

Public Document Pack



EASTERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 22 APRIL 2026

Present: Cllrs David Tooke (Chair), Duncan Sowry-House (Vice-Chair), Alex Brenton, Toni Coombs, Beryl Ezzard, Scott Florek, Spencer Flower, David Morgan, Julie Robinson and Andy Skeats

Apologies: Cllrs Hannah Hobbs-Chell

Also present: Cllrs Shane Bartlett and Andy Todd

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

Elizabeth Adams (Development Management Team Leader), Philip Crowther (Legal Business Partner - Regulatory), Susan Hetherington (Transport Development Liaison Manager), Joshua Kennedy (Democratic and Governance Officer), Clare Marshall, Megan Rochester (Senior Democratic & Governance Services Officer), Naomi Shinkins (Lead Project Officer), Alister Trendell (Project Engineer), Thomas Whild (Lead Project Officer), Louis Wicks (Democratic Services Officer Apprentice) and Sam Williams (Lead Senior Engineer)

101. Declarations of Interest

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

102. Minutes

The minutes of the meeting held on 11 March were confirmed and signed.

103. 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.

104. P/OUT/2025/01997 - Land Off Birchdale Road Colehill Wimborne Dorset

The Lead Project Officer presented the outline application for residential development with associated open space and works. Members were advised that, since publication of the report, eight additional representations had been received. These had been reviewed and were not considered to alter the recommendation.

It was explained that the application had previously been refused under delegated powers in June 2024. An appeal had subsequently been lodged but was later withdrawn following the Council's annual position statement demonstrating a housing land supply of more than five years.

The site context was described, with plans showing the location in relation to Wimborne and Colehill. The site was accessed from the southern side of Granville Avenue and was outlined on an aerial photograph. A site constraints analysis was shown, including contour lines illustrating that the land sloped generally from north to south. Photographs of the site and surrounding area were presented, including the existing access point and views showing the relationship to Old Manor Close.

An indicative masterplan was displayed, showing development concentrated on the western part of the site and public open space to the east. The masterplan illustrated up to 49 dwellings, areas of public open space including Local Area of Equipped Play (LEAP) and Local Area of Play (LAP) facilities, a Heathland Infrastructure Project (HIP) area, and access onto Birchdale Road. It was emphasised that the precise scale, layout and appearance would be determined at a later reserved matters stage.

Members were informed that 362 objections had been submitted in relation to the proposals, with a summary shown on screen and full comments available online. The eight additional objections had also been summarised. Objections had been received from Colehill and Wimborne Town Councils and Dorset Wildlife Trust, while other consultees had raised no objections subject to conditions.

In addressing the principle of development, the Lead Project Officer referred to Policy KS2 of the Local Plan, which identified Wimborne Minster as a main area for development and Colehill as a settlement where some growth was expected. As the Council was currently unable to demonstrate a five-year housing land supply, the tilted balance set out in the National Planning Policy Framework (NPPF) applied.

The site lay within the green belt, with boundaries following the main urban area. It was explained that the proposal did not fall within the traditional green belt exceptions. However, under paragraph 155 of the NPPF, development should not be considered unacceptable where it utilised grey belt land, there was a demonstrable need for the development, it was in a sustainable location and complied with the “golden rules.” The definition of grey belt was outlined, including the requirement that the land should not strongly contribute to the unrestricted sprawl of urban areas, the merging of settlements, or the safeguarding of the countryside from encroachment. A detailed assessment had been undertaken, concluding that the site made a weak or no contribution to urban sprawl and limited contribution to separation. The proposal was therefore considered to meet the criteria in paragraph 155 and the golden rules, including the provision of 50% affordable housing, infrastructure contributions and accessible green space.

Flood risk and drainage were addressed, with plans confirming that the site lay outside Flood Zone 1. Infiltration drainage had been tested and found unsuitable, and the proposed strategy involved draining surface water to an attenuation basin with controlled discharge to a watercourse. A detention basin was proposed described to temporarily store water during heavy rainfall and slowly drain. Slopes would be graded at 1:4, with swales connecting to a watercourse draining towards the River Stour.

Highways and access matters were considered acceptable, a Transport Statement had been submitted and Dorset Council Highways raised no objection. Traffic generation was expected to be relatively low. Concerns raised regarding refuse vehicles were addressed, with refuse vehicles able to enter and exit the site in forward gear. The Waste Team had identified the potential need for a larger turning circle, which could be resolved at the reserved matters stage.

Impacts on heritage assets were considered. Two listed buildings were located in the vicinity, including the Grade II* listed Old Manor Farmhouse. It was advised that the scheme would result in less than substantial harm, which would be outweighed by public benefits such as the contribution to housing supply, the provision of 50% affordable housing, and public open space and play facilities.

Biodiversity and habitats were addressed in detail. While nearby SANGs at Leigh Common and Bytheway Field lacked sufficient capacity to serve the development, land on the eastern part of the site was proposed to be used for a HIP, which was considered acceptable. An on-site biodiversity plan was shown, including a receptor site, reptile fencing, species-rich grassland management, mixed sward acid grassland and retention of a badger sett. The Natural Environment Team raised no objection subject to conditions, and the applicant indicated an intention to purchase biodiversity credits where required.

In terms of character and appearance, advice from the urban and landscape design officer was that the site could accommodate appropriate development. Images of nearby developments were shown, and a density of approximately 27 dwellings per hectare was considered consistent with surrounding areas. Although detailed assessment was limited by the outline nature of the application, separation distances were shown and considered typical of nearby development. Trees on the site were identified on a plan, with all trees proposed to be retained except those necessary to facilitate the access. The Tree Officer had raised no objection.

Planning contributions were outlined, including financial contributions towards NHS provision, education and public transport to address pressure on local services. Community Infrastructure Levy (CIL) was zero-rated as the HIP would be provided.

Other matters included ground conditions, with intrusive investigations secured by condition and any necessary remediation also to be controlled by condition. An air quality assessment showed background particulate levels below relevant thresholds, with construction-phase mitigation to be secured. Traffic noise was identified as the main potential environmental noise source, with details of mitigation to be conditioned. Further assessment of heat pump noise would be required if such systems were proposed.

In summary, the Lead Project Officer advised that all key planning issues had been considered to be acceptable subject to conditions. The planning balance gave substantial or significant weight to a number of benefits, with biodiversity impacts identified as a minor disbenefit.

Public representation was received in opposition to the application from Leslie Haskins, Michael Carter and Jill Whitfield. Concerns were raised including; the loss of biodiversity on site, particularly in regard to the loss of wild bluebells and other native plant species; worsened flooding in the area from increased development, particularly affecting Old Manor Farmhouse; and inappropriate use of Birchdale Road as the sole access to the development, due to its narrowness and residential setting.

Beverley Moss spoke as the agent for the application. She noted that the application would make a positive contribution to the housing supply in Dorset, as well as a 50% affordable housing contribution. In addition, the scheme would provide accessible greenspace to the public and make financial contributions to local infrastructure.

Cllr Carol Butter and Cllr Simon Wheeler spoke on behalf of Colehill Town Council and Wimborne Town Council respectively. They stated that they were objecting on behalf of their Town Councils and raised concerns including the merging of the two towns, the decline of the green corridor between Wimborne and Colehill, the unsafe access of Birchdale Road and the harm to green belt land.

