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# Eastern Area Planning Committee

**Date:** Wednesday, 22 April 2026
**Time:** 10.00 am
**Venue:** The Allendale Centre, Hanham Road, Wimborne, Dorset, BH21 1AS

**Members (Quorum: 6)**
David Tooke (Chair), Duncan Sowry-House (Vice-Chair), Alex Brenton, Toni Coombs, Beryl Ezzard, Scott Florek, Spencer Flower, Hannah Hobbs-Chell, David Morgan, Julie Robinson and Andy Skeats

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

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

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

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## Agenda

**Item** **Pages**

**1. APOLOGIES**

To receive any apologies for absence

**2. DECLARATIONS OF INTEREST**

To disclose any pecuniary, other registrable or personal interest as set out in the adopted Code of Conduct. In making their decision councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.

If required, further advice should be sought from the Monitoring Officer in advance of the meeting.

**3. MINUTES** 5 - 14

To confirm the minutes of the meeting held on 11 March 2026.

**4. REGISTRATION FOR PUBLIC SPEAKING AND STATEMENTS**

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

The deadline for notifying a request to speak is 8.30am on Monday 20 April.

**5. P/OUT/2025/01997 - LAND OFF BIRCHDALE ROAD COLEHILL WIMBORNE DORSET** 15 - 80

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

**6. P/FUL/2025/01365 - ROGERS HILL FARM, ROGERS HILL, BRIANTSPUDDLE, DT2 7HJ** 81 - 118

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

**7. P/FUL/2023/07467 - LAND SOUTH OF A352, WAREHAM ROAD, BINNEGAR** 119 - 140

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

**8. P/VOC/2025/07207 - LAND TO THE EAST AND WEST OF CRANBORNE ROAD, COLEHILL** 141 - 166

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 Allenview Road/Hanham Road junction to include pedestrian crossing facilities at the Allenview Road/Hanham Road junction - delete Criterion Xi (11) from C.9

**9. URGENT ITEMS**

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

of the Local Government Act 1972
The reason for the urgency shall be recorded in the minutes.

## 10. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph x of schedule 12 A to the Local Government Act 1972 (as amended). The public and the press will be asked to leave the meeting whilst the item of business is considered.

**There are no exempt items scheduled for this meeting.**

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Dorset Council

**EASTERN AREA PLANNING COMMITTEE**

**MINUTES OF MEETING HELD ON WEDNESDAY 11 MARCH 2026**

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

**Apologies:** Cllrs Barry Goringe, Hannah Hobbs-Chell and Andy Skeats

**Also present:** Cllr Shane Bartlett

**Officers present (for all or part of the meeting):**
Marianne Ashworth (Lawyer - Regulatory), Kim Cowell (Development Management Area Manager (East)), Joshua Kennedy (Democratic Services Officer), Emma MacDonald (Planning Officer), Megan Rochester (Senior Democratic & Governance Services Officer), Naomi Shinkins (Lead Project Officer) and Thomas Whild (Lead Project Officer)

92. **Declarations of Interest**

Cllr Brenton declared that application P/FUL/2022/01095 was located in her ward, however she was not pre-determined.

93. **Minutes**

The minutes of the meeting held on 18 February 2026 were confirmed and signed.

94. **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.

95. **P/FUL/2022/01095 - Land at Blaneys Corner, To the east of Wareham Road and south of Wimborne Road. Lytchett Matravers**

The Lead Project Officer presented the application for the erection of 25 dwellings with new vehicular and pedestrian access and associated works. An update was provided at the outset, clarifying that the CIL receipt was £497,000 and that public open space would be secured through a Section 106 agreement rather than by planning condition. It was also noted that the smaller apartment block proposed included one one-bedroom flat and one two-bedroom flat.

The site location within Lytchett Matravers was shown, including an aerial photograph illustrating the full extent of the application site. The land lay south of

Wimborne Road and was situated between both older and more recent developments. Site constraints were identified, including falling land levels. Photographs from various viewpoints were presented, including a view from the southwestern corner of the site and a street-view image from Wimborne Road.

It was explained that the site was allocated under Policy H6, which covered three separate sites, one of which (the Wareham Road site) had already been granted planning permission. A timeline of the application was provided.

The proposed masterplan was shown, including the design concept with an arrival area incorporating public open space and drainage at the eastern end of the site. Land-use areas were defined for residential development and public open space. The proposal comprised 25 dwellings with a housing mix ranging from a one-bedroom flat to four-bedroom houses, and 0.5 hectares of open space. Examples of the house designs were displayed, along with an indicative rendering of the overall development. Members were informed that 75 objections had been received and that both the Parish Council and the Housing Officer had raised objections.

On the principle of development, the Lead Project Officer explained that the proposal was acceptable because it was located on an allocated housing site and Policy H6 indicated that approximately 25 homes were appropriate. Policy V2 concerns were addressed, with it being explained that although the site had previously lain within the Green Belt, the Local Plan adoption had amended the boundaries. A small part of the site, containing only the SUDS attenuation basin, remained within the Green Belt, but this was not considered inappropriate development. The proposed housing mix varied from Local Plan recommendations but was considered acceptable.

It was explained that the policy-compliant requirement was for 10 affordable homes on site. The applicant had submitted a viability assessment, citing increased CIL costs and the costs of achieving nutrient neutrality in Poole Harbour. The District Valuer had reviewed the assessment and advised that the scheme was not viable if required to provide a fully compliant level of contributions. As a result, the scheme could not support any Section 106 contributions.

On highways matters, the proposed vehicular access would be provided via a new priority junction, with a secondary pedestrian access also proposed. The applicant had revised the junction design, narrowing the corner to help reduce vehicle speeds. Dorset Council Highways raised no objections. Parking provision included 57 allocated spaces, 18 garage spaces, and five on-street visitor spaces, with capacity for additional informal on-street parking if required. The overall parking level was considered acceptable.

The site layout included public open space at the entrance, with dwellings arranged to front the access road and set back with landscaped gardens. The scale and layout were considered acceptable, and the variety of house types created visual interest. The design incorporated predominantly pitched and gable roofs and a varied material palette including brick, painted brick, slate roofs and some cladding. Although the Parish Council had expressed concern over the use

of brick and flint, officers considered these materials appropriate given their presence elsewhere in the village.
A large number of trees existed around the site boundary. Three areas were subject to TPOs and the Tree Officer confirmed that the trees could be protected subject to conditions. Permitted development rights were proposed to be removed for some dwellings to protect trees in the long term.

Regarding residential amenity, officers concluded that the development would not cause sufficient harm to justify refusal. The closest relationship was a 12-metre distance to an adjacent block of flats which had no windows on the facing elevation, preventing overlooking. A condition restricting construction working hours was considered included in the recommendation.

The drainage strategy proposed discharge to a watercourse via an attenuation basin. As the site lay in flood zone 1, drainage was considered acceptable and had been reviewed by the Lead Local Flood Authority. The Officer confirmed that biodiversity net gain was not required, but the scheme included several ecological enhancements and was acceptable subject to conditions. The site lay within 5 km of the Dorset Heathlands, but mitigation measures and the presence of a SANG to the north were sufficient to address potential impacts. Nutrient neutrality could be achieved through the purchase of credits.

Public representation was received from Clare Spiller, the agent for the application. It was explained that the applicant had worked with officers to provide an acceptable scheme, that would provide a variety of house types with safe vehicle and pedestrian access.

In response to questions from members, officers provided the following responses:

- There was no proposed connection from the proposed footpath to the existing rights of way and there was no policy requirement for a connection.
- Footpaths would connect into the site and tactile paving was proposed on either side of the road.
- The impact of the proposal on Myrtle Cottage had been considered in the report and it was not deemed to be sufficiently harmful to warrant refusal.
- The SANG was located approximately 420m away, which equated to a 4-minute walk.
- The Purbeck Local Plan was part of the development plan and was given weight in the consideration of the application.
- The exact figure that the applicant paid for the land was no known, the District Valuer had taken the lowest reasonable value that a landowner would accept for the land, in addition to other factors such as the topography of the site to estimate the value of the land.
- The land that the adjacent footpath was situated on was in different ownership to the application site.
- The Parish Council maintained their concerns to the amended proposal.
- The ridge height of the proposed block of flats was 8.7m and the eave height was 5.2m. An assessment on the impact of overshadowing on Myrtle Cottage was carried out and it was determined that it would not be harmful.
- An uncontrolled crossing was considered appropriate for the level of footfall generated from the proposed development.
- It was not possible to condition an additional footpath as it would be on land outside of the applicants ownership.

