities.

There is a waste processing plant located to the north-west of the application site however on review of the planning history of this and further details from the applicants, this site does not carry out any incineration or landfill so there would not be a concern in relation to odour which could impact the future viability of this business.

Renewable Energy

Policy E12(g) encourages the use of renewable energy within developments although it does not specify an exact amount of the predicated energy requirements that would need to be provided by renewable energy. It is considered that if this application is approved, this matter would be dealt with as part of any Reserved Matters application.

Drainage

In terms of foul drainage, the submitted planning statement sets out that foul drainage would be dealt with via an on-site treatment plant. It is considered that if this application is approved, exact details of the proposed method of foul drainage could be secured via a reasonably worded condition.

In terms of surface water drainage, the information submitted with this application sets out that rainwater runoff from the proposed development would discharge to a proposed infiltration basin. The LLFA confirmed that this approach is acceptable and raised no objections subject to conditions. If this application is approved, the suggested conditions from the LLFA would be attached to the decision.

Other Material Considerations

Nutrient Neutrality

The application site is located within the Poole Harbour catchment. Poole Harbour is designated as an SPA and Ramsar. Within the Poole Harbour catchment, mitigation has been delivered since 2017 through the Nitrogen Reduction in Poole Harbour Supplementary Planning Document (SPD) (April 2017). It is not considered appropriate to continue to use the SPD as the approach to calculating nutrient loading and mitigation requirements is no longer consistent with the up-to-date understanding of nutrient pollution.

When Natural England updated their advice for the Poole Harbour catchment in March 2022, phosphorus was added alongside nitrogen as nutrients of concern. After this announcement planning decisions on development proposals where an increase in nutrient loading was likely could only be granted if the proposal included appropriate phosphorus mitigation. On 25 January 2024, the Secretary of State designated Poole Harbour as a nutrient sensitive catchment for both nitrogen and phosphorus.

For all planning applications determined after the 31 July 2024, applicants or developers for qualifying development in Poole Harbour's catchment must secure nutrient mitigation for their development proposal. Mitigation can be secured:

- on-site, or through other land owned by the applicant or developer (as an example mitigation may include changes in land management to offset impacts or a new wastewater treatment works managed by a [NAV](#) water company)
- through an agreement with an accredited third-party mitigation provider

- through an agreement with Dorset and BCP Council acting in their capacity as a nutrient mitigation provider.

In all instances, the mitigation will need to be secured in perpetuity through the necessary legal agreements or planning condition and details of the mitigation measures must be presented by the applicant or developer as part of their nutrient neutrality statement.

Natural England set out that the methodology used for calculating nitrogen budgets for the development, including benefits generated from the upgrade of the existing PTP, was acceptable. Further, Natural England was also satisfied that the hydrological connectivity of the existing PTP to the watercourse makes the measure eligible for offsetting the proposed discharge to a watercourse. Overall, Natural England concluded that the package treatment plant (PTP) upgrade along with the delivery of the SANG has been demonstrated to provide sufficient nitrogen reductions to offset the additional nitrogen discharges associated with the proposed development of 48 dwellings and will therefore ensure nitrogen neutrality in relation to the Poole Harbour designated sites. On this basis, the LPA are satisfied that the proposed development would be acceptable in regard to Nutrients in accordance with Policy E9 of the Purbeck Local Plan.

Natural England set out within their comments that they were satisfied that the combination of the proposed PTP upgrade and the provision of the SANG would suitably mitigate against the development proposed.

The application is therefore considered to be acceptable in this respect subject to condition and completion of a s106 legal agreement

17.0 Conclusion

The proposed development would be contrary to the spatial strategy of the adopted PLP. The Council's housing land supply and housing delivery test are such that the principle in favour of sustainable development is not engaged. The positive recommendation is based on the merits of the case and the significant weight attached to the provision of: a community hall, affordable housing, market housing, and a SANG.

The proposed development site is a windfall site where the principle of some residential development has been allowed.

This is an outline application to agree the principle of providing a further 48no. dwellings on the site. Whilst there are some concerns with the proposed quantum of development and the loss of trees, details of layout, scale, appearance and landscaping are reserved matters. It is considered that 48no. dwellings could be achieved having due regard character of the area.

The officer recommendation is subject to conditions and the completion of a S106 Legal agreement to secure delivery of affordable housing, maintenance of the on-site LAP, a community hall, SANG and contributions towards education.