The Ward Member for Colehill and Wimborne East, Cllr Andy Todd and the Ward Member for Wimborne Cllr Shane Bartlett, also spoke on the application. Cllr Todd objected to the application on the grounds that it did not meet the high policy tests to be treated as grey belt land and thought that the land remained important green belt land that separated Colehill and Wimborne. He also raised the issue of biodiversity loss and flooding experienced by residents of the area. Cllr Bartlett also objected to the application, noting that there was not sufficient infrastructure in Wimborne to support the new development, in particular current traffic levels were at capacity and could not support additional vehicle movements.

Officers responded to the points raised by the public speakers with the following replies:

- The NPPF stated that refusal on the grounds of an emerging local plan would seldom be acceptable, therefore the emerging local plan was attributed limited weight.
- The site didn't meet the criteria of being a lowland meadow, so was not considered a priority habitat.
- It was the responsibility of the developer to act lawfully in regard to wild Bluebells being located on the site.
- Biodiversity net gain would be dealt with post grant of planning consent and in this case, it was being proposed that biodiversity net gain would be achieved through off site credits.
- The application had been considered by the Environmental Delivery Mitigation Team and Natural England, who agreed that the impact on Dorset Heathlands could be mitigated.
- It was not considered that the application would have a detrimental effect on the nearby village green.
- The Transport Assessment had been reviewed by Highways and was considered acceptable. There was likely to be an increase in trips, however approximately 30 additional trips in the am and pm peaks was not considered an unacceptable impact.

- The Lead Local Flood Authority had not objected to the application and the proposed detention basin was considered appropriate mitigation against flood risk.
- An assessment had been undertaken to determine the grey belt status of the land, which was informed by a previous assessment that concluded that the site contributes little to the separation of the two towns.

In response to questions from members officers provided the following replies:

- As the site was subject to the golden rules, the applicant would not be able to undertake a viability assessment to reduce the affordable housing contribution.
- The grey belt assessment was informed by the 2021 green belt Review that was prepared as part of the Dorset Local Plan and concluded that the application site made a weak contribution to the green belt and was given weak to no weight in preventing neighbouring towns from merging.
- The 2021 Local Plan consultation, which recommended additional access into the site was considering a development larger than the one proposed, while the proposed single access has been considered acceptable by the Highways Authority.
- The public benefits of the application were the 50% affordable housing contribution, the contribution to the supply of housing, the provision of accessible public greenspace and financial contributions to local infrastructure.
- A condition was included in the recommendation requiring the submission of a protected species monitoring plan.
- The site was considered a suitable location to walk and cycle to local amenities.
- Three plots were allocated on the illustrative layout for self-build properties and any self-build proposals would require permission at the reserved matters stage.
- A swept path analysis had not been undertaken, due to being an outline application with the final layout yet to be confirmed.

The committee agreed to extend the meeting beyond 3 hours.

Cllr Robinson left the meeting at 13:11.

Concerns were raised by members primarily about the classification of the site as grey belt land. Members noted that they had the opportunity to assess whether the site was grey belt and they did not agree with the officer assessment that the site made a weak contribution to the purposes of the Green Belt. They considered that the application site was important part of the separation of Wimborne and Colehill and that the application represented urban sprawl and would contribute to the merging of the two towns, so the site did not accord with the definition of grey belt.

The meeting was adjourned 13:16 – 13:30.

It was proposed by Cllr Flower and seconded by Cllr Brenton that the application be refused, as they considered the application to be inappropriate development in the green belt as it would erode the separate identity of the individual identities of Wimborne and Colehill and result in a reduction in the open area around the

conurbation. Therefore, the public benefits of the application were considered sufficient to outweigh the inappropriate development in the green belt.

Decision: That the application be refused for the reasons set out in the appendix to these minutes.

105. **P/FUL/2025/01365 - Rogers Hill Farm, Rogers Hill, Briantspuddle, DT2 7HJ**

The meeting adjourned from 13:39-14:30.

Cllr Morgan left the meeting at 13:39.

The Development Management Team Leader presented the application for the replacement of an existing wind turbine with a larger turbine. It was noted that the application had been brought to committee because of the finely balanced recommendation to approve.

It was explained that there was no site-specific planning policy allocating the land, but the proposal would replace an existing turbine and generate sufficient renewable energy to supply the equivalent of up to 1,288 households. It was acknowledged that the increased height of the turbine would result in visual impacts, but officers considered that these impacts had been carefully assessed and that, on balance, the benefits of the application outweighed the harms identified.

The site context was shown on a map of the surrounding area. The existing turbine benefitted from a 25-year planning permission. The proposed replacement turbine would be located approximately 250 metres to the south of the existing turbine and would sit around 15 metres lower in ground level. Permission was sought for a 30-year operational period. Although the proposed turbine would be almost twice the height of the existing structure, it was described as being of relatively modest size in modern terms, given that turbines of 150–200 metres in height were now common. The blades would rotate more slowly than those of the existing turbine, which was considered to help mitigate visual effects.

The Development Management Team Leader referred to Renewable Energy Policy E3 and advised that the technology was considered suitable for the location. The surrounding land was currently used for motorcycle training and competitive events. The site lay approximately 4.4 kilometres from the National Landscape to the north and around 9.5 kilometres to the south. At these distances, the Landscape and Visual Impact Assessment concluded that the turbine would give rise to moderate adverse impact, and members were reminded that great weight must be given to any harm to the National Landscape.

A series of photographs from the Landscape and Visual Impact Assessment (LVIA) were shown from various viewpoints, illustrating how the existing and proposed turbines would appear. It was clarified that the accuracy of the representations as presented to the committee via projector was limited and Members had been encouraged to familiarise themselves with the LVIA. Views demonstrated that major and moderate adverse impacts would be limited to the immediate setting of the turbine. Specific viewpoints were shown, including from

Wetherby Castle, Milborne St Andrew, Woodbury Hill, Winterborne Whitechurch, East Luscombe, Fishmore Hill, Rosehill Farm and Greenhill Nature Reserve. It was noted that under clearer sky conditions the turbine would appear more prominent. Remaining viewpoints in the LVIA within the National Landscape were further away, where impacts were assessed as negligible or low.

Members were advised that in order to accord with National Landscape policy compensation was. The proposal included a landscape enhancement scheme to help offset the moderate harm to the National Landscape. This would be secured through a contribution linked to gross revenue, as the level of harm would be linked to operation of the turbine subject to minimum and maximum values, would be allocated to landscape enhancement projects by the Council, informed by a panel for the purposes of strengthening the surrounding landscape character, improving rights of way or enhancing local facilities.

Temporary access would be constructed to facilitate the development and would be restored once the development ceased. Subject to appropriate conditions, no harm to highway safety was anticipated.

Residential amenity impacts were addressed. Rogers Hill Cottages were identified as the closest dwellings, located approximately 1 kilometre from the turbine. Shadow flicker could potentially occur within 900 metres, but it was explained that a condition would be imposed; if shadow flicker were to arise, the turbine could be shut down at certain times of day to prevent harm. Photographs of and from nearby dwellings were shown, indicating that while the blades might be visible from some houses, the impacts would be limited by topography and screening.

Noise impacts were also considered. The predicted noise levels would remain below 35 decibels, comparable to the sound of rustling leaves. Properties to the south had initially been excluded from the noise assessment, but further information had since been submitted demonstrating that noise levels at those properties would also remain within acceptable limits.