- It was not possible to condition a viability review, as there was no policy in the Local Plan that supported a viability review.

It was proposed by Cllr Coombs and seconded by Cllr Sowry-House, that the application be granted, with an additional informative note encouraging the linking of the new footpath to the existing footpath in the future if possible.

Decision:

That authority be delegated to the Service Manager for Development Management and Enforcement and Development Management Area Manager East 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:
• a Scheme for the provision and promotion of Suitable Alternative Natural Green space (SANG)
• provision of public open space

And the conditions set out in the appendix to these minutes.

Or

B) refused for the reason set out in the appendix to these minutes if the agreement is not completed by 11 September 2026, or such extended time as agreed by the Service Manager for Development Management and Enforcement or Development Management Area Manager East.

96. **P/FUL/2025/06295 - 10 Weston Road Colehill BH21 2SF**

The Planning Officer presented the application for a single-storey rear extension and bin store, together with the demolition of the existing garage and conservatory, and the change of use of the residential property to a pharmacy (Class E).

The application site was shown, located across the road from the existing pharmacy. It was explained that the site lay on a minor road characterised by detached single-storey or chalet style bungalows, while the current pharmacy operated from a terrace of commercial properties nearby.

The application site consisted of a residential bungalow accessed from Weston Road. Photographs were displayed showing the property attached to No. 9 Weston Road, with an open frontage, driveway and garage. A photograph taken from Middlehill Road illustrated the character of the area and the proximity of the existing pharmacy.

The proposed development was outlined and the site plan presented. Elevation drawings showed the front and side aspects of the proposed extension. It was noted that although the scheme would result in the loss of one dwelling, this was not considered to be a significant loss. The proposed pharmacy would serve the same catchment area and provide the same NHS facilities as the existing one.

The site lay within the Colehill settlement boundary and as the proposal did not involve a town centre use, no sequential test was required.

Amenity impacts were highlighted as a key concern. Objections had been raised by neighbours and the Town Council. It was explained that the proposal would introduce frequent short-stay customer visits, increasing the number of vehicle movements and parking demand. Weston Road was described as a small cul-de-sac used only by residents and their visitors, and the level of activity associated with a pharmacy was likely to exceed what could reasonably be expected in such a location. This was judged to negatively affect the amenity of residents. Additional features such as alarm boxes, CCTV and deliveries were also identified as potential sources of disturbance to neighbouring occupiers. It was considered that the activity pattern generated by the proposed use would be materially different from that of the existing residential setting.

The impact on the character of the area was assessed and it was considered that the proposed extension would increase the footprint of the property bringing it almost up to the boundary with 27 Middlehill Road, contrasting with the typical plot characteristics of the area, where dwellings were well spaced on generous plots. The inclusion of large display-style windows and an expanded hardstanding area for parking would alter the appearance of what was currently a wholly residential street scene.

In regard to highways and parking, both on-site parking and parking on Middlehill Road were available, Dorset Highways had confirmed that the proposal would not give rise to material harm to highway safety and complied with current guidance. Limited on-site parking was noted to be common for pharmacies, which were recognised as important community facilities.

The Planning Officer concluded that the proposal would result in harmful impacts on the living conditions of neighbouring occupiers and therefore conflicted with Policy HE2 of the Local Plan. No public benefits had been identified that would outweigh this harm, and the application was recommended for refusal.

Public representation was received in objection to the application from Charlotte Collins, Daryll Howells and Paul Ellard. The concerns that were raised included the change in character of the road that the development would cause, the increased traffic movements on the road and use of the road as parking and an increase in noise and light pollution. It was also questioned whether an alternative location could be found for the pharmacy or whether the current location could be extended.

Public representation in support of the application was received from KD Johnson and the applicant, Mitesh Patel. They explained that it was important to keep the pharmacy in the same location to continue to provide the same services to residents. The new development would allow for the pharmacy to meet the growing demands of the area. The applicant explained that they had looked into alternative sites in the area and not found any other suitable options.

The Planning Officer clarified that Highways had not objected to the application and were content with the impact on highways and the parking provision provided

in the proposal. It was also explained that a drainage scheme was not required at this stage of the application as the site was not at risk of flooding.

The following answers were provided by officers, in response to questions from members:

- The proposal included provision of 7 parking spaces, 3 for staff and 4 for customers. There was a lay-by and small car park shared by other commercial businesses that served the existing pharmacy.
- Conditions could be included to limit operating hours and lighting if the committee were to approve the application.
- The Town Council could request additional parking restrictions on Weston Road if they wanted to control parking on that road.
- There was not considered to be a significant adverse impact of the development on 27 Middlehill Road.

Having had the opportunity to debate the merits of the application, several members expressed support for the application, given the understanding that the current premises was not fit for use and that the new premises would allow the pharmacy to continue to meet the needs of the community.

It was proposed by Cllr Coombs and seconded by Cllr Sowry-House that the application be granted subject to conditions to include: submitted plans; commencement of the development within 3 years of granting permission; surface water drainage; plans for turning, manoeuvring and parking to be submitted in advance; restrictions on hours of operation and deliveries; restrictions on signage and exterior lighting; use Class E restriction; provision of an ecological impact assessment; CIL contributions; tree and landscaping conditions, the details of which were to be delegated to officers.

Decision: That the application be granted subject to conditions, the full details of which were to be delegated to officers.

97. **P/FUL/2025/06017 - 50-51 Churchill Close, Sturminster Marshall, BH21 4BH**

The Lead Project Officer presented the application for the demolition of a garage and outbuilding and the erection of two two-bedroom bungalows with associated parking, together with the creation of new parking areas for Nos. 50 and 51. An update was provided advising that, since publication of the committee papers, an additional representation had been received from residents of Newton Road raising concerns about increased flood risk from the proposal.

The site context within Sturminster Marshall was shown, including the application site and adjoining garages. Neighbourhood Plan policies' recognition of the distinctive character of the area were highlighted. A street-scene view from the recreation ground was presented, identifying the garage to be demolished. The proposed new access would run between No. 51 and the existing garage. It was considered that single-storey development could be achieved without harming the established character of the area.

The design of the proposed bungalows was shown and described as using traditional materials. Reference was made to a previous appeal in the vicinity where back land development had been allowed, with the Planning Inspector

acknowledging the area's varied character. A previous planning application on this site had been refused; the new proposal had amended the access position and moved Unit 2 further forward in its plot. Members were also informed that planning permission had previously been granted to create an additional dwelling on the plot of No 51, which could not be implemented should the new scheme be approved.

Concerns had been raised regarding neighbouring amenity. However, as the proposed dwellings were single storey with pitched roofs, officers considered they would not result in unacceptable impacts. Photographs of rear gardens were shown, demonstrating limited visibility. The presence of obscure-glazed windows in facing elevations was noted and the removal of permitted development rights for roof alterations was proposed.

The Lead Project Officer explained that the creation of new parking spaces would lead to some loss of off-street parking, but this was not regarded as significant. Flood risk concerns had also been raised. Flood zone mapping for the wider area was shown, and it was confirmed that the application site itself was not identified as being at risk of flooding. The development would incorporate permeable paving and a soakaway chamber to manage surface water. It was noted that the Council could not demonstrate a five-year housing land supply and that the tilted balance therefore applied.

Public representation was received in objection to the application from Tim Weaver, Sue Eaton and Cllr Helen Fookes, representing Sturminster Parish Council. The objections to the application included the overdevelopment of the area, which would impact the character of the road and worsen flooding issues on Newton Road and that the proposed bungalows would be out of keeping with the existing semi-detached properties in the area.

David McDonald, the applicant, spoke in support of the application. He noted that he would also be the builder of the development and would therefore ensure that the building work did not significantly impact the neighbours by controlling times of working, deliveries and parking.

The Lead Project Officer clarified that the previous application on the site was refused for the amenity impacts on future occupiers rather than any impacts on neighbouring properties and that the application site was outside of the flood risk area.