18.0 Recommendation

To delegate authority to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to either:

a) Grant planning permission subject to the following conditions, and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the legal services manager to secure the following:

- Policy compliant affordable housing (40% affordable provision)
- Education Contribution (Primary) £2,017.31 Per dwelling of 2 or more beds
- Special Educational Needs (SEN) Education Contribution £1,487.62 per dwelling.
- Nutrient Neutrality mitigation in perpetuity – Package Treatment Plant
- Provide SANG provision to comply with Dorset Heathlands Planning Framework SPD (2020-2025)
- A LAP play area provided on site
- A commuted sum for the maintenance of an onsite LAP if it is transferred to the parish or another body
- Secure the provision of a new village hall on site
- Commuted sum for future maintenance of village hall

Conditions:

1. No part of the development hereby approved shall commence until details of all reserved matters (list them) have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the satisfactory development of the site.

2. An application for approval of any 'reserved matter' must be made 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 92 of the Town and Country Planning Act 1990.

3. The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended).

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

- 8589/102 Location Plan
- 173370-PHL-01 Rev. D Binnegar Hall Preliminary Highway Layout Option 1 – West Access

- 173370/PD03.1 Rev A Proposed Over-runnable Pedestrian Refuge With Tank Transporter Travelling Over
- 0604/65-30A Topas Plus – TP16, General arrangement Drawing

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

5. Prior to commencement of the development hereby approved, a Construction Traffic Management Plan(CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:
- construction vehicle details (number, size, type and frequency of movement)
 - a programme of construction works and anticipated deliveries
 - timings of deliveries so as to avoid, where possible, peak traffic periods
 - a framework for managing abnormal loads
 - location of construction site access
 - contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
 - wheel cleaning facilities
 - vehicle cleaning facilities
 - inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
 - a scheme of appropriate signing of vehicle route to the site
 - a route plan for all contractors and suppliers to be advised on
 - temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: To minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

6. Prior to occupation of any building hereby approved, details of an extension to the existing footway on the south verge and provision of a footway on the north verge of the A352 shall be submitted to and agreed in writing by the local planning authority. Thereafter, the footways shall be constructed in accordance with the agreed details.

Reason: to ensure the proper and appropriate pedestrian accessibility to the site and ensure that highway safety is not adversely impacted upon.

7. Prior to occupation of any dwelling on the site, the proposed vehicular access as detailed on drawing numbered 173370-PHL-01 Rev D (submitted with the Transportation Statement) shall be constructed in accordance with the approved detailed drawing including provision of visibility splays with the area in advance of the splay lines cleared of all obstructions to visibility between 0.6m and 2.1m above the adjoining carriageway and thereafter be similarly maintained in perpetuity.

Reason: To ensure that adequate visibility is provided for the duration of the use and maintained in the interests of highway safety.

8. The development shall be served by an access road(s) laid out and constructed in accordance with the approved reserved matters details, and no dwelling on the site shall be occupied until the road (including vehicular turning head(s), street lighting, drainage and footways where proposed) providing access to it from the nearest public road to that dwelling has been completed to at least binder course and footways to surface course level in accordance with the details so approved.

Reason: To ensure a satisfactory means of access for occupants of the development.

9. Prior to commencement of development, details of a scheme for the manoeuvring, parking, loading and unloading of vehicles must be submitted to and agreed in writing by the Planning Authority. Thereafter, the agreed scheme shall be constructed before any dwelling hereby approved is occupied or utilised, and these areas must be maintained, kept free from obstruction and made available for the purposes specified unless otherwise agreed in writing.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon

10. Prior to completion of the development hereby approved, the western access shall be maintained as emergency only access to the site by the provision of a sign located off the public highway detailing 'Emergency Access Only'. Details of the signage and location shall be first submitted to and agreed in writing by the local planning authority. Thereafter, the development shall be completed in accordance with the agreed details and permanently maintained as such unless otherwise agreed in writing.

Reason: To prevent vehicles accessing the highway at a location that is considered to be inappropriate and/or unsafe, except in an emergency situation.

11. Prior to the commencement of development a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and providing clarification of how drainage is to be managed during construction and a timetable for implementation of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS). The surface water scheme shall be implemented in accordance with the approved details including the timetable for implementation.

Reason: To prevent the increased risk of flooding and to protect water quality and to take into account current national standards for SuDS.

12. Prior to the occupation of the development details of maintenance and management of the surface water sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS). The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or

any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding and to take into account current national standards for SuDS.

13. The development hereby approved shall be carried out in accordance with the recommendations set out in Section 7 of the Ecosupport (Revised 16/11/2023) (ecological impact assessment) unless otherwise agreed in writing by the local planning authority.

Reason: in the interest of biodiversity and the setting of the Dorset National Landscape.

14. Prior to the submission of any reserved matters application a Nutrient Neutrality Mitigation Strategy shall be submitted to the Local Planning Authority setting out the nutrient budget calculation for the development as a whole and detailing how it is proposed to secure mitigation from the impact of nitrogen arising from the development on the Poole Harbour/.