Heritage impacts were then addressed. It was explained that there was a wealth of heritage assets in the wider area. Historic England had raised concerns about the impact on the Grade II* registered park and garden at Milton Abbas. The applicant had provided additional visual material showing that the visual impact would be modest and that the Grade I listed house would remain the dominant focal point within views across the park. Historic England nevertheless considered the turbine would be visually conspicuous. The proposal was assessed as causing less than substantial harm to these heritage assets, to which great weight must be given. Concerns were also raised in relation to Wetherby Castle and Woodbury Hill Fort Scheduled Monuments, and less than substantial harm was identified to the Milton Abbas and Bere Regis Conservation Areas. It was advised that, taking these matters together, the development could not be viewed as causing no harm to the significance or setting of heritage assets.

Members were informed that the turbine would be removed within 12 months of decommissioning or cessation of operation. It was confirmed that the development could be safely accessed. From a biodiversity perspective, the site, being an established motorcycle track with an existing turbine, was assessed as being of

limited ecological value. Additional mitigation was proposed through a condition requiring an active bat curtailment system to protect bat populations.

The economic benefits were outlined, which included the provision of the equivalent of approximately one full-time job supported through the development. In setting out the planning balance, it was explained that significant weight was attributed to the identified heritage harm, but also that substantial weight was given to the renewable energy benefits.

The headings of the 21 recommended conditions set out in the report were shown to members, with updates including an amended condition relating to the temporary permission in the event of cessation of electricity production, and additional conditions relating to road surfacing and turbine height.

Sylvia Messent, Richard Messent and Catherine Langham (on behalf of the Dorset CPRE) spoke in opposition to the application. They raised concerns including: the impact on nearby residents from the new larger turbine due to the low frequency noise with impacts on health; the negative impact on the habitats for birds, bats and other mammals; the significant impact that the new turbine would have on the landscape and on the setting of heritage assets, in comparison to the existing smaller turbine, due to increased visibility; the ineffectiveness of the proposed compensation; and the impacts on tourism. A concern was also raised about aviation safety and the change in comments from Bournemouth Airport.

John Zamick spoke as the applicant for the application. He highlighted that the application would contribute significant renewable energy production and generate 6 times the amount of energy when compared to the existing turbine. In addition, the turbine would be located at a lower elevation and the speed of the turbine would be less than the existing turbine, thereby lowering its impact.

In response to the public speakers, the Development Management Team Leader clarified that following a meeting between the applicant and Bournemouth Airport the objection had been withdrawn.

In response to technical questions from members officers provided the following answers:

- An objection had been raised by the Dorset Council Conservation Officer as the development would cause less than substantial harm to significant heritage assets and there was no heritage benefit of the proposal.
- It was considered that flicker effects from the proposed turbine could be mitigated.
- Government guidance stated that audible sound from the turbine should not exceed 35db and the noise assessment confirmed that none of the nearby properties would experience sound above that level.
- No precedent would be set for approving turbines at future applications, as each application was considered on its own merits.

Having had the opportunity to debate the merits of the application, several members expressed support for the proposal, considering the turbine to provide significant benefits from renewable energy production outweighing any additional harm caused to the landscape over the existing turbine. While, one member raised concerns about the visual impact of proposed turbine, considering the larger turbine to be too imposing on views.

It was proposed by Cllr Sowry-House and seconded by Cllr Ezzard, that the application be granted.

Decision: That authority be delegated to the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Area Manager Eastern Area to:

- A) grant planning permission subject to conditions as set out in the appendix to these minutes and the completion of a Section 106 Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (S106 agreement) to secure a contribution of up to £120k to National Landscape enhancement.

Or

- B) Refuse planning permission for the reasons set out in the appendix to these minutes if the S106 agreement is not completed by 23 October 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management and Enforcement or the Development Management Area Manager Eastern Area.

106. P/FUL/2023/07467 - Land South Of A352, Wareham Road, Binnegar

The Lead Project Officer presented the application for the use of land as Suitable Alternative Natural Greenspace (SANG), together with associated landscaping, infrastructure works and alterations to the road. An update was provided, confirming that parking was now included within the scheme. It was also noted that the informative in relation to the legal agreement should have referenced 24 October 2026, and this would be corrected. A further informative would be added to advise that details of the parking provision would be required.

The location plan was shown, and members were reminded that the associated application for housing had previously been resolved to be granted by the committee. The site extended to approximately 5 hectares and lay to the south of the A352. The proposed SANG would provide footpaths, benches, a dog-walking area and on-site parking.

The landscape plan was presented, showing that the proposed landscaping remained largely as previously approved, with the addition of a parking area. Plans showing crossing areas on the A352 were presented, and it was confirmed that Dorset Council Highways were satisfied with the arrangements. A further plan demonstrated compliance with Ministry of Defence requirements in relation to the use of military vehicles on the A352 in relation to pedestrian crossing measures proposed.

Members were reminded that parking provision on site had been requested at the committee discussion in September 2025. The original proposal relied on parking located within 400 metres of the SANG, but the revised application now included five on-site parking spaces, which met Dorset Council parking guidance. The spaces would be marked with timber posts, and their dimensions complied with the relevant standards. Details of the parking would be secured through the SANG management plan. The Highway Authority had raised no objection to the revised parking provision, subject to conditions, and Network Rail had also raised no objections subject to their asset management criteria.

It was considered that the provision of parking did not alter the principle of development and would not give rise to any highway safety concerns. It was not considered to result in any additional harm to the National Landscape, nor were there any further ecological or environmental impacts arising from the amendments. Additional conditions required to address the updates were shown to members.

Public representation was received from Adam Bennet, the agent for the application. He stated that the application had been brought back with the requested alterations to include parking on site. The development would help to mitigate impacts on nearby heathland and provide valuable public open space for use by the local community.

In response to members questions the Lead Project Officer confirmed that there was no proposed gate access into the car park, only into the SANG itself.

It was proposed by Cllr Sowry-House and seconded by Cllr Ezzard, to grant the application with an additional condition requiring a height restriction of vehicles entering the car park and signage discouraging overnight parking.

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

107. P/VOC/2025/07207 - Land to the east and west of Cranborne Road, Colehill

The Lead Project Officer presented the application, which sought a variation of condition attached to a previous outline planning permission, specifically to remove Criterion 11 from Condition 9. It was noted that the Town Council had objected to the proposed variation.

The location of the site within Wimborne was shown, with further plans identifying the application site in relation to the Cranborne Road development to the north of the town. Members were shown an aerial photograph and site photographs illustrating the location of the proposed signal-controlled junction. Reference was made to Policy WMC7, and the policy plan was displayed. The approved outline application plan was also shown. An aerial image illustrated the site as it currently stood, with the northern part of Phase 2 still under construction. It was confirmed that the First School within the development had been completed and was now occupied, the SANG had been completed, and the allotment site remained under construction.

The proposed variation was explained as the removal of the requirement to provide a signal-controlled junction at the Allenvie Road and Hanham Road junction. Consultation responses were summarised, including the objection from Wimborne Town Council.

In considering the principle of development, it was explained that the applicant had stated the crossing was no longer required or deliverable. Dorset Council Highways had been consulted and raised no objection to the removal of Criterion 11, confirming that the variation was acceptable. It was explained that there were constraints preventing the delivery of the crossing, including the proximity of the adjacent fire station and the fact that the associated school crossing patrol was no longer operational.

The approved travel plan referred to highway improvements at Allenvie Road, and the Dorset Council Road Safety Officer had advised that, due to the low level of pedestrian movements, the location did not meet the criteria for a formal school crossing patrol.