In response to members questions the Lead Project Officer confirmed that the inability to demonstrate a 5-year housing land supply was a material consideration in the application. In addition, it was proposed in the recommendation that Permitted Development Rights be removed from the bungalows, to prevent any further extensions into the roof space.

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

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

98. **P/VOC/2025/07020 - Quarterjack Park Development, Leigh Road, Wimborne Minster, BH21 2DA**

*The Committee agreed to extend the meeting beyond 3 hours.*

The Lead Project Officer presented the application for a variation of Condition 1 of the previously approved reserved matters application, seeking to revise landscaping details relating to trees and drainage. The application was retrospective and the Town Council had raised an objection. An update was provided to advise that the recommendation had been amended, as the landscape ecological management plan would be difficult to enforce via condition given the retrospective nature of the proposal, the applicants were therefore required to enter into a S106 planning obligation to secure delivery.

Slides were shown identifying the application site in relation to Wimborne and Colehill, along with a photograph of the site as built. The site plan for Phase 1 of the development was presented, with the trees proposed for amendment marked on the plan. It was noted that Phase 2 had been approved under a separate application.

A site plan illustrating the drainage layout was also shown. The site history was outlined, it was explained that the land formed part of allocation WMC8, and the relevant policy was displayed. The outline planning application had included a parameter plan, and reserved matters were approved in 2019 and amended in 2022 to allow an uplift of 18 dwellings. A further additional dwelling had been approved in 2022. Phase 2 had been approved in 2020. It was noted that a previous proposal for SUDS on the western side of the site had been refused due to insufficient drainage information.

The Lead Project Officer outlined the proposed development, comparing the approved reserved matters scheme with the revised SUDS layout. The proposed tree species were shown. Concerns had been raised through objections to both the previously refused application and a withdrawn application.

Although the application sought to vary landscaping plans, the Lead Project Officer advised that it was not unusual for SUDS features to be located within open space, nor for tree species to be amended. The impact on local character was considered acceptable, as only two trees would be affected and the proposed species were consistent with the area’s character.

It was explained that the SUDS area would remain undeveloped green space providing visual amenity and substantial open space for residents. The development also benefitted from access to the Phase 2 open spaces and the SANG located to the south.

The Tree Officer had confirmed that the proposed species were appropriate but preferred a non-fastigiate variety and it was considered that the changes would not impact the character of the area. Although some concern had been expressed regarding the health of an existing tree, no issues had been identified. There were

no changes proposed to the highway network, and Dorset Council Highways had raised no objections to the previously withdrawn application.

Drainage had been a key issue in the earlier refusal; however, the Officer explained that the submission of detailed drainage information could overcome the previous reason for refusal. Drainage engineers had reviewed the current approach. Some Phase 1 plots were already connected, and the proposed drainage would run north-south, with surface water from Phase 2 redirected to the SUDS. The pumping station in Phase 2 had been designed to accommodate runoff from both phases, and the arrangement was considered acceptable. Conditions from the earlier permission had been transferred over where appropriate, and these were set out on the slide presented to members.

In response to a question, the Lead Project Officer confirmed that the proposed SUDS to the west were shallower than the SUDS to the north of the site.

It was proposed by Cllr Coombs and seconded by Cllr Flower to grant the application.

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

99. **Urgent items**

There were no urgent items.

100. **Exempt Business**

There was no exempt business.

**Decision List**

**Duration of meeting**: 10.00 am - 1.14 pm

**Chairman**

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Eastern Area Planning Committee

22 April 2026

| | |
|---|---|
| **Application Number:** | P/OUT/2025/01997 |
| **Webpage:** | Planning application: P/OUT/2025/01997 - dorsetforyou.com |
| **Site address:** | Land Off Birchdale Road Colehill Wimborne Minster BH21 1HU |
| **Proposal:** | Outline planning application for proposed residential development together with open space and associated works (all matters reserved save for means of access) |
| **Applicant name:** | Nightingale Land |
| **Case Officer:** | Thomas Whild |
| **Ward Member(s):** | Cllr Atwal and Cllr Todd |

1. **Reason application is going to committee:** The recommendation is contrary to the views of the Town Councils and the Ward Councillor.

**Summary of recommendation**: That authority be delegated to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to:

2. A) GRANT subject to the completion of a legal agreement to secure:

- 50% on site affordable housing
- Bespoke Heathland Infrastructure project
- Public open space provision, including LAP and LEAP.
- Financial contribution towards education of £5,880 per 2+ bedroom dwelling, index linked from the date of the committee resolution
- Financial contribution towards NHS services of £516 per dwelling, index linked from the date of the committee resolution
- Financial Contribution towards bus stop provision

And the conditions at the end of this report.

OR

B) Refuse if a legal agreement is not completed within six months of the date of the committee (or such later date as may be agreed)

**3. Key planning issues**

| Issue | Conclusion |
|---|---|
| **Principle of development** | The site lies outside the main urban area. The tilted balance applies due to the lack of a five-year housing land supply, and the site is considered sustainably related to Wimborne, making the principle acceptable. |
| **Green Belt** | The site meets the NPPF definition of *Grey Belt*; the proposal is not inappropriate development and satisfies the 'golden rules' without undermining Green Belt purposes. |
| **Affordable housing** | The scheme delivers 50% on-site affordable housing, which is policy compliant, representing a substantial public benefit. |
| **Scale, design, impact on character and appearance** | The site can accommodate the quantum of development without unacceptable design or landscape harm, with design matters to be resolved at reserved matters stage. |
| **Impact on the living conditions of the occupants and neighbouring properties** | acceptable relationships can be achieved, and no harmful amenity impacts are identified at outline stage. |
| **Impact on landscape or heritage assets** | Less than substantial harm to the Grade II* Old Manor Farmhouse is identified but outweighed by public benefits; wider landscape impacts are minor and acceptable. |
| **Flood risk and drainage** | The site is in Flood Zone 1 and a controlled discharge SuDS strategy ensures no increased flood risk elsewhere. |
| **Economic benefits** | The development provides modest economic benefits through construction activity and increased local spending. |
| **Highway impacts, safety, access and parking** | The proposed access is acceptable, predicted traffic levels are modest, and no severe residual impacts arise; detailed layout and parking will follow at reserved matters. |
| **Impact on trees** | Boundary trees can be retained with appropriate protection; there are no significant arboricultural constraints. |
| **Biodiversity** | While biodiversity loss occurs, protected species impacts can be mitigated or compensated, and Biodiversity Net Gain (BNG) can be met via off-site credits; no reasonable ecological objection remains. |
| **Financial benefits** | The scheme secures affordable housing, a bespoke Heathland Infrastructure Project (HIP), public open space, play areas, and contributions toward education, health and public transport improvements. |

| | |
|---|---|
| **Environmental implications** | The development will generate carbon and construction impacts, but noise, air quality and contamination issues can be mitigated through conditions. |

## 4. Description of site

4.1 The application site is located to the east of Wimborne. It is undeveloped and surrounded by late twentieth century housing to the north, west and part of the south of the site. The remainder of the southern boundary is defined by the dismantled former railway line. To the east of the site, Beaucroft lane comprises lower density detached residential development, largely dating to the early-mid 20th century.

4.2 The site is roughly triangular in shape and measures 5.5 hectares in size. The site comprises rough grassland with areas of invasive bracken and some trees and hedgerows. The site has not recently been used for arable farmland and is currently ungrazed.

4.3 The topography of the site generally slopes downwards from north to south. The site is bounded by hedgerows, trees and wooden close board fencing. The site is bound by properties on neighbouring residential streets such as Birchdale Road, Wesley Road, Hornbeam Way, Beaucroft Lane and Old Manor Close.

4.4 There is an electricity substation that backs onto the southern boundary of the site, and the remainder of the southern boundary includes a dismantled railway line. This sits outside the boundary for the planning application. Access to the site is via Green Close Lane which is a private road and has a secured gate entrance.

4.5 The site is not allocated for development in the adopted Christchurch and East Dorset Local Plan (2014), falls outside the ‘Main Urban Area’ defined in local plan policies maps. It is also defined as part of the South East Dorset Green Belt.