Each reserved matters application for individual phases must be accompanied by a bespoke nutrient budget calculation which identifies the quantum of credits required to mitigate the impact of each phase of development. Development must not commence until the necessary credits for each phase have been secured from an accredited nutrient credit provider. A copy of the nutrient credit certificate for each phase from the accredited nutrient credit provider must be submitted to the Local Planning Authority and approved in writing prior to the commencement of the development of that phase.

Once approved in writing by the Local Planning Authority, the development of each phase must be undertaken in accordance with the approved Nutrient Neutrality Mitigation Strategy.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour.

15. Prior to occupation of any dwelling hereby approved, details of measures to limit the potential consumption of wholesome water use by persons occupying the new dwelling to 120 litres per person per day as measured in accordance with regulation 36 of the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a water consumption calculation for each of the dwellings in accordance with the Approved Documents referred to above. Thereafter, the approved measures shall be implemented and maintained in perpetuity unless otherwise agreed in writing by the local planning authority.

Reason: To secure nutrient neutrality through effective mitigation in the interests of protected Habitat Sites.

16. Prior to the commencement of any development hereby approved, all existing trees and hedges shown on Tree protection plan 16074-BT8 to be retained, shall be fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction -

recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s) or construction exclusion zone.

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity

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

Reason: To ensure risks from contamination are minimised.

18. No soil shall be imported to the site unless it has been tested for contamination and assessed for its suitability for the proposed development. A suitable methodology for testing this material should be submitted to and approved by the Local Planning Authority prior to the soils being imported onto site. The methodology shall include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by risk assessment) and source material information. The analysis shall then be carried out and a validation certificate or similar evidence should be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the environment.

19. Prior to commencement of work on the site, details of any proposed lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy will reflect the need to avoid harm to protected species and to minimise light spill from lighting associated with pre-construction, construction and operational activities, and demonstrate how the current best practice guidance, including Guidance Note 8 Bats and Artificial Lighting (BCT/ILP, 2023) has been implemented. There shall be no lighting of the site other than in accordance with the approved strategy.

Reason: In the interests of biodiversity and character of the Dorset National Landscape.

20. Prior to occupation of any dwelling hereby approved, the development shall be completed in accordance with the Nitrate Mitigation Measures as set out in the Nutrients Appraisal for Binnegar Hall, East Stoke, Dorset by SLR Consulting Limited (Ref: 416.065312.00001 rev 4. Dated 15 August 2024).

Reason: in the interest of conserving and enhance the natural environment as set out in the National Planning Policy Framework.

Informative Notes:

1. INFORMATIVE NOTE: Junction

In addition to this permission, the junction works referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

2. INFORMATIVE NOTE: Development team

The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Highways Development team. They can be reached by telephone at 01305 225401, by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

3. INFORMATIVE NOTE: Advance Payments Code

The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making-up of a private street prior to the commencement of any building works associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset Council's Highways Development team. They can be reached by email highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

4. This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990

- 5. The applicant is encouraged to use sustainable construction methods. Sustainable construction involves using renewable and recyclable materials on building projects to reduce energy consumption and toxic waste. The primary goal of this initiative is to decrease the construction industry's impact on the environment by utilizing sustainable construction procedures, practicing energy efficiency, and harnessing green technology.**

6. In the interest of the Dorset National Landscape and character of the area generally, the final layout to be submitted as a reserved matter will be expected to omit existing trees from all private gardens. Private ownership could result in lopping, topping, or felling of trees to the detriment of the character of the area.

b) Refuse

Refuse permission for the reasons set out below if the S106 legal agreement is not completed by 3rd March 2026 or extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Development Management Area Manager East.

Reason for refusal (summary points):

The application is contrary to Policies V1, E1, H11 and I1, I4 of the Purbeck Local Plan 2024 as there is no legal agreement in place to secure

- landscape mitigation
- the appropriate affordable housing contribution,
- Suitable Alternative Natural Greenspace (SANG),
- a Package treatment plant upgrade,
- Poole Harbour mitigation (secured in perpetuity) ,
- Delivery of the community hall
- a commuted sum towards maintenance of a LAP not secured
- financial contributions towards education and special needs education

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Application Number:	P/FUL/2023/07467		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Land South Of A352 (Wareham Road) Binnegar, East Stoke Purbeck		
Proposal:	Use of land as Suitable Alternative Natural Greenspace (SANG) with associated access, landscaping, infrastructure and alterations to road.		
Applicant name:	Westcoast Developments.		
Case Officer:	Claire Hicks / Robert Lennis		
Ward Member(s):	Cllr Brooks (consulted as former councillor), Cllr Wilson.		
Publicity expiry date:	20 January 2025	Officer site visit date:	30 January 2025
Decision due date:	3 February 2025	Ext(s) of time:	3 February 2025

1. Reason application is going to committee:

This application is running parallel with another application for housing on the north side of the A352 (Wareham Road) (planning application ref: 6/2018/0228) which will be considered at the same Planning Committee. This SANG is being proposed to mitigate the environmental impacts of the proposed development for Binnegar Hall estate.