Public representation was received from Rob O'Carroll, the applicant. He stated that the controlled crossing was no longer necessary due to the school patrol no longer being operational and could result in queuing vehicles blocking the fire station and increasing traffic accessing the existing roundabout.

In response to technical questions from members the Lead Project Officer provided the following responses:

- The residential development associated with the application was mostly occupied and no viability information had been submitted as part of the application.
- Moving the controlled crossing to a different location had not been explored and was not considered necessary by the Highways Authority.
- Tactile paving and a crossing island were currently in place at the location of the uncontrolled crossing.

It was proposed by Cllr Flower and seconded by Cllr Sowry-House, that the application be granted.

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

108. Urgent items

There were no urgent items.

109. Exempt Business

There was no exempt business.

Decision List

Duration of meeting: 10.05 am - 4.33 pm

Chairman

.....

Eastern Area Planning Committee 11 March 2026

Eastern Area Planning Committee 22 April 2026

Agenda Item 5:

Application Number: P/OUT/2025/01997

Location: Land Off Birchdale Road Colehill Wimborne Minster BH21 1HU

Description: Outline planning application for proposed residential development together with open space and associated works (all matters reserved save for means of access)

Decision: That the application be refused for the following reasons:

1. The development is considered to be inappropriate development in the green belt as it would utilise a parcel of land which is considered to strongly contribute to purposes (a) and (b) of the green belt as set out in paragraph 143 of the National Planning Policy Framework and the site does not constitute grey belt. The development does not benefit from any of the exceptions set out in paragraph 154 of National Planning Policy Framework and would erode the separate physical identity of the individual settlements of Colehill and Wimborne and result in a reduction in the open area around the conurbation. The benefits of the scheme are not sufficient to clearly outweigh the harm that would be caused to the green belt by way of the loss of openness and separation between the towns of Wimborne Minster and Colehill. Very Special Circumstances to justify granting permission do not therefore exist. The proposal is contrary to policy KS3 of the Christchurch and East Dorset Local Plan 2014 and Paragraphs 153 and 154 of the National Planning Policy Framework (2024).
2. The site lies within 5km of a number of Sites of Special Scientific Interest (SSSIs) which are also designated European wildlife sites, namely Dorset Heathlands Special Protection Area, Dorset Heaths Special Area of Conservation and Dorset Heathlands Ramsar. The proximity of these European sites means that determination of the application should be undertaken with regard to the requirements of the Conservation of Habitats and Species Regulations 2017, in particular Regulation 63. The proposal fails to secure the avoidance measures identified as necessary to mitigate the impact of the development, in combination with other plans and projects, on the integrity of the designated site as set out in the Dorset Heathlands Planning Framework Supplementary Planning Document (SPD) 2020-2025 and there are no imperative reasons of overriding public interest in support of the proposal. The development is therefore contrary to Policy ME2 of the adopted Christchurch and East Dorset Local Plan – Part 1 2014, the Dorset Heathlands Planning Framework 2020-2025 SPD, and paragraphs 185 of the National Planning Policy Framework. This forms a clear reason for refusal of the proposal in accordance with NPPF 2023 para 11 d) i.

3. The proposed development fails to secure appropriate provision of public open space, contrary to policy HE4 of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014.
4. The proposed development fails to secure an appropriate contribution to affordable housing, contrary to Policy LN3 of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014.
5. The proposed development fails to secure an appropriate contribution towards health and education provision, contrary to policy LN7 of the adopted Christchurch and East Dorset Local Plan – Part 1
6. The proposed development fails to secure an appropriate contribution to sustainable transport and highways provisions, contrary to Policy KS11 of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014.

Agenda Item 6:

Application Number: P/FUL/2025/01365

Location: Rogers Hill Farm Rogers Hill Briantspuddle DT2 7HJ

Description: Repowering of the existing Rogers Hill wind turbine with a larger wind turbine.

Decision:

To delegate authority to the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Area Manager Eastern Team to:

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:

- Landscape enhancement contribution- up to £120,000 payable in annual instalments equivalent to 0.47% of gross revenue paid in arrears with a minimum payment of £2k and a maximum of £5k per year for the 30 years of the permission. Funds to be awarded by the Council having obtained the advice of a panel towards projects which meet any of the following purposes:
- strengthen the character of the surrounding landscape by the creation, conservation, enhancement and management of land cover and habitats;
- enhance biodiversity by the conservation, enhancement and management of boundary features, woodlands and rural lanes; and
- improve rights of way and/or facilities for non-car access.

with preference to those projects in the National Landscape within 10km of the turbine.

And subject to the following conditions:

1. Commencement

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. Plans List

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

300146 The location plan

291719 Site location plan v2
291628 Floor plan of the site
Distgen Elevation (Front) - Proposed
DG-02-04 North Access Track
EW-56-R2-04 North Access Track from Roke Road
DG02-01 Access track from A35 to the site
DG02-02 Access track from A35 to Roke Road
DG02-03 Highway improvements at junction with Roke Road
DG02-05 North Access track from Roke Road
DG02-06 North Access track from Roke Road
DG02-07 Roke Road River Bridge
DG02-08 Rogers Hill Access Route Survey

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

3. Temporary Permission

The permission hereby granted is for a period of not more than 30 years from the date when electricity is first exported from the wind turbine to the electricity grid network (the "First Export Date"). Written confirmation of the First Export Date shall be provided to the local planning authority no later than one calendar month after the event. Within 12 months of disconnection from the electricity grid or the end of the 30 year period, whichever is the sooner, the site shall be decommissioned and reinstated in accordance with the Draft Decommissioning Strategy dated June 2025.

Reason: In the interests of the long term visual amenity and character of the area

4. Ministry of Defence

Prior to commencement of any works on the development hereby approved, notice must be given to the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:

- a) the date of the commencement of the erection of wind turbine generator;
- b) the maximum height of any construction equipment to be used in the erection of the wind turbines;
- c) the date at which the wind turbine generator is brought into use;
- d) the latitude and longitude and maximum height of the wind turbine generator.

The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development. Evidence shall be provided to the Council to

demonstrate the Ministry of Defence has been notified in accordance with this condition.

Reason for condition. To maintain aviation safety.

5. Ministry of Defence

Prior to commencement an aviation lighting scheme must be submitted to and approved in writing by Dorset Council in consultation with the Ministry of Defence. This scheme must set out how the development will be lit throughout its lifetime to maintain civil and military aviation safety requirements as determined necessary for aviation safety by the Ministry of Defence.

This shall set out:

- a) details of any construction equipment and temporal structures with a total height of 50 metres or greater (above ground level) that will be deployed during the construction of wind turbine generators and details of any aviation warning lighting that they will be fitted with; and
- b) the locations and heights of all wind turbine generators and any anemometry mast featured in the development identifying those that will be fitted with aviation warning lighting identifying the position of the lights on the wind turbine generators; the type(s) of lights that will be fitted and the performance specification(s) of the lighting type(s) to be used.

Thereafter, any lights detailed in the approved aviation lighting scheme must be installed and remain operational for the lifetime of the development.

Reason for condition: To maintain aviation safety.

6. Highways- Construction Traffic Management Plan

Before the development hereby approved commences 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
- 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

7. Highway works

Before any other works commence on site and prior to arrival of the wind turbine blade, the following works must have been constructed to a specification first submitted to and approved in writing by the Planning Authority:

The vehicular access into the site adjacent with Roke Road in accordance with drawing DG-02- 05, that may include the relocation and reinstatement of street furniture or road signs as required

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.