4.6 An established band of hedgerow intersects the site and runs eastwards from the boundary with Hornbeam way; there is also significant tree cover to the east of the site and lining a disused railway along the site’s southern boundary.

4.7 There is a single point of vehicular access into the site from Birchdale Road. There are no public rights of way (PRoW) that cross the site by the E2/2 footpath is adjacent to the site.

## 5. Description of development

5.1 The application is for outline planning permission for a proposed residential development, together with open space and associated works. Except for access, all other matters (appearance, landscaping, layout & scale) are reserved for future determination.

5.2 The description of development does not specify a number of dwellings for the development. However the applicant has provided two different illustrative schemes

which show 55 units with the option for a smaller scheme of 49 units. During the consideration of the application the maximum number of dwellings has been confirmed at 49 in order to address site constraints.

5.3 The applicant advises through the indicative site layout plan and Design and Access statement. that the proposed development would include provision of bungalows on higher ground, an area dedicated for self build plots as well as associated streets, private gardens, parking space, play provision and open space.

5.4 The proposal provides for 3.82 hectares of land dedicated to landscape, public open space, two equipped play areas, green infrastructure and areas of habitat retention and enhancement.

5.5 Of the total site area, the proposed built form would cover approximately 30% of the site. The remaining circa 70% would be landscape and green infrastructure, the majority of which would be publicly accessible.

5.6 Amendments have been made to the scheme to balance the demands of mitigating impacts on the Dorset Heathlands through recreational pressures and the impacts of the development on on-site biodiversity interests. As originally submitted the proposal included unrestricted public access to retained greenspace in the eastern part of the site. Public access to this area was removed in alterations submitted in October 2025, to protect on-site biodiversity interests. Further changes were made, including restoring some public access to the eastern part of the site, to form a bespoke Heathland Infrastructure Project to mitigate impacts on Dorset Heathlands, with alterations to the indicative layout to better protect on-site biodiversity interests.

5.7 In light of consultation responses to the most recent version of the scheme and accompanying supporting information the recommendation is provided on the basis of the proposed 49 unit scheme.

## 6. Background and relevant planning history

| Application Reference | Decision | Decision Date | Description |
|---|---|---|---|
| 03/80/2328/HST | REF | 26/01/1981 | Erect dwellings |
| Officer note :The historic record, 03/80/2328/HST refers to the erection of dwellings, which was refused in 1981. The decision notice notes 5 reasons for refusal but these are accessible via microfiche and not legible and there is no other information available in relation to this application. However, due to the significant age of that | | | |

application, and intervening changes in policy at both the local and national level, it is considered that it is unlikely to hold significant relevance for the current proposals.

| | | | |
|---|---|---|---|
| P/OUT/2024/00563 | REF | 06/06/2024 | Outline planning application for a proposed residential development of up to 55 dwellings together with open space and associated works (all matters reserved save for means of access) |

The 2024 application, ref P/OUT/2024/00563 was for largely the same development as is now proposed, albeit without the option given in this application for a reduced scheme of 49 units and is therefore of relevance to the current application. The application was refused for 10 reasons, which were:

1. *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.*

2. *The proposed development lies within the South East Dorset Green Belt within which no new development shall be permitted unless it meets one of the exceptions set out in the NPPF or there are 'very special circumstances'. The construction of 55 new dwellings on currently open land amounts to inappropriate development which is also harmful to the openness and visual amenities of this Green Belt area and the purposes of including the land within the Green Belt. The harm that would result is not outweighed by other considerations. As such the proposals are considered contrary to the provisions of Section 13 of the NPPF 2023 paragraphs 152-156 and Policy KS3 of the adopted Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014.*

3. *The proposal fails to properly address the biodiversity mitigation hierarchy and would result in significant biodiversity harm with a loss of priority habitat. The proposal would therefore conflict with Policy ME1 of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014 and paragraph 186 (a) of the NPPF 2023 which require, amongst other matters, that significant harm should be avoided or mitigated and only compensated for as a last resort.*

4. *It is considered that in design terms, the quantum of development proposed on the site will need to be reduced in order to ensure that the development (in terms of density, plot layout and housing typology) is sympathetic to the character of the local area and complies with central government guidance on well designed places as set out in paragraph 135 and 136 of the NPPF 2023, National Design Guide and policy HE2 of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014.*

5. *Insufficient detail has been provided to determine if the application is likely to impact on protected species. In the absence of this information, and until demonstrated otherwise, the precautionary principle must prevail in favour of conserving the natural environment. Therefore the proposal fails to accord with Policy ME1 of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014 and guidance contained within paragraph 186 of the NPPF 2023.*

6. *Insufficient detail has been provided to determine if the application site is likely to have archaeological remains of significance. In the absence of this information, and until demonstrated otherwise, the precautionary principle must prevail in favour of conserving the historic environment. Therefore, the proposal fails to accord with Policy HE1 of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014 and guidance contained within paragraph 200 of the NPPF 2023.*

7. *Insufficient detail has been provided to determine if the application is likely to impact on adjacent Heritage assets (listed buildings). In the absence of this information, and until demonstrated otherwise, the precautionary principle must prevail in favour of conserving the historic environment. Therefore, the proposal fails to accord with Policy HE1 of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014 and guidance contained within paragraph 200 of the NPPF 2023.*

8. *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.*

9. *The proposed development fails to secure an appropriate contribution to sustainable transport and highways provisions, contrary to Policy KS11of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014.*

10. *The proposed development fails to secure an appropriate contribution to mitigate impact on the adjacent public right of way E2/2, contrary to Policy KS11of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014.*

6.1 An appeal against the refusal of permission was submitted but subsequently withdrawn following the publication of the Council's Housing Land Supply Annual Position Statement in October 2024, which confirmed that, at the time, the Council could demonstrate a deliverable supply of housing sites equivalent to 5.02 years. The previous application was determined and the appeal withdrawn prior to the publication of the current version of the National Planning Policy Framework in December 2024. That version of the National Planning Policy Framework was published alongside a new standard method for calculating local housing need which has significantly increased the identified housing need for Dorset. The 2024 National Planning Policy Framework has also introduced the concept of 'Grey Belt', representing a material change in circumstances.

6.2 It should also be noted that the of the reasons for refusal listed above, reasons 8, 9 and 10 could have been overcome through the completion of a suitable legal agreement to secure contributions towards affordable housing and sustainable transport. Reasons 4, 5, 6 and 7 were based on the applicant having provided insufficient information to allow for a full assessment of or justify the proposals and could have been overcome through the submission of further information relation to those issues. The substantive reasons for refusal therefore related to the impacts upon habitats sites, Green Belt and the application of the biodiversity mitigation hierarchy.

6.3 The site was included as a draft allocation (reference WMC6) within the 2021 consultation on the Draft Dorset Local Plan. At that time, it was envisaged that the site could accommodate approximately 65 dwellings. The site was also included as part of a larger parcel of land within the 2025 Dorset Local Plan Options Consultation. However, as the Draft Local Plan is still under production it can only be afforded very limited weight.

## 7. List of constraints

- Tree Preservation Orders - EDDC/WIM/4, EDDC/CO/12
- Wessex Water Treatment Works Catchment
- Neighbouring Local Authority - Bournemouth, Christchurch and Poole - Distance: 747.8m
- Right of Way: Footpath E2/2; - Distance: 5.43m
- Bournemouth Water Consultation Area

- Existing ecological network – Terrestrial and Higher Potential ecological network
- Site of nature conservation interests (SNCIS): SU00/078 - Leigh Common; - Distance: 35.38m
- Dorset Heathlands - 5km Heathland Buffer
- Green Belt
- RAMSAR: Dorset Heathlands (UK11021); - Distance: 3078.48m
- Site of Special Scientific Interest (SSSI) impact risk zone – Natural England consultation
- Risk of Surface Water Flooding Extent 1 in 30, 1 in 100 & 1 in 1000
- Surface water flooding - 1 in 100 year event plus 20% allowance & 40% allowance
- Aerodrome safeguarding
- Business Improvement Districts: Wimborne BID
- Radon: Class: Class 1: Less than 1% (low risk, protective measures not required)
- Contaminated Land
- PROPOSED Dorset suitable alternative natural greenspace (Record ID 98.0)

**8. Consultations**

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

**Consultees**

1. **Historic England –** No comments received.
2. **Dorset Police Architectural Liaison Officer –** No comments received.
3. **Dorset Wildlife Trust – Object**

Unacceptable impacts on the existing ecological interest of the site and the position within an important ecological corridor between the River Stour and rural land to the north of Wimborne and Colehill. The development is anticipated to have a negative impact on biodiversity which should be given due regard as per the NERC act 2006, NPPF and Circular 06/2005.