2. Summary of recommendation:

- a. To grant permission for the creation of this SANG subject to conditions and the signing of a S106 legal agreement to secure its delivery prior to the occupation of any dwelling approved under planning application ref. 6/2018/0228 and continued availability in perpetuity. Or
- b. Refuse planning permission if within six months from the day of this Committee the section 106 legal agreement is not completed.

3. Key planning issues

Issue	Conclusion
Principle of development and general location of development	The proposed SANG at Court Farm is well positioned near to the pending outline planning application for 48 dwellings at Binnegar Hall (6/2018/0228). The purpose of the SANG is to displace the recreational pressure generated by the residential application.

	A S106 legal agreement will secure the long-term public availability and management of this SANG in perpetuity through a Management Company.
Impact on Dorset National Landscape	There would be no adverse impact on the landscape and the proposal accords with Policy E1 (Landscape) of the Purbeck Local Plan (2024).
Layout and Appearance	The proposal is considered to be acceptable and in accordance with Policy E8 (Dorset heathlands), of the Purbeck Local Plan (2024).
Impact on Trees	There would be no adverse impact on the landscape and the proposal accords with Policy E1 (Landscape) of the Purbeck Local Plan (2024).
Highway impacts	Acceptable. The Highway Authority has raised no objection to the proposals subject to a conditions and an informative note.
Local amenity	No adverse impact. Net benefit from creating green infrastructure which would limit the need to travel.
Impact on ecology and biodiversity.	The proposal would improve the nature conservation interest of the site.
Flood risk	The Lead Local Flood Authority have no objection.
Loss of agricultural land	The site size is relatively small and the agricultural grade is mix of 3 and 4.

4. Description of site

The site is located outside of any defined settlement and within the open countryside. It is currently used for agricultural purposes and the land is classified as mostly grade 3 (good to moderated quality agricultural land) with some grade 4 grassland in the southeast corner. It is positioned to the south of the A352, close to the Binnegar Hall estate, and broadly rectangular in shape. The parcel of land comprises approximately 4.94 hectares. It is centred on OS grid reference SY88828695.

The site comprises a single parcel of land which is adjoined to another parcel of land to the west; however, this field is not proposed to form part of the SANG. These parcels of land are divided by an established hedgerow. The eastern boundary of the site is abutted by the B3070. There is a railway line running along the southern boundary of the site which forms part of the mainline national rail network.

There is currently only one point of access to this field. Private access to the site is gained by way of a metal five bar gate on the eastern boundary, off the B3070. There is not currently any public right of access to this field.

The site is located north of the river Frome within the valley floor and is relatively flat, falling gently in a south-easterly direction. The Environment Agency flood maps identify that the site is within flood zone 1, which means that it has a low probability of fluvial flooding. The southwestern corner of the site has a medium flood risk from surface water (between 1% and 3.3%). The southeastern corner of the plot has a high flood risk from surface water (greater than 3.3%).

The site lies within the Dorset National Landscape (AONB). The Dorset Landscape Character Assessment identifies the application site as lying within the 'Frome Valley Pasture' landscape character type. Several oak trees on site are covered by preservation order (ref: TPO/2023/0042).

The surrounding area is predominantly characterised by open countryside, comprising a patchwork of agricultural land, heathland scrub and a connected network of woodland groups. There are clusters of residential properties north and south of the site along the A352. To the east of the site adjoining the A352 lies a ribbon of residential development, comprising the settlement of Holmebridge. Binnegar Hall is located to the northwest of the site, which is being converted to residential use. Approximately 0.2 km to the west of the site lies the residential property, Grapevine Cottage, and to the southeast is Holmebridge Cottages both of which are designated Grade II Listed Buildings. To the south of the site, parcels of land remain in agricultural use. Further south of the site is the river Frome.

The site is roughly equidistant between the primary local service centres of Wareham to the east and Wool to the west. The site is classified as falling within the parish of East Stoke.

Worgret Heathland is located approximately 0.8 km to the east. It is a nationally designated SSSI and part of the internationally designated Dorset Heathland Special Protection Area (SPA) and Dorset Heaths Special Area of Conservation (SAC).

5. Description of development

This application seeks full planning permission for the change of use of land to Suitable Alternative Natural Greenspace (SANG). The proposed SANG would provide ecological benefits and opportunities for a variety of recreational benefits through the creation of a series of pathways (some of which are to be surfaced), introduction of a wildlife pond, hedgerow and tree planting, erection of stock fencing around the site's perimeter, installation of stepping logs, climbing boulders, bins, gates, and information panels.