8. Construction Environmental Management Plan

Prior to the commencement of development on the site, a Construction Environmental Management Plan (CEMP) (Biodiversity) must be submitted to and approved in writing by the local Planning Authority. The CEMP must include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) including but not limited to soil stripping, storage and replacement and waste management.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs

The development shall take place strictly in accordance with the approved CEMP.

Reason: To protect biodiversity during the construction phase.

9. Electromagnetic interference

Development shall not commence until a scheme has been submitted to, and approved in writing by, the local planning authority, setting out a protocol for the assessment of electromagnetic interference in the event of any complaint, including remedial measures.

The turbine shall be operated in accordance with the agreed protocol.

Reason: To enable the local planning authority to retain proper control over the development and ensure that any electromagnetic interference resulting from the development is dealt with.

10. Archaeology

No works shall take place until the applicant has completed a programme of archaeological work in accordance with a written scheme of investigation which has first been submitted by the applicant to and approved by the Planning Authority. This scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results.

Reason: To protect heritage assets

11. Landscaping

Prior to the commencement of development a planting and landscape management plan which secures the replanting of hedgerow and hedgerow trees, hazel coppice stands and the planting of small broadleaf woodland on land near to the site in keeping with the local character area shall be submitted to and approved in writing by the Local Planning Authority. Details shall include long term design objectives, planting proposals, a timetable for implementation, management responsibilities and maintenance schedules. The planting and subsequent management of the approved landscaping shall be carried out in accordance with the approved details.

Reason: To secure appropriate planting to mitigate the visual impact of the development in its context.

12. BNG maintenance

No development shall be commenced until a timetable for the implementation and maintenance of any proposed on-site (within the red line of the application site) non-significant biodiversity net gain (see informative below), has been submitted to and approved in writing by the Local Planning Authority. The implementation timetable and maintenance details must be prepared in accordance with the approved Biodiversity Gain Plan for the site. Thereafter the on-site non-significant biodiversity net gain shall be implemented and maintained for a period of no less than 5 years following the completion of said biodiversity net gain in accordance with the approved timetable and maintenance details. If within a period of 5 years from the date of the planting of any habitat it is removed, uprooted, destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) the habitat shall be replaced with the same habitat as set out in the approved biodiversity gain plan in the next planting season, unless the Local Planning Authority first agrees in writing to any variation.

Reason: To ensure that non-significant on-site biodiversity net gain is provided on site as required by the Town and Country Planning Act 1990 (as amended) and the National Planning Policy Framework.

13. Aviation

Prior to the erection of the wind turbine, the developer shall submit to and obtain approval from the Local Planning Authority for a Radar Mitigation Scheme, prepared in consultation with Bournemouth Airport, to address any adverse impacts of the development on aviation radar systems. The approved scheme shall be fully implemented prior to erection of the turbine and shall thereafter be retained and maintained for the operational life of the development.

Reason: In the interest of aviation safety.

14. Removal of existing turbine

Prior to the first operation of the wind turbine hereby approved, the existing wind turbine shall be fully removed from the site and the land restored to a specification first agreed with the Local Planning Authority in writing.

Reason: In the interests of amenity

15. Transformer Housing

Prior to first operation of the wind turbine any electrical transformer housing shall be clad in natural timber boarding with matt dark grey roofing.

Reason: In the interests of the amenity of the area

16. Shadow flicker mitigation

Prior to the first operation of the wind turbine a shadow flicker mitigation scheme shall be submitted to and approved by the Local Planning Authority, unless a survey carried out on behalf of the developer in accordance with a methodology approved in advance by the local planning authority confirms that shadow flicker effects would not be experienced within habitable rooms within any dwelling. The wind turbine hereby approved must operate in accordance with any approved shadow flicker mitigation scheme.

Reason: In the interests of neighbouring amenity

17. Parking and manoeuvring

Prior to first operation of the wind turbine the areas shown on Drawing Number DG-02-04 for the manoeuvring, parking, loading and unloading of vehicles must be surfaced, marked out and made available for these purposes. Thereafter, these areas must be maintained, kept free from obstruction and available for the purposes specified for the duration of the turbine operational phase.

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

18. Bat mitigation

Prior to the first operation of the wind turbine, a scheme to detect bat movements and implement active curtailment to mitigate collision vulnerability risk shall be submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall include a reporting schedule. Thereafter the wind turbine shall be operated in accordance with the approved scheme or subsequent iterations informed by reports and approved by the LPA.

Reason: To mitigate the impact on protected species.

19. Operating hours

There shall be no access to the site by Heavy Goods Vehicles, nor any noisy construction activities outside of the hours of 7am to 7pm on weekdays and 7am to 5pm on Saturdays unless specific details have been first been submitted to and agreed in writing by the Local Planning Authority. Any requests shall include operational justification.

Reasons: To protect local amenity.

20.Noise

The rating level of noise from the wind turbine hereby permitted (including the application of any tonal and/or amplitude modulation (AM) character correction), when determined at relevant properties in accordance with the draft Assessment and Rating of Wind Turbine Noise 2025 (ARWTN) Guidance Notes, shall not exceed 35 dB LA90 and:

A) Within 21 days from receipt of a written request of the Planning Authority, following a complaint to it alleging noise disturbance at a dwelling which it deems to warrant investigation, the wind turbine operator shall employ an appropriately qualified and experienced consultant and provide a written Protocol to be approved by the Planning Authority. The Protocol shall confirm the applicable noise limit and describe the procedure to assess the level and character of noise from the wind farm at the complainant's property in accordance with the procedures described in the ARWTN Technical Guidance Notes.. Measurements to assess compliance with the noise limits shall be undertaken in accordance with the assessment Protocol which shall be approved in writing by the Planning Authority.

B) The wind turbine operator shall provide to the Planning Authority the consultant's assessment of the rating level of noise at the complainant's property undertaken in accordance with the protocol within 2 months of the date of the approval of the protocol by the relevant Planning Authority . The assessment shall include all data collected for the purposes of undertaking the compliance measurements and analysis, such data to be provided in a format to be agreed with the Planning Authority. Certificates of calibration of the equipment shall be submitted to the Planning Authority with the consultant's assessment report.

C) Where a further assessment of the rating level of noise from the wind turbine at the complainant's property is required to correct for other noise sources pursuant to the ARWTN Technical Guidance Notes, the wind turbine operator shall submit a copy of the further assessment within 21 days of

submission of the consultant's initial assessment unless otherwise agreed by the Planning Authority. The wind turbine operator shall facilitate wind turbine shut-downs as required by the consultant to allow the other sources contribution to be determined if suitable data is not already available.

D) Wind farm operational and wind data logged by the operator, as defined in the ARWTN Technical Guidance Notes, shall be supplied to the relevant Planning Authority on its request, within 14 days of receipt in writing of such a request.

E) In the event that measurements confirm that noise limits are not complied with, the operator shall, within 28 days, submit a scheme to the local planning authority in writing to mitigate the breach and prevent its further occurrence, including a timetable for implementation. Following written approval of the scheme by the Local Planning Authority the approved scheme shall be implemented in accordance with the timetable and thereafter retained for the life of this planning permission.

Reason: In the interest of local amenity

20. Ecology

The development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements in the ecology report titled Rogers Hill Preliminary Ecological Appraisal, by Fenswood Ecology and dated January 2025.