- DWT's concerns remain as outlined for P/OUT/2024/00563.
- Proximity to the Leigh Common SNCI
- Location within an existing ecological network and higher potential ecological network which include three SNCIs.
- Previous local plan assessment identified neutral grassland, lowland acid grassland and rush pasture priority habitats.

- Previous assessments identified the site to be of moderate to high ecological interest due to the diverse range of habitats present.
- The poor agricultural land classification corresponds with the site's biodiversity value.
- SNCI panel concluded that the site's biodiversity value made it unsuitable for development

**4. Ramblers Association**

We welcome and fully support the creation of a link to Footpath E2/2 and suggest that a pedestrian link to Hornbeam Close should be investigated. Any paths created should be dedicated as public rights of way to ensure their protection in perpetuity.

**5. Bournemouth Water Ltd (South West Water)**

There are no SWW attest in the application site. The proposed surface water drainage is acceptable and meets the run-off destination hierarchy in a way which will mimic the natural drainage of the site.

SWW is able to provide clean potable water services from the existing public water main for the proposal.

SWW is able to provide foul sewerage service from the existing public sewer in the vicinity of the site.

**6. Wessex Water** no comments received.

**7. Natural England**

***Initial Comments, 02/05/2025*** – Further information required to determine the impacts from recreational pressure on habitats sites.

The site is in proximity to the Cranborne Chase & West Wiltshire Downs National Landscape – the impact on the National Landscape can be determined locally.

***Updated comments following additional information – 03/10/2025 – Object***

There is insufficient information to adequately consider the adverse effects of the proposal and if these might be mitigated in a satisfactory manner. The area of natural greenspace could in principle be secured for heathland mitigation purposes, but this is not currently available and there are insufficient details on how the land might be managed and secured in perpetuity.

The applicant appears to have misunderstood the advice set out in the Dorset Heathlands Planning Framework SPD regarding the provision of SANG land, and that the threshold is *indicative* not definitive. BytheWay field does not have sufficient capacity to provide mitigation for a 49 unit scheme which, in combination with other projects require a SANG for which there is no mechanism to deliver.

***Updated comments following additional information – 30/01/2026***

NE Concur with the conclusion of the Appropriate Assessment that the development will not have an adverse effect on the integrity of the habitats and international sites considered.

NE has no objection to the council proceeding to determine the application.

**8. Dorset Fire & Rescue Service**

The development would need to be designed and built to meet current building regulations requirements including the requirements of part B5 of Approved Document B. Advice provided in respect of these requirements and measures for fire safety.

**9. Dorset Council (DC) – Environment Mitigation Delivery Team**

***Initial Comments – 06/05/2025 – Object***

-fails to meet the strategy for avoidance of adverse impacts on Dorset Heaths and

-does not secure appropriate levels of mitigation

-design of open space and rights of way areas.

- connection to RoW E2/2 would need careful consideration for suitable construction. Extra measures to preserve and improve the condition of the right of way may be needed.

***Amended comments on additional information 03/10/2025 – Object***

-a bespoke HIP is required to support the proposed development.

- BytheWay field and Leigh common are not in a position to accommodate further residential allocations or increased visitor numbers.

***Amended comments on additional information 22/01/2026 – Acceptable***

The current SANG plan does not fully meet the recommended standards typically required for formal SANG provision. Notwithstanding this, given the proposal constitutes a bespoke on-site greenspace infrastructure project it may nonetheless be proportionate and functional for a scheme of 49 Homes.

The greenspace would need to be secured in perpetuity, appropriate managed and monitored and effectively promoted to residents. There should be flexibility for recreational opportunities to evolve if they become available. The applicant should continue to work with Dorset Council and Natural England to refine the design and establish long-term management objectives.

**10. DC – Landscape**

***No Objection subject to further information or conditions***

The development would impact on the openness of the Green Belt, and this will need to be considered in the planning balance. I nevertheless think that the site has some potential to accommodate new development.

Due to the indicative nature of the proposals however, it is not clear whether the layout would function well, if the landscape /GI proposals provided in the Design and Access Statement and LVA would adequately mitigate the development, or if there is enough room on the site to accommodate the number of dwellings proposed along with the SANG whilst also providing adequate GI/mitigation. For this reason, whilst I support the general principle of the development on landscape grounds, I do not consider that the illustrative layout should be approved unless further information in the form of cross/long sections are provided. Due to the significant public interest in the application, the Case Officer may also require Type 3 Visualisations.

Should the Case Officer be minded to approve the application before this information is made available however, I suggest that access only is approved and that conditions which secure 3.82ha of open space, further detail of the hard and soft landscaping, and a

Landscape and Ecology Management Plan are applied. To ensure that the proposal responds appropriately to the setting/is designed well, I also suggest that the scheme is taken to Design Review Panel.

**11. DC - Natural Environment Team**

***Initial comments – 21/05/2025***

Additional species surveys have been submitted, addressing one of the reasons for refusal of the previous application. Concerns raised in respect of:

- Impact on and loss of priority habitats, which are not acknowledged within the submissions and for which no mitigation is therefore proposed and assessment of which differs from an earlier DERC assessment
- Harm to reptiles, which includes an exceptional population of slow worm. Concerns about whether the population will continue to be supported within retained habitat after translocation and likelihood that they would be unviable, with management which would limit the suitability of the site for reptiles.
- Buffers for bats unlikely to be effective
- Location of play areas adjacent to retained badger sett with management likely to leave little available habitat.
- Conflicting uses of the retained greenspace. Not considered possible to function as an accessible open space while also delivering BNG and mitigation for impacts on protected species.
- Insufficient assurance that BNG can be achieved and the metric fails to meet the trading rules.
- The scheme fails to address the mitigation hierarchy in respect of priority habitats and biodiversity loss as a whole.

***Updated comments on amended information, 20/10/2025***

I am satisfied that the proposal can avoid, mitigate or compensate for harm to all relevant protected species and priority habitats and as such many of my previously concerns have now been addressed. This is aided significantly by the change to now preclude public access from the retained greenspace, removing the conflict between the multiple proposed uses of this retained area. However, there remains numerous conflicts with policy and guidance which are intrinsic to the design of the scheme, rather than in relation to the proposals for mitigation or compensation. The core of this is the failure to apply the Mitigation Hierarchy and Biodiversity Gain Hierarchy, resulting from the fact that the development framework was set prior to completion of ecological surveys of the site, and has not subsequently responded to the ecological receptors identified to avoid impacts in the first instance. In my view, a reduction in the number of dwellings would provide space to retain affected ecological receptors in-situ, and may allow 10% gain to be achieved entirely onsite, thereby allowing development of the site in a way that is compliant with policy and best practice guidance.

***Updated comments on amended information, 29/01/2026***

This amended proposal differs from the previous in that the retained habitats to the north and east of the development footprint will now be accessible to the public, as an onsite green infrastructure project to mitigate harm to the Dorset Heathlands European sites.

Our initial position in relation to the retained greenspace was that it could not function at once as an accessible area of public open space, as habitat to deliver Biodiversity Net Gain and as a site to deliver mitigation for impacts on protected species, but that this was resolved by not allowing public access to this area. Although requiring significant compromise with regards to onsite protected species mitigation and Biodiversity Net Gain (BNG), the applicant has sought to balance each of the necessary ecological functions alongside public access such that our position is now one of no objection.

I should also add that NET have advised against development of this site since its inclusion in the Dorset Council Local Plan options consultation in 2021 and therefore our ultimate preference is for no development of the site. However, I can advise that in our view there are now no reasonable ecological reasons for refusal of permission.

**12. DC - Rights of Way Officer**

The development will increase use of PRoW E2/2. New pedestrian access must include an accessible gate with hard wearing, well drained surfacing. Any extra wear caused by the development will need to be planned for by the applicant. Contributions sought towards maintenance of PRoWs and to address visitor impacts.