This SANG has been designed to provide an attractive recreational open space. It has been designed to comply with the Dorset Heathland Planning Framework guidance, reflecting pre-submission advice from Natural England and Dorset Council.

Subject to planning approval, the SANG will be maintained and managed as per a management plan to be secured by planning condition and S106 legal agreement. SANG

Access to the SANG would be free of charge and available for use for any who wish to use the SANG. It has been designed for all types of users with a range of transport options in mind. It would be easily accessed via foot, cycle, car or bus.

The works to the road network which fall outside the development site would be covered by the Highway Act and bespoke planning conditions. These works have been considered alongside this application as they provide a sustainable walking route between the proposed housing scheme, village hall and this SANG. There are no parking proposals as part of this application but up to 17 car parking spaces are proposed as part of the housing scheme which would be available for public use associated with the village hall and/or to access the SANG.

There are three entrances proposed: two pedestrian accesses on the northern boundary and one on the eastern which would facilitate vehicular access for maintenance. The main entrance would be on the northern boundary and would provide access from the Binnegar Hall development, located broadly across from the residential property Byways. There would be another access on the northern boundary which would provide an access for those who are using the proposed lay-by as a drop-off, and a further access is proposed on the site's eastern boundary which will also be served by a small lay-by with the potential to accommodate informal parking of one vehicle.

The proposed SANG would create a new type of ecologically valuable habitat, which will include meadow creation, new pond, and hedgerow planting. This would increase the biodiversity interests of the local area and would contribute to the Council's duty to seek to enhance the Dorset National Landscape. There would also be a planting mood board which identifies the type and diversity of planting to be provided within the scheme for visitor education.

The submitted arboricultural method statement sets out how trees will be protected and managed during the development.

6. Background and relevant planning history

There is no relevant planning history for the application site.

Members should be aware that in 2016, planning application reference 6/2015/0541 was approved for the alteration, extension and change of use of existing buildings at Binnegar Hall to Class C3 residential use. The proposal involved the creation of 23 dwellings – 9 houses and 14 flats/maisonettes.

In 2018, an outline planning application (ref: 6/2018/0228) was submitted to the Council for the erection of 48 dwellinghouses and a village/community hall at Binnegar Hall. As part of this outline application, this SANG is considered to be necessary to provide mitigation for any impact upon the Dorset Heathlands protected sites.

To create a safe access to the SANG, works are proposed to the highway as part of that outline application. These works consist of a pedestrian route from the eastern access road to Binnegar Hall, on the northern side of the A352. The pedestrian footway would extend to a proposed pedestrian crossing point with a refuge island. The existing layby would be removed and converted to landscaping.

It is important to note that originally the proposed SANG was to be located at land to the northwest of Binnegar Hall; as requested in some representations received. However, that site was not feasible as the roads and public right of ways would have linked the SANG to Worgret Heath. As such, it would not have been effective in diverting recreational pressure from residents away from the designated sites of ecological importance.

Other sites were then identified, and this site was ultimately selected due to its compliance with criteria set out in the Dorset Heathlands Planning Framework.

Prior to the submission of this application, discussions have been held with Natural England and the Council regarding the suitability of the proposed SANG at this site. Both Natural England and the Council representatives have supported the principle of a SANG at this location.

7. List of constraints

Tree Preservation Order (TPO/2023/0042)

Poole Harbour Catchment Area: Nutrient Catchment Areas

Dorset Heathlands - 400m heathland buffer for Worgret Heath (north of A352)

Dorset Heathlands - 5km Heathland buffer

SGN - High pressure gas pipeline 1km or less from Regional High Pressure Pipelines (>7 bar)

SGN - Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar)

Railway: Standard Gauge Track - Distance: 4.02

Risk of Surface Water Flooding Extent 1 in 30 - Distance: 0

Risk of Surface Water Flooding Extent 1 in 100 - Distance: 0

Risk of Surface Water Flooding Extent 1 in 1000 - Distance: 0

Groundwater – Susceptibility to flooding; - Distance: 0

Dorset National Landscape (Area of Outstanding Natural Beauty (AONB))

Existing ecological network (Polygons)

Higher Potential ecological network

Natural England Designation - RAMSAR: Dorset Heathlands (UK11021) and Poole Harbour (UK11054)

Site of Special Scientific Interest (SSSI) impact risk zone

Scheduled Monument: Two bowl barrows on South Heath, 290m and 370m east of Binnegar Hall (List Entry: 1016276.0)

Scheduled Monument: Section of Battery Bank on South Heath (List Entry: 1016273.0)

Scheduled Monument: Bell barrow and two bowl barrows 170m north east of Holmebridge Post Office (List Entry: 1016274.0)