Reason: To mitigate for impacts on ecological receptors

21. Access reinstatement

Within 3 months of the wind turbine leaving the site (cessation of operation) the access shall be reinstated to its current state, as per the geometric details as in situ, adjoining the highway boundary or to a specification which must be submitted to and approved in writing by the Planning Authority.

Reason: To ensure the proper and appropriate reinstatement of the adjacent highway.

22. Restoration of temporary road surface

The temporary sectional road surface required to achieve the swept path entry during the construction phase shall be removed from the site within 2 months of the turbine being in operation.

Reason: In the interests of protecting the visual amenities of the locality.

23. Scale

The turbine hereby permitted shall not exceed a hub height of 80 metres and a blade tip height of 125 metres.

Reason: To control the size of the turbine which affects its impacts on visual amenity

Informative Notes:

1. Informative: This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated ## ## relating to a National Landscape enhancement contribution.

2. In relation to condition 13 an acceptable radar mitigation scheme will include confirmation that the implementation shall be at the developer's own expense.

3. Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Dorset Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Read more about Biodiversity Net Gain and Biodiversity Gain Plans at <https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain> and <https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan>

4. In addition to this permission, the highway improvement(s) 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.

5. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway, to ensure that the appropriate licence(s) and or permission(s) are obtained.
6. As the works affects a Council maintained structural asset the applicant should contact the Bridge and Structures Team by telephone at 01305 225366 or by email at simon.arscott@dorsetcouncil.gov.uk, before the commencement of any works on or adjacent to the structural asset in question, to ensure that the appropriate licence(s) and or permission(s) are obtained.

7. 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 was provided with pre-application advice.
- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

OR

B) Refuse permission for the reasons set out below if the agreement is not completed by 22 October 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Area Manager Eastern Area Team.

1. In the absence of a completed legal agreement the Local Planning Authority cannot be satisfied that the development would secure landscape enhancement necessary to comply with the requirements of Purbeck Local Plan policy E1 to compensate for the harmful impact on the natural beauty of the Dorset National Landscape arising as a result of the scale and siting of the wind turbine and to meet the duty to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape at Clause 85 of the Countryside and Rights of Way Act (2000). The proposal is also contrary to paragraph 189 of the National Planning Policy Framework 2024.

Agenda Item 7:

Application Number: P/FUL/2023/07467

Location: Land South of A352 (Wareham Road) Binnegar, East Stoke Purbeck

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

Decision:

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 with associated access, landscaping, infrastructure and alterations to road which accords with Dorset Heathlands Planning Framework SPD (2020-2025) and having regard to this Officer's report and recommendation.

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 – R3
- 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

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 confirm 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.

Note: All 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 – R3 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 approved drawing and any trees or plants which within a period of 5 years from the completion of the development fail, 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 notice of this shall be submitted to the LPA in writing by the developer.

Reason: To ensure mitigation proposed is carried out in a timely fashion in the interest of biodiversity.

8. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number **422.0656.29.00001_PD01** must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

9. Before the development is occupied or utilised, the first 5.00 metres of any access, access crossing and drive must be constructed to a gradient not exceeding 1 in 15.

Reason: To ensure that the public highway can be entered safely.

10. Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Planning Authority:

Access construction and landscaping as per drawing

422.065629.0000_PD01 (or similar scheme to be agreed in writing with the 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.

11. Before the development commences a scheme showing precise details of the gate(s) must be submitted to the Planning Authority. Any such scheme requires approval to be obtained in writing from the Planning Authority. The approved scheme must be constructed before any part of the development hereby permitted is utilised. Thereafter, the gate(s) must be maintained and available for the purpose specified. Details shall include.

- Gate Opening/Closing Hours
- Gates to open inwards
- Details of owner, operator, or management body responsible for the gates, locking, unlocking, monitoring, and maintaining the gates, a 24-hour emergency contact
- Appropriate signage
- Maintenance review

Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

12. Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:

- a programme of construction works and anticipated deliveries
- timings 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
 - temporary traffic management measures where necessary
- The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan

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.
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.

5. In addition to this permission, the highway improvement(s) referred to in the recommended in condition 10 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.
6. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway, to ensure that the appropriate licence(s) and or permission(s) are obtained.

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 (ANG) 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.

Agenda Item 8:

Application: P/VOC/2025/07207

Location: Land to the east and west of Cranborne Road Colehill

Description: Variation of condition no.9 of PA 3/14/0016/OUT (Residential development of up to 630 dwellings, a new local centre, a replacement and extended Wimborne First School, public open space and new allotments together with new access, streets and other related infrastructure. (all matters reserved). Additional information rec'd 28.3.14, revised 9.6.15 as amended by plans rec'd 30th September 2014 and 22nd December 2014) to seek to remove the provision of traffic signals at the Allenvie Road/Hanham Road junction to include pedestrian crossing facilities at the Allenvie Road/Hanham Road junction - delete Criterion Xi (11) from C.9

Decision: That the application be granted subject to the following conditions:

1. The development hereby permitted shall commence not later than the expiration of two years from the date of approval of the first reserved matter and the remainder of the development shall be begun not later than two years from the final approval of the last reserved matters to be approved.

Reason: This condition is required to be imposed by the provisions of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

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

Site Location Plan-151048/001

Parameter Plans:

PL120204_PARP 05 Rev P- LAND USE & OPEN SPACE

PL120204_PARP 06 Rev L- LANDSCAPE

PL120204_PARP 04 Rev K- MOVEMENT

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

3. The development hereby approved shall be carried out in accordance with the approved scheme of phasing of construction for the housing, school, local centre and associated works including highway mitigation Development Phasing Plan, SL107-SL-107REVb.

Reason: To ensure that the housing, school and local centre development is fully supported by associated development.

4. The development hereby approved shall be carried out in accordance with the approved finished ground levels identified in:

SO107-EN-110D Engineering Layout+East Site+Overview
SO107-EN-111D Engineering Layout+East Site+Sheet 1
SO107-EN-112D Engineering Layout+East Site+Sheet 2
SO107-EN-113D Engineering Layout+East Site+Sheet 3

Reason: To control matters which will impact on neighbouring amenity, views within the site and the visual impact of the development.

5. The development hereby approved shall be carried out in accordance with the materials identified in DML.01-A rev B.

Reason: To be satisfied about the details of the external appearance of the buildings.

6. The development hereby approved shall be carried out in accordance with the Residential Travel Plan RCP Residential Travel Plan, ref BLHO/16/3404s/TP01 dated February 2018.

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 and in the interests of highway safety.

7. No development shall commence in any phase until details of the access, geometric highway layout, visibility, turning and parking for that phase have been submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

8. No development shall commence in each phase until details of the related highway works, as identified in the phasing scheme required by condition 3, have been submitted to and agreed in writing by the Local Planning Authority. Unless otherwise agreed in writing, no phase shall be first occupied until the related highway works have been completed. The highway works are;
- i. A town gateway on Cranborne Road to provide the entrance to the new 30mph zone and facilitate pedestrian and cycle crossing.
 - ii. A series of traffic calming islands on Cranborne Road.
 - iii. A pedestrian crossing of Cranborne Road between the north end of the local centre and Burts Hill.
 - iv. Alterations to the Burts Hill/Cranborne Road junction including tightening radii and narrowing the carriageway in general accordance

with submitted plan number 10113-39 Rev.C.