**13. DC - Highways**

**No objection, subject to conditions**

The access arrangement complies with Dorset Council's adoptive requirements, and the access will be a continuation of the existing highways. The TRICS assessment predicts a level of trip generation which would be relatively low and unlikely to have a detrimental impact upon the surrounding highway network.

The proposal does not present a material harm to the transport network or highway safety.

**14. DC - Dorset Waste Team**

No concerns with access to the site based on the current plans.

Only concern relates to the size of the hammerheads at the bottom of each side road/cul-de-sac. These will need to be large enough for a 26-tonne refuse or recycling vehicle to turn safely at the end.

Placement of bins on the SANG/Green space will need to account for collection by a refuse vehicle.

**15. DC - Conservation Officers**

With full internal access to the site, we consider less than substantial harm to be a likely, and therefore, appropriate conclusion. Finding of less than substantial harm subsequently confirmed at site visit.

**16. DC - Policy - Urban Design**

Notwithstanding comments from other specialist disciplines, it is considered that in design terms, the site does have potential for some development. The quantum of this

needs to be adequately justified taking into consideration the need for appropriate landscaping and layout of streets and plots.

Due to the sensitivity of the scheme and the importance of securing well design ed places, it is recommended that the applicant engages with the Council's preferred provider of design review.

**17. DC - Housing Enabling Team**

There is a high level of housing need, reflected by over 6800 households on the register.

Proposed affordable housing is in line with policy LN3 and should be secured by legal agreement. Tenure split should allow for 30% intermediate and the remainder social rent.

Would like to see affordable housing mix include at least 2 4-bedroom housing to meet local needs.

**18. DC - Planning Policy (19/06/2025)**

The site is within the Greenbelt, the most recent Greenbelt study is from 2021, but the NPPF and PPG has since changed the methodology for assessments so the applicant cannot depend on the results of the previous study. A joint greenbelt review with BCP council has been commenced which will aim to identify potential grey belt land which would require individual assessment and must meet the requirements of footnote 7 of the NPPF. The applicant should also note the Golden Rules for greenbelt release.

Consultation is due to take place on the local plan (regulation 18) in August 2025. The inclusion or otherwise of the site within that consultation should not be afforded any weight.

**19. DC - Flood Risk Management**

***Initial comments*** Flood risk on the site is compatible with the development, and the proposed drainage strategy is acceptable. No objection subject to conditions.

***Further comments in response to flood risk technical note, 2/12/2025***

Overall, I consider the flood risk to the site is compatible with the proposed development.

**20. DC - Environmental Services – Protection**

***Contaminated land*** – reports should be reviewed by the council's consultants

***Noise*** – Details of a scheme to protect residents and amenity space from the noise environment should be provided at reserved matters stage A noise assessment should be provided where air source heat pumps are proposed.

***Air quality*** – No adverse comments following review of the submitted air quality screening assessment. The dust mitigation measures should be included in the construction method statement.

***Construction management*** – a condition is recommended for a construction method statement to be agreed to address bonfires, dust noise and waste management.

**21. DC - Building Control East Team –** no comments received.

**22. DC – CIL and Planning Agreements**

Obligations if on site SANG is required

***S106***

| | |
|---|---|
| Affordable housing | 50% onsite affordable housing provision (Policy LN3, Christchurch & East Dorset Local Plan Part 1, 2014) |
| Play provision | On-site provision of LAP/LEAP |
| Public open space | On-site provision of public open space |
| Education contribution | £5,880 per 2+ bedroom dwelling |
| NHS contribution | £516 per dwelling |
| Heathland mitigation | On-site SANG required for sites over 40 dwellings |

***CIL***
Zero Rated for residential development of 40+ units where heathland mitigation provided.

**23. DC - Archaeology**

Based on the archaeological evaluation work undertaken in connection with the previous application, I advised then that impact on below-ground archaeology was not a constraint that needed to be considered when determining that application.

My advice remains the same for the present application.

**24. DC – Trees**

The proposed scheme and illustrative layout(s) relate to the same site and parameters as OUT/2024/00563.

There are no significant changes from the OUT/2024/00563 and therefore I cannot add any further substantive Tree Officer comments than those made in relation to this earlier application.

Matters relating to final layout, access, hard and soft landscaping, internal roads and services (including lighting), drainage and other associated site activities would be dealt with at reserved matters stage. This would need to include a “Tree Protection Plan” and “Arboricultural Method Statement” to be submitted for approval

***Summary of Comments from previous application:***

- *Existing boundary trees and hedging should be retained to protect the character of the area. d as pasture and is bordered by what appears native hedging and occasional mixed species mature trees. All of which will need retaining to continue the semi-rural feel of the site and surrounding area.*
- *The submitted Tree Report has identified important trees but lacks detail of how the trees and hedges on site are proposed to be specifically* protected or how this influences the layout
- *If the roads are to be adopted they should consider how provision for tree planting will be achieved.*
- *All of these constraints should be considered when determing the layout*

**25. WPA Consultants Ltd- for Dorset Council**

- A preliminary risk assessment has been conducted which indicates that contaminated land planning conditions are appropriate for this development.

- Invasive investigation, potential remediation and its verification are to be submitted for review and contaminated land planning conditions should apply to the development.

**26.** **DC - Public Transport** - Contributions requested towards the provision of improved public transport infrastructure (bus stops) in the vicinity of the site.

**27.** **BCP Council** – no comments received

**28.** **Colehill Town Council**

***Initial comments, 09/10/2025***

The site makes a strong contribution to Green Belt purpose B and should not be released. It is one of the few remaining sites forming the green corridor between Wimborne and Colehill.

Concerns about the risk of flooding, as the site is subject to significant surface water run off and has flooding noted. Surface water would run off developed land more quickly than undeveloped land and the steep slopes will exacerbate run off issues.

Concerns about the ecological impact of any development. The site is within an existing ecological and higher potential ecological network and contains protected species.

Concerns about the lack of sustainable transport options for the area. The access would be a single route via Birchdale road which then leads steeply towards Colehill. Access to shops and schools would mostly be by vehicle.

***Further comments, 14/01/2026***

Restatement of previous comments, with following additional points

- At least one resident has had to install a flood gate to protect their property and any development will extend the need to address this risk
- The inclusion of a SANG does not address the biodiversity impact as it is for benefit of human use. Doubts over the practicality of the SANG in light of drainage issues.
- Users of the SANG will overlook residents in Hornbeam Way, Wesley Road, Birchdale Road and Cranfield Avenue – the elevation and slope has to be seen to be understood. Site visit by case officer and committee members requested.
- Questions raised over the validity of the ecological data submitted which contradicts that of the Erica Trust. Request that the decision is based on expert reports commissioned by Dorset Council.

**29.** **Wimborne Minster Town Council**

***Initial Comments, 08/05/2025 – Object***

- Loss of the last green buffer between Wimborne and Colehill contrary to the NPPF with no exceptional circumstances demonstrated
- Impacts on protected species and priority habitats and failure to follow the mitigation hierarchy

- Fragmentation of ecological networks
- Loss of biodiversity
- Increased risk of flooding
- Would add to the cumulative impact of additional housing which has been experienced within Wimborne
- Lack of changes or serious engagement since previous refusal.

***Further comments 06/10/2026 – Object***

Wimborne Minster Town Council strongly objects to this application. The site lies within the Green Belt and a designated Wildlife Corridor, forming the last major green buffer between Wimborne Minster and Colehill. Development here would cause unacceptable urban sprawl, contrary to NPPF 137–151, and permanently erode the separation between the two communities.

The proposal demonstrates no understanding of the ecological destruction, flooding risk, traffic impacts on unsuitable roads, or unsafe pedestrian and cycle routes it would create. The land has never been approved for development for these very reasons.

The loss of this corridor would irreversibly damage biodiversity and local landscape character. The large number of public objections reflects the clear inappropriateness of this proposal, which directly conflicts with national and local planning policy. It is clear the developer has no regard for the planning process, (Already refused application and this resubmission does nothing to address the points raised), and the threat of the Secretary of State is an unwelcome one.

***Further comments, 09/01/2026 – Object***

The submitted and updated documentation misrepresents the ecological value of the site, conflicting with comments from the Erica Trust, leading to misleading SANG mapping and loss of habitat.