Historic Landfill Site: Fields At Rushton Farm

Minerals and Waste Safeguarding Area - ID: 3811;

Minerals and Waste - Minerals Consultation Area - Name : Binnegar ;

Mineral and Waste - Ball Clay Consultation Area - Name: 8

RAD - Radon: Class: Class 1: Less than 1%

ONR winfrith_magnox_12km_zone

ONR winfrith_tradebe_inutec_12km_zone

8. Consultations

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

Consultees:

- Network Rail
No objections.
- Office for Nuclear Regulation
No comment.
- Natural England
No objection subject to conditions, and details to be secured in a S106 legal agreement.
- Dorset National Landscape (AONB) Team
No objections.
- DC - Natural Environment Team
No objections subject to conditions.
- DC - Highways
No objection subject to conditions.
- DC - Trees (East & Purbeck)
No objection subject to conditions.
- DC - Minerals & Waste Policy
No comment.
- DC - Flood Risk Management
No objection.
- DC - Environment Mitigation Delivery Team
No objection subject to conditions.
- East Stoke PC
Object on grounds of highway safety.
- South East Purbeck Ward
No comment.

Representations received:

Five representations have been received raising concerns and objections relating to highway safety, and the use of a layby for parking and access.

The then councillor for the area Ms. Brooks supported the SANG but had concerns about the highway safety of pedestrians crossing the A352. This concern was echoed by the other representations received.

CPRE oppose this application. They are of the view that the proposed SANG would compound damage to the countryside's bio-diversity value in this location.

9. Duties

- s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.
- Clause 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty)

10. Relevant policies

The Development plan

Purbeck Local Plan (adopted July 2024):

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

- | | |
|--------------|--|
| Policy V1- | Spatial strategy for sustainable communities |
| Policy E1- | Landscape |
| Policy E2 - | Historic environment |
| Policy E7- | Conservation of protected sites |
| Policy E8 - | Dorset heathlands |
| Policy E9 - | Poole Harbour |
| Policy E10 - | Biodiversity and geodiversity |
| Policy E12- | Design |
| Policy H2- | The housing land supply |
| Policy I3- | Green infrastructure, trees, and hedgerows |
| Policy I4- | Recreation, Sport and Open Space |

The Dorset Council Local Plan

- The Dorset Council Local Plan Options consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework 2024 (as amended 2025)

The most relevant sections of the NPPF for this case are considered to be:

- Section 2. Achieving sustainable development: reminds us that the purpose of the planning system is to contribute to the achievement of sustainable development. This means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways: an economic objective, a social objective, and an environmental objective. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11)
 - Paragraph 11 states proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes.
- Section 4. Decision-making; sets out how local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 8. Promoting healthy and safe communities; sets out how planning policies and decisions should aim to achieve healthy, inclusive and safe places.
- Section 12. Achieving well designed places; This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings.
- Section 15. Conserving and Enhancing the Natural Environment; requires great weight to be given to conserving and enhancing National Landscapes.

Other material considerations:

Dorset AONB Management Plan 2019-2024 (extended to end of 2025 with the agreement of Dorset Council Cabinet 17/12/2024);

- C1 (b) creation of landscape features (i.e. hedges, tree clumps, etc) will be regarded favourably.

Dorset National Landscape draft Management Plan 2026-2031. This document is still out to consultation and should only be accorded very minimal weight.

Dorset Heathlands Planning Framework 2020-2025 (Supplementary Planning Document, April 2020)

- Appendix D: Guidelines for the establishment of Suitable Alternative Natural Greenspace (SANG) Quality Standards for the Dorset Heaths
- Appendix E: SANGs planning application principles.

Dorset AONB Landscape Character Assessment

- Frome Valley Pasture – Valley Pasture; is characterised by a flat valley floor with the meandering River Frome and its floodplain and terraces. Views are often extensive particularly towards Wareham with an array of diverse wetland habitats.
 - The relevant key characteristics and special qualities are listed as:
 - Meandering flat and river floodplain, nationally designated for its ecological value, with small wet woodlands, wet winter flooded grasslands and extensive pattern water meadows
 - Large open regular fields with dense copses of oak, hazel, holly ancient woodlands and occasional individual trees
 - Linear and nucleated settlements of local stone located on roads along the river terrace margins
 - Historic bridges, mills and ecclesiastical remains, illustrating the area's rich historic and built heritage
 - Strong undeveloped rural character, with traditional agricultural character, tranquility and dark night skies largely maintained

11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

12. Public Sector Equalities Duty

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

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people

- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

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

Considerations have been, and can be, given to the access arrangements and choice of surfacing for those of us with mobility impairments.