- v. Alterations to the Allenvie Road/Burts Hill junction including change in priority and provision of suitable pedestrian facilities including a ramp access to the proposed development in general accordance with plan number 10113-40 Rev.B.
- vi. Modest traffic calming and pedestrian gateways, sensitive to the conservation area and in suitable materials, associated with the proposed pedestrian accesses into the SANG along Burts Hill.
- vii. Alterations to the junction of Long Lane and Smugglers Lane to improve visibility in general accordance with submitted plan number 10113-32.
- viii. Improvements to the pedestrian footway on the east side of the Cranborne Road, Wimborne Road and West Borough corridor and on East Borough in general accordance with submitted plan numbers 10113-38, 10113-39 rev.C and 10113-41.
- ix. Provision of a signalised pedestrian crossing of West Borough at the Stone Lane traffic signals.
- x. Provision of a bus stop with shelter and Real Time Passenger Information (RTPI) system in the vicinity of the local centre to serve the development.

Reason: These specified works are seen as a pre-requisite for allowing the related phases of the development as identified in the phasing plan to proceed. In the interest of road safety and of providing suitable alternatives to the private car.

- 9. No development shall commence in each phase until full details of soft landscaping works, treatment of open space and play spaces for that phase have been submitted to and approved in writing by the local planning authority. Soft landscape plans shall include location of trees and shrubs to be retained and proposed planting, schedules of proposed plants noting species, provenance, plant sizes and proposed numbers/densities.

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

- 10. All hard and soft landscape works shall be carried out in accordance with the approved details and the appropriate British Standards for ground preparation, staking etc. The works shall be carried out in accordance with the programme agreed with the local planning authority in writing prior to first

occupation of development in that phase for its permitted use. Any plants found dead, dying or damaged within the first five years following the completion of the landscaping works shall be replaced.

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

11. No development shall commence in each phase until full details of hard landscaping works and highway traffic management features associated with that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved prior to the first occupation of development in that phase for the permitted use and thereafter retained. These details shall include proposed finished levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials.

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

12. No development shall commence on any phase or development parcel until details of the retention and adequate protection of all trees and tree root systems within, bordering and adjacent to that phase have been submitted to and approved in writing by the Local Planning Authority and enacted (retention / protection shall be in accordance with BS 5837:2012 'Trees in Relation to Design, Demolition and Construction'). The details shall include a site plan identifying all trees to be retained and removed in accordance with the Arboricultural Impact Assessment. The details shall include the location of Root Protection Areas and Construction Exclusion Zones and the erection of tree protection measures. The tree protection measures shall be in place prior to the commencement of development for that phase and retained until the development in that phase is completed. The areas enclosed by the tree protection measures shall not be used for any storage and the levels within these areas shall not be altered.

Reason: To safeguard the future of these trees and shrubs in the interests of visual amenities and the biodiversity value of the area and the setting and character of the proposed development in accordance with policies HE2 and HE3 of the Christchurch and East Dorset Local Plan- Core Strategy Part 1.

13. No development shall take place within any phase until an Ecological and Landscape Management Plan (ELMP) for that phase including a timed schedule of works, to include a requirement for timing and programming of hedgerow planting, and details of onsite biodiversity and landscape enhancement measures has been submitted to and approved in writing by the Local Planning Authority. The approved landscaping and ecological provisions shall be carried out in accordance with the approved details, with measures for each phase of development installed on the site in accordance

with the approved detailed time schedule unless otherwise first agreed with the Local Planning Authority in writing.

Reason: To ensure that the development maintains and enhances the landscape and wildlife features at the site which include species protected by Schedule 5 of the Wildlife and Countryside Act 1981, Section 41 of the Natural Environmental and Rural Communities Act 2006 and Part 3 of the Conservation of Natural Habitats and Species Regulations 2010 and by European and International Law.

14. No development shall take place within any phase until a foul water drainage strategy has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall:

- include appropriate arrangements for the agreed points of connection to the main sewer and the capacity improvements required to serve the proposed development phasing, and
- be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

Reason: To ensure that proper provision is made for sewerage of the site and that the development does not increase the risk of sewer flooding to downstream properties in accordance with policy ME6 of the Christchurch and East Dorset Core Strategy.

15. Prior to any reserved matters approval, details of a surface water drainage masterplan shall be submitted to, and agreed in writing by, the Local Planning Authority. The masterplan shall be in accordance with the overarching strategy set out in the Flood Risk Assessment (prepared by FMW Consultancy, dated August 2013) and include details of the phasing of surface water drainage infrastructure including source control measures. The development shall be implemented in accordance with the approved scheme.

Reason: To prevent the increased risk of flooding in compliance with Policy ME6 of the Christchurch and East Dorset Core Strategy.

16. No development approved by this permission shall be occupied or brought into use until a scheme for the future responsibility and maintenance of the surface water drainage system has been submitted to and approved by the Local Planning Authority. The approved drainage works shall be completed and maintained in accordance with the details and timetable agreed.

Reason: To prevent the increased risk of flooding, ensure future maintenance of the surface water drainage system and comply with Policy ME6 of the Christchurch and East Dorset Core Strategy.

17. No development shall take place in each phase until the detailed drainage design for that phase incorporating sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, have been submitted to and approved by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the phase is completed.

Reason: To prevent the increased risk of flooding in compliance with Policy ME6 of the Christchurch and East Dorset Core Strategy.

18. The development hereby approved shall be carried out in accordance with the approved scheme of renewable energy Energy Statement by Briary Energy dated July 2017 and Part G water Efficiency calculator dated January 2017.

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

19. The development hereby approved shall be carried out in accordance with the approved scheme of renewable energy Energy Statement by Briary Energy dated July 2017.

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME3 of the Christchurch and East Dorset Core Strategy.

20. Unless otherwise agreed in writing, prior to commencement of any phase of development on the land east of Cranborne Road the remaining archaeological work (watching brief of Area D) shall be undertaken in accordance with the submitted and approved written scheme of investigation (August 2014). All work shall be the subject of appropriate levels of post excavation analysis, assessment and publication.

Reason: To ensure that any archaeological features and finds are properly recorded to accord with chapter 12 of the NPPF

21. Prior to the commencement of any phase of development on the land west of Cranborne Road the remaining work- Archaeological Excavation (Area E) and Strip, Map and Sample (Area F)- shall be completed in line with the submitted and approved written scheme of investigation (August 2014). All work should be the subject of appropriate levels of post-excavation analysis, assessment and publication.

Reason: Initial surveys have shown that the site has archaeological potential and it is important that any archaeological features and finds are properly recorded to accord with chapter 12 of the NPPF.

22. No phase of development approved by this permission shall be commenced until a Construction Traffic and Construction Environmental Management Plan has been submitted to and approved by the Local Planning Authority.

The plan shall show construction vehicle details (number, size, type and frequency), vehicular routes, delivery hours and contractors' arrangements (compounds, storage, parking, turning, surfacing, drainage and wheel wash facilities). The plan shall also include;

- Inspection of the highways serving the site jointly between the developer (or his contractor) and Dorset Highways prior to work commencing and at regular, agreed intervals during the construction phase so that any damage to the edges of the carriageway and verges can be identified and suitable remedial works, to be paid for by the developer, agreed.
- A scheme of signing of the heavy vehicle route to the site agreed with advice/warning signs at appropriate points.
- Pollution prevention measures including dust control and prevention of silt pollution

Reason: To minimise disruption to the local road network and prevent pollution of the air and water environment which includes Ground Water Source Protection Zones.