Deficiencies undermine BNG claims

SANG is inadequate in scale, quality and suability so offers no genuine compensation for the loss of greenfield land.

30. **Wimborne Minster Ward Councillor (Cllr Bartlett)** no comments received.

31. **Wimborne Minster Ward Councillor (Cllr Morgan)** no comments received.

32. **Colehill and Wimborne Minster East Ward Councillor (Cllr Todd)**

***Object***

The site lies within Green Belt land, contrary to national and local policy, and undermines the required separation between Colehill and Wimborne. The development threatens biodiversity in a vital green corridor and lacks a credible plan to deliver the required 10%

net gain. No sustainable drainage strategy is provided, risking increased surface water run-off and flooding to adjacent properties. Access appears narrow and unsafe, and no safe cycling links to Wimborne are proposed. Local infrastructure-particularly healthcare and education-is already overstretched, with no mitigation offered. Affordable housing must be secured at 50% without compromise. Public notices have not been properly displayed, limiting community engagement. Brownfield sites should be prioritised before any Green Belt development.

33. **Colehill and Wimborne Minster East Ward Councillor (Cllr Atwal) -** No comments received.

**Representations received**

| Total - objections | Total - No objections | Total - comments |
|---|---|---|
| 432 | 0 | 3 |

**Principle of development, location and Green Belt**

- Loss of Green Belt Land, urban sprawl, loss of the last green space between Colehill and Wimborne, threatening their individual identities, and possible precedent for further green belt loss. Planning permission having previously been refused for the same reasons.
- The site should not be considered as grey belt.
- Very special or exceptional circumstances for the loss of green belt have not been demonstrated.
- Previous overdevelopment of Wimborne
- Brownfield sites should be prioritised ahead of this site, the brownfield register indicates that there is excess capacity.
- No change in circumstances or the scheme since the previous refusal of planning permission on the site.
- Lack of need – slow sales rates and council housing land supply position. The NPPF methodology for housing need questioned.
- Prematurity ahead of the local plan. No reliance should be placed on the previous identification of the site as an allocation in the draft local plan (WMC6), which was removed, indicating it was not suitable. The scheme fails to deliver objectives within the draft policy.
- Preference for smaller scale development.
- The development is a continuation of the conversion of Wimborne into a dormitory for BCP.
- Further development in the area should not be allowed until committed developments are completed and the impacts of it are fully known.
- Not providing the smaller homes that are needed and lack of need for 4-5 bedroom units.

**Utilities**

- Concern over water supply availability
- Concern over sewer capacity
- Additional pressure on electricity and gas supplies.

**Biodiversity**

- The site is of high biodiversity value which has developed due to the lack of public access to the site – presence of a variety priority habitats and protected species.
- The site forms part of a wildlife corridor which has been in decline since recent developments have taken place and which would be fragmented by the development.
- Failure to address the biodiversity mitigation hierarchy and reliance on off site provision of BNG is contrary to the principle that it should be demonstrated on site first.
- Proximity and potential harm to habitats sites
- The Appropriate Assessment is inconsistent with the AA for the previously refused application and previous surveys.
- BNG Concerns over the accuracy of calculations and the likelihood that the development would result in a net loss of biodiversity.
- Public access to the site, recreation and creation of SANG would be inappropriate and result in a loss of biodiversity, including from dog fouling.
- Changes to drainage will change the chemical content of surface water leading to wider ecological changes.
- The site is bounded by substantial hedgerows which would be impacted
- Predation of wildlife by pets
- Concerns over the completeness and conclusions of ecological survey work and the redaction of sections of the reports.
- Concerns about the effectiveness of the proposed mitigation strategy, translocation and how long term management would be achieved.
- Concerns over SANG proposals due to size and management arrangements.
- Harm to wildlife from the use of glyphosate weed killer.

**Environmental impact**

- Removal of climate benefits of the site through carbon sequestration, groundwater recharge, temperature regulation and pollution absorption.
- Contribution to urban heat island effects
- There is no assessment of nitrogen emissions.
- Additional pollution and air quality concerns
- Additional carbon emissions, contrary to the council's declared climate emergency.
- Impacts of additional littering

**Highways and access**

- Increased traffic from additional dwellings and impacts on road safety. Local roads are already very busy, being used for 'rat-running' and for parking by people working in Wimborne.

- Birchdale Road is unsuitable for access, being too narrow and steep and is not suitable for turning or reversing heavy vehicles and has previously been closed due to snow and ice. Junction described as being on a blind bend. Assessment within the 2021 local plan consultation and SHLAA indicated that access via Birchdale road was too narrow.
- Poor accessibility of the site for pedestrians and cyclists towards Wimborne town centre due to quality and topography of available routes. Recent cycle way provision is not used. Lack of pedestrian crossing points. Risk to pedestrians from increased traffic levels.
- Unsuitability of the approaching roads for construction traffic.
- Parking restrictions and a 20mph speed limit should be imposed on Cranfield Avenue to limit the speed of approaching traffic.
- Concerns over use of Greenclose Lane as a through route, for construction traffic or as pedestrian access.
- Contribution of the development to wider traffic and parking issues within Wimborne.
- Poor accessibility by public transport, Routes would exclude elderly and disabled residents and do not provide safe or suitable access.
- Increased wear and tear on the roads
- There should be an additional access, suggestions include off Leigh Road or Northleigh Lane
- Flawed approach in the Transport Statement to use on average data not local circumstances, traffic levels expected to be higher and doesn't recognise local conditions.
- Concerns over accessibility by emergency and refuse vehicles.

**Flood risk and drainage**

- Increased run-off from development and removal of trees and vegetation from the site leading to increased flooding, which is becoming increasingly common.
- The effectiveness and management of the SuDS are not proven and the design lacks detail. Likelihood that SuDS features would need to be larger.
- Parts of the site are marshy and boggy.
- Failure to properly assess the flood risk posed to downhill properties and roads, particularly along Leigh Road or to apply the sequential test.
- Additional pressure on wastewater treatment works, increasing the risk of untreated sewage being discharged to the river
- Wessex Water drains below Greenclose Lane will not be able to cope with the extra surface water and sewage from any new housing.
- The FRA was carried out in November 2023 so should be considered out of date.
- Disagreement with the conclusions of the December 2025 Flood risk technical note.
- Risks of the railway embankment/suds failing and causing flooding and structural damage

**Character**

- The scale of development in Wimborne is changing the town's character with building at too high a density.
- The development would be at odds with the semi-rural aesthetic of the neighbourhood.
- The high density would be out of character with the existing properties and change the character of the area.
- Loss of the natural surroundings to Colehill.

**Heritage**

- The development would be visible from Old Manor Farm house at all times of the year and in particular during the autumn, winter and early spring.
- The proximity of the self-build plots to the grade II listed Greenclose Farm could lead to unacceptable impacts on the listed building.

**Amenity**

- Potential for overlooking of properties to the north and on Hornbeam Way from the proposed SANG area.
- Loss of outlook and green spaces.
- Overlooking, overbearing overshadowing and oppressive impact on immediate neighbours compounded by site topography.
- Security risk from users of the SANG having access up to the rear boundaries of neighbouring properties.
- Noise and light pollution both during and after construction
- Potential structural impacts on neighbouring houses.
- Increasing crime levels in Wimborne

**Impact on town green in Birchdale Road**

- Land adjacent to the access road is registered as a town or village green.
- The introduction of traffic adjacent to the town or village green would undermine its purpose.
- There would be harmful air quality/pollution adjacent to the green
- The access crosses land which is outside of the applicant's control

**Infrastructure**

- Impact on capacity of GPs, Dentists, Schools and Pharmacies which are all over subscribed and which have been impacted by recent developments.
- Sewer treatment plant is struggling to cope

**Other**

- Errors in the press notice published by the agent
- Site notices not posted and public not notified of changes to the scheme
- Lack of engagement with residents and no further public consultation since the refusal of the previous application.

- The volume and complexity of information and the timing of submissions has made it difficult for the public to provide meaningful and timely responses and has raised suspicion.
- Concerns over delivery of 50% affordable housing, how it is defined and whether the level could be reduced in the future.
- Loss of trees on the boundaries which are subject of preservation orders
- Confusion between whether the proposal is for 55 or 49 houses.
- The site should be visited by the planning committee.
- The development would not deliver any public benefits.
- The planning balance still weighs against the development.