13. Planning Assessment

The main issues of this case are considered to relate to:

- Principle of development
- Highway safety
- Landscape impacts and green infrastructure
- Ecology and biodiversity
- Benefits of the scheme.

Principle of development

In the adopted PLP, the Council has outlined its approach for achieving its vision in ten key objectives covering the following four areas: a) environment; b) housing; c) economy; and d) infrastructure. This overarching vision and these objectives underpin the policies in the plan and are fundamental to informing decisions taken on planning applications.

This proposal has come forward to provide a ‘Suitable Alternative Natural Greenspace’ (SANG). On the face of it this is a change of use of the land from agricultural land to a recreational green space. Nonetheless, it is understood that this application has come forward to allow for the delivery of housing north of the A352. The land would act to divert visitors from protected Dorset Heathland thereby mitigating the additional recreational impacts associated with a net increase in dwellings that could otherwise cause significant harm to nearby habitat sites.

The proposed SANG would change the use of approximately 5 hectares of grade 3 moderate quality agricultural land, to land for public recreation. This would have benefits in terms of green infrastructure for the proposed housing and existing community. There would be environment and ecological benefits associated with planting of trees and hedges and the provision of a wildlife pond.

Access to the SANG would involve creating three gated access points. Internally, a walking path around the site is proposed, a wild-life pond, tree and hedge planting, and other environmental/ecological benefits as set out on plan. Off-site improvements to the A352 (Wareham Road) would see a new pavement installed along with a new pedestrian crossing, and a layby extended.

The Council's Heathland Mitigation Officer and Natural England are satisfied that the proposed SANG sufficiently accords with the requirements set out in Appendix D of the Dorset Heathlands Planning Framework that it can operate effectively as mitigation for the proposed residential scheme at Binnegar Hall.

On the merits of this application, the proposal would accord with PLP Policies, and the key objectives of the Plan.

Highway safety

The concerns of local residents on this topic are noted above.

The Council's highway engineers have noted that "...the applicant is required to provide a safe and suitable means of pedestrian crossing across the A352 to and from the proposed SANG, a new pedestrian refuge island is proposed. This will require some changes to the adjacent highway network including the provision of a new footway along the north and south with tactile paving at the dropped crossing, installation of the pedestrian refuge island, realignment of the carriageway to also allow wider MOD vehicles to pass and repass without obstruction and relevant regularity and advisory signs/lines. The proposal has been independently assessed through a Road Safety Audit and the Highway Authority deem this to be acceptable. The implementation of these offsite works will be subject to a section 278 agreement of the Highways Act 1980. The Highway Authority would have no objection..." subject to conditions.

The application also proposes to relocate the existing speed limit signs and posts 560m to the east, as noted on plan.

In light of your engineer's comments, highway safety matters have been adequately addressed.

Landscape impacts, and green infrastructure

The applicant has taken on-board the recommendations of put forward by the Dorset National Landscape (DNL) Planning Officer and your Heathlands Mitigation Officer.

"Dorset National Landscape Team has reviewed the amended landscaping plan for the SANG. On the whole, this has responded positively to points of feedback provided previously. There are some matters where compromise has been reached, particularly in relation to the specification of perimeter fencing and gateways, in recognition of the need for these to remain secure in the long-term, which is particularly important in this location, given the proximity of roads. Overall, we note the following changes:

- A reduction in hedgerow removal for the primary point of access on the northern edge of the site.
- Internal fencing to be wooden post and wire, with clipex only to be used where important to securing the perimeter. Furthermore, hedgerows shall be maintained to enable the perimeter fencing to be integrated within the hedge lines.
- Gateways into the site will be galvanised steel, due to durability requirements.
- Areas of self-binding gravel adjacent to gateways into the site have been reduced/minimised and surfaced path widths have been reduced to 1.8 - 2m wide.

- The number of benches and signage has been reduced quite substantially and will be of a higher specification hardwood.
- The natural play area will not include any ‘formal’ play equipment and will be formed of natural materials.”

In light of these comments, and no objections being raised by Natural England, it is considered that the proposal would accord with PLP Policies I3 Green infrastructure, I4 Recreation, sport and open space, E1 Landscape and E8 Dorset heathlands, E10 Biodiversity and geodiversity.

Ecology and biodiversity

The primary purpose of this SANG is to displace the recreational pressure of new housing development away from Worgret Heath, to conserve its ecological importance and status. Paragraph 180 (d) of the NPPF states that “development whose primary objective is to conserve or enhance biodiversity should be supported”.

The revised Ecological Appraisal (November 2023) supporting this application provides an assessment of the impact of the proposal upon the site’s ecology. The habitats of ecological value such as marshy grassland would be retained and enhanced. Furthermore, the report identifies that the SANG proposal would result in the creation of new ecologically valuable habitat. This would be targeted with meadow creation, a new wild-life pond and hedgerow planting which enhances the richness of biodiversity at the site. With additional benefit of new habitat resource for foraging and community bats. It can fairly be said that the proposal would have a moderately positive impact on ecology in the local area.