23. No development shall take place within any phase until a scheme to deal with potential contamination of the site relating to development in that phase has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include the following actions and reports for each phase, which must be carried out by appropriately qualified consultant(s):

- a) Before any works commence on site, consultants appointed to carry out intrusive site investigation work must submit their sampling strategy to the Local Planning Authority for written approval.
- b) A Site Investigation Report (based on the information contained in the site history report), will be required where the appointed consultant and/or the Local Planning Authority anticipate that contamination may be present in, on or near the proposed development area. The site investigation report must characterise and identify the extent of contamination, identify hazard sources, pathways and receptors and develop a conceptual model of the site for purposes of risk assessment.
- c) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Statement, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s) or part(s) thereof recommended in the remediation statement, shall require approval to be obtained in writing from the Local Planning Authority.

- d) The works detailed in the agreed Remediation Statement shall be carried out and on completion, a Remediation Completion Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have supervised all the agreed remediation actions. This report is to be submitted to the Planning Authority confirming that all works as specified and agreed have been carried out to the point of completion
- e) It will be viewed that the remediation of the site is incomplete and the development within the phase shall not be occupied until the Planning Authority is in receipt of the Remediation Completion Report for that phase and has issued written confirmation that the authority is satisfied with the contents of the statement and the standard of work completed.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ME7 of the adopted Local Plan.

24. Development in each phase shall only take place in accordance with any approved Remediation Statement required by condition 26.

If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for their written approval in accordance with condition 26(c). The remediation strategy must be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems in accordance with policy ME7 of the Christchurch and East Dorset Local Plan.

25. No development shall take place in each phase until a lighting strategy for that phase has been submitted to and approved by the local planning authority in writing. The approved scheme shall be implemented and thereafter retained.

Reason: To ensure that the lighting is appropriate in its context so as to avoid harm to existing priority habitats and species and the Cranborne Chase and West Wilts AONB and contribute to public safety.

26. A local centre shall be provided on the east side of Cranborne Road not exceeding 604sqm (6,500sqft) floor area and in accordance with the details required by condition 3.

Reason: To ensure compliance with policy WMC7 of the Christchurch and East Dorset Local Plan.

The following Informative Notes are drawn to the Applicant's attention:

1. This application has been considered with regard to the provisions of the National Planning Policy Framework and reference to National Planning Policy Guidance
2. Commencement of development in each phase will be taken to be initiated by the digging of a trench which is to contain the foundations, or part of the foundations of any building.
3. The applicant is reminded that there are water mains crossing the site and exclusion zones must be respected. The applicant is advised to liaise with the Local Planning Authority before undertaking hedgerow clearance.
4. An ordinary watercourse crosses the site. Any obstruction to the flow in the watercourse (permanently or temporarily, including culverting) will require prior Land Drainage approval consent from Dorset County Council as the Lead Local Flood Authority. You are advised to contact the Flood Risk Management team at Dorset County Council (floodriskmanagement@dorsetcc.gov.uk) to discuss their requirements.
5. Drainage approval consent from Dorset County Council as the Lead Local Flood Authority. You are advised to contact the Flood Risk Management team at Dorset County Council (floodriskmanagement@dorsetcc.gov.uk) to discuss their requirements.
6. When discharging the above flood related conditions it is anticipated that as a minimum the following shall be submitted:-
 - i. A clearly labelled drainage layout plan showing the pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe node numbers referred to in the drainage calculations and the invert and cover levels of manholes.
 - ii. A manhole schedule.
 - iii. Model runs to demonstrate that the critical storm duration is being used.
 - iv. Confirmation of the agreed discharge rate, with any flow control devices indicated on the plan with the rate of discharge stated
 - v. Calculations showing the volume of attenuation provided, demonstrating how the system operates during a 1 in 100 critical duration storm event. If there is any surcharge and flooding from the system, overland flood flow routes and "collection" areas on site (e.g. parks, landscaping etc.) must be shown on a drawing. CIRIA good practice guide for designing for exceedance in urban drainage (C635) should be used. The run-off from the

site during a 1 in 100 year storm plus a 30% allowance for climate change must be contained on the site and must not reach unsafe depths on site.

vi. Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.

7. The applicant should seek to avoid importing topsoil onto the site. Care should be taken to ensure that any soils or equipment brought to the site are free of the seeds/root/stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Section 14(1) of the WCA (1981) makes it illegal to plant or otherwise cause to grow in the wild any plant listed in Schedule 9 of the Act. Biosecurity procedures may consist of a comprehensive visual check of equipment, materials, machines, PPE etc. Crayfish plagues disinfection procedures will apply if white-clawed crayfish are found and the Biodiversity Team at the Environment Agency should be contacted if this is the case.
8. The applicants are reminded that a licence will be required from Natural England to survey for, and, where any proposals are made as a last resort, to relocate protected species. Further information can be found under the DEFRA webpages for the Wildlife and Countryside Act 1981.
9. Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. 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
 - The control and removal of spoil and wastesThe Environment Agency's Pollution Prevention Guidelines are available at www.environment-agency.gov.uk/business/topics/pollution/39083.aspx
10. The Construction Management Environmental Management Plan required by condition 25 shall incorporate the noise mitigation measures listed in Paragraph 7.2 of the Technical Appendix G.
11. The applicant is advised that notwithstanding this consent Section 184 of the Highways Act 1980 requires the proper construction of vehicle crossings over kerbed footways, verges or other highway land. Before commencement of any works on the public highway, Dorset County Council's Dorset Highways should be consulted to agree on the detailed specification. They can be contacted by telephone at Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset County Council, County Hall, Dorchester, DT1 1XJ.

12. 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 County Council's Developer-Led Infrastructure team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Developer-Led Infrastructure, Dorset County Council, County Hall, Dorchester, DT1 1XJ
13. 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 County Council's Developer-Led Infrastructure team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Developer-Led Infrastructure, Dorset County Council, County Hall, Dorchester, DT1 1XJ.
14. The Council would expect the applicant to seek advice from Christchurch and East Dorset District Council's Arboricultural team when considering the constraints imposed by existing trees as required by condition 15.
15. When designing trees into the proposal the applicant is advised that the Tree Design Action Group has provided a useful "Trees in Townscape" publication at www.tdag.org.uk.
16. The Council will expect a minimum garden depth of 10m for development adjoining existing dwellings and may require mature hedge planting along the shared boundary depending on the relationship.
17. All reserved matters applications will need to show that waste management has been considered including the following:
 - i. That bins stores are provided which are big enough to store waste and recycling bins, especially for any flats
 - ii. That the road layout is appropriate to allow access by waste collection vehicles.
 - iii. That the areas from where bins are to be collected are acceptable to Dorset Waste Partnership.
18. The applicant is advised that servicing details submitted with the reserved matters applications shall include the underground ducting for telecommunications cables suitable for common use by a number of operators to serve the development to satisfy saved policy TEDEV3 of the East Dorset Local Plan.

19. Reserved matters applications will need to show that the design of the areas of play within the development have had regard to:
 - i. the Secured by Design checklist for playing areas
 - ii. the needs of disabled children
20. This grant of permission is to be read in conjunction with the Legal Agreement dated 10 March 2017 entered into between East Dorset District Council ("the Council"); and Dorset County Council ("the County Council"); Bloor Homes Limited ("Bloor"); C G Purchase & Son Limited; Ian George Purchase and Helen Margaret Purchase as Trustees of the C G Purchase & Son Limited Directors Pension Scheme; and John Richard George Purchase and John Richard George Purchase, Ian George Purchase, Wendie Lovell and Linda Walton as Executors of Shirley Janet Purchase ("the Landowners")