14. Environmental implications

There are no foreseen adverse impacts associated with this proposed change of use of the land. There are a number of benefits associated with this change to a SANG; limiting the need to travel for such a recreational opportunity, and ecological enhancements are but two obvious.

15. Summary of issues and the planning balance

The proposed change of use is considered to accord with the adopt PLP and also broadly accords with the NPPF. The benefits as set out would clearly tip the balance in favour of granting planning permission subject to securing the provision and ongoing availability for public use via S106 legal agreement.

16. Recommendation

a) Grant planning permission subject to the following conditions, and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the legal services manager to secure the following:

- SANG provision to comply with Dorset Heathlands Planning Framework SPD (2020-2025)

Conditions:

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

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

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

- Location plan – dated 21 Dec 2023
- Landscape plan – 347 - 1 - R2
- Proposed pedestrian crossing link to SANGS – 173370/PD01 Rev K
- Proposed over-runnable pedestrian refuge – 173370/PD03

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

3. Prior to the use of the SANG hereby approved, the footways and pedestrian crossing shall be implemented broadly in accordance with the approved details, as shown on drawings numbered 173370/PD01 K and 173370/PD03.1 A, the Road Safety Audit outcomes and Letter and the letter/email committing to the marginal upstand, studs and tactile blocks and thereafter maintained unless and until adopted as publicly maintainable.

Reason: To provide the necessary highway infrastructure improvements to promote and encourage sustainable transport and travel by providing safe pedestrian means of crossing to the road to the SANG.

4. No development shall take place until a management plan relating to the proposed SANG has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall set out specific habitat management and enhancement measures; frequency and nature of SANG maintenance measures including timetables; means by which the SANG will be advertised; and the means by which the SANG management strategies can be adapted over time. The approved scheme shall be implemented prior to the first occupation of the residential development approved as part of planning permission 6/2018/0228 and/or use of the SANG, whichever is the sooner, and shall thereafter continue to be undertaken in accordance with approved details or subsequent approved iterations.

Reason: In the interests of securing appropriate SANG management and maintenance measures

reason: To ensure the objectives of this SANG are fulfilled and the mitigation for the associated housing development are achieved.

5. Before any development or construction work begins, a pre-commencement meeting shall be held on site and attended by the developers appointed arboricultural consultant, the site manager/foreman and a representative from the Local Planning Authority (LPA) to discuss details of the working procedures and agree that all tree protection measures have been installed in accordance with the approved tree protection plan. The development shall thereafter be carried out in accordance with the approved details, or any variation as may subsequently be agreed in writing by the LPA.

Note: trees and hedges shown on approved plans to be retained, shall be safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

The Barrell Arboricultural Method Statement (AMS) reference no. 16074-AMS3-CA dated 5th November 2024 and plan reference no. 16074-13 in support of the planning application shall be adhered to in full, subject to the pre-arranged supervision detailed in section 1.3 of the AMS by a suitably qualified and pre-appointed tree specialist.

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity

6. The soft landscaping works detailed on approved drawing 347 - 1 - R2 must be carried out in full during the first planting season (November to March) following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The soft landscaping shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

7. Prior to the first use of the site by visitors, the ecological mitigation set out in the submitted SANG Technical Note dated 24th April 2025 shall be implemented in full and confirmed in writing by the developer.

Reason: To ensure mitigation proposed is carried-out in a timely fashion in the interest of biodiversity.

Informative Notes:

1. This decision shall be read in conjunction with the legal agreement dated xxx securing the use of the land as SANG.
2. Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

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

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

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.
- The application was acceptable as submitted and no further assistance was required.

3. Please note, there is a medium pressure gas pipeline approximately 12.3m to the north of the site, under the A352.
4. The developer must ensure that their proposal, both during construction and after completion does not:
 - encroach onto Network Rail land
 - affect the safety, operation or integrity of the company's railway and its infrastructure
 - undermine its support zone
 - damage the company's infrastructure
 - place additional load on cuttings
 - adversely affect any railway land or structure
 - over-sail or encroach upon the air-space of any Network Rail land
 - cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

Or

- b) Refuse permission for the reasons set out below if the S106 legal agreement is not completed by 3rd March 2026 or extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Development Management Area Manager East.

Reason for refusal:

1. The proposal fails to meet the criteria for Suitable Alternative Natural Greenspace (SANG) set out in the Dorset Heathlands Planning Framework Supplementary Planning Document as there is no mechanism to secure the provision of public access to the land and ongoing management required for effectiveness.

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