**Not material planning considerations:**

- The land is subject to a covenant which doesn't allow it to be built on
- Impacts on house prices
- Loss of views from neighbouring properties

The issues listed above include those raised in comments from the Wimborne Civic Society, The Erica Trust, East Dorset Environmental Partnership, Dorset Wildlife Trust, all of whom raise objections and Vikki Slade MP, raising concerns on behalf of a number of residents.

## 9. Duties

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

9.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

## 10. Relevant policies

The development plan is the adopted Christchurch and East Dorset Local Plan, Part 1 - Core strategy 2014 and saved policies from the East Dorset Local plan 2002

**Development Plan: Adopted Christchurch and East Dorset Local Plan (CED Local Plan):**

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

KS1: Presumption in favour of sustainable development

KS2: Settlement hierarchy

KS3: Green Belt

KS4: Housing Provision in Christchurch and East Dorset

KS11: Transport and development

KS12: Parking provision

LN1: Size and types of new dwellings

LN2: Design, layout and density of new housing development

LN3: Provision of affordable housing

HE1: Valuing and conserving our historic environment

HE2: Design of new development

HE3: Landscape quality

HE4: Open space provision

ME1: Safeguarding biodiversity and geodiversity

ME2: Protection of the Dorset Heathlands

ME3: Sustainable development standards for new development

ME4: Renewable energy provision for residential and non-residential developments

ME6: Flood management, mitigation and defence

Material considerations

**Emerging local plans:**

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

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

**The Dorset Council Local Plan**

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

**Emerging neighbourhood plans**

10.3 Wimborne Minster Neighbourhood Plan- In preparation – limited weight applied to decision making

**National Planning Policy Framework 2024 (as amended 2025)**

10.4 Paragraph 11 sets out the presumption in favour of sustainable development. Proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes. Footnote 8 of the Framework states that for applications involving the provision of housing policies should be considered out of date where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or where the housing delivery test indicates that delivery was less than 75% of the housing requirement over the previous three years.

10.5 Other relevant NPPF sections include:

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

- Section 5 ‘Delivering a sufficient supply of homes’ This outlines the government’s objective in respect of land supply, including the requirement at paragraph 78, to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against the local housing need in circumstances where strategic policies are more than five years old.

- Section 8 ‘Promoting healthy and safe communities’ emphasises the importance of access to a network of high quality open spaces and opportunities for sport and physical activity.

- Section 9 ‘Promoting sustainable transport’ – paragraph 116 emphasises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios.

- Section 11 ‘Making effective use of land’

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

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

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

- Section 13 'Protecting Green Belt land' indicates that the government attaches great importance to Green Belts and reiterates that the fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open.

  Paragraph 154 states that development in the green belt is inappropriate unless it falls within one of a limited number of exceptions. Paragraph 155 goes on to state that development of homes should not be regarded as inappropriate development where it would utilise grey belt land and not fundamentally undermine the purposes of the remaining green belt; there is a demonstrable unmet need for the type of development proposed; and the development would be in a sustainable location.Paragraphs 156-157 goes on to establish 'golden rules' for the development of land released from the green belt or on green belt sites subject to planning applications, which are to provide enhanced levels of affordable housing on site, necessary improvements to local or national infrastructure and the provision of new or improvement to existing accessible green spaces.
- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.
- Section 16 'Conserving and Enhancing the Historic Environment'- Paragraph 212 says that when considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 216).

**Other material considerations**

**National Planning Practice Guidance**

<u>All of Dorset:</u>

- Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document
- Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

<u>Supplementary Planning Documents/Guidance for East Dorset Area:</u>

- Affordable and Special Needs Housing and the Provision of Small Dwellings SPD
- Special Character Areas SPG

Housing land supply

10.6 Dorset Council is unable to demonstrate a 5-year housing supply as required by National Policy. In addition, the strategies for meeting housing needs in the adopted local plans are not designed to deliver the housing need under the Government's standard method and therefore, in accordance with NPPF footnote 8, the housing policies within the adopted Development Plan(s) are out of date and the presumption in favour of sustainable development applies. The emerging Dorset Local Plan is not sufficiently progressed and can be afforded very limited weight in decision making.

Housing Delivery Test (HDT)

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

## 11. Human rights

- Article 6 - right to a fair trial.
- Article 8 - right to respect for private and family life and home.
- The first protocol of Article 1 protection of property.

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

## 12. Public Sector Equalities Duty

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

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

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

12.3 The proposals are in outline at present, with all matters except for access reserved for future determination therefore there is potential for the proposals to change in terms of any impacts on or accommodation made for persons with protected characteristics. The proposals do however indicate a proportion of single storey dwellings within the layout which would allow for the provision of accessible and adaptable homes.

12.4 The access strategy includes provision for dedicated pedestrian access links to the southern portion of the site as well as pedestrian provision throughout the development and connecting to the wider highway and footpath network.

## 13. Planning Assessment

### 13.1 Principle of development

13.2 CED Local Plan policy KS2 states that the location, scale and distribution of development should conform with the settlement hierarchy. The application site is located outside of the main urban area of Wimborne and is therefore in a location where in accordance with policy KS2, development would not normally be supported.

13.3 Although the site is outside of the main urban area, it is acknowledged that the site is located adjacent to it. The urban area boundary wraps around the application site to the north, east and west. Although the land immediately to the south, beyond the former railway line, is also outside of the main urban area, the boundary to it lies to the south, encompassing housing on Leigh road.

13.4 Wimborne Minster is identified in policy KS2 of the CED Local Plan as a main settlement, at the top tier of the hierarchy within that policy. Main settlements are intended to provide the main focus for new development including housing provision. Colehill is identified as a suburban centre at the third tier which the plan anticipates providing for some residential development.

13.5 Therefore although the development plan policy for this location is one of restraint outside of main settlements, it is considered that the development would be in a sustainable location which is well related to Wimborne in particular and Colehill to a lesser extent.

13.6 In light of the Council's current inability to demonstrate a 5 year supply of deliverable housing sites against the local housing need, policy KS2 should however be regarded as out-of-date and the 'tilted balance' set out in paragraph 11(d) of the NPPF) is engaged. (This indicates that planning permission should be granted unless specific policies relating to habitats sites or SSSIs, Green Belt, Local Green Space, irreplaceable habitats, designated heritage assets or areas at risk of flooding provide a strong reason for refusal, or the adverse impacts would significantly and demonstrably outweigh the benefits). Anassessment of the impacts against each relevant constraint is provided at the end of this report.

13.7 The proposal would make a contribution towards the Council's overall supply of housing land, which is a benefit of the scheme to which significant weight may be afforded.

**Green Belt**

13.8 In addition to being outside of the main urban area, the site is located within the Green Belt, whose boundary is coincident with the urban area boundary in this area. Within the South East Dorset Green Belt, CED Local Plan policy KS3 states that development will

be contained by the Green Belt. This is consistent with the Government's policy for the Green Belt as set out in section 13 of the National Planning Policy Framework. Paragraph 142 of the framework states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and that the essential characteristics of Green Belts are their openness and their permanence.

13.9 Within areas designated as Green Belt, Paragraph 153 of the NPPF requires that substantial weight is given to any harm to the Green Belt, including harm to its openness and that inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. Paragraphs 154 and 155 set out a number of specific exceptions to inappropriate development. The proposed residential development of a greenfield site outside of the established built-up area does not fulfil any of the exceptions in Paragraph 154.

13.10 Paragraph 155 provides that the development of homes, commercial and other development in the Green Belt should not be regarded as inappropriate where all the following apply:

a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining green belt across the area of the plan;
b) There is a demonstrable unmet need for the type of development proposed;
c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of the framework; and
d) Where applicable the development meets the 'Golden Rules' requirements set out in paragraphs 156-157 of the framework.

13.11 Grey belt is defined within the glossary to the NPPF as *'land within the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b) and (d) in paragraph 143.'* The definition of grey belt specifically excludes land where the application of policies relation to areas or assets in footnote 7 of the framework would provide a strong reason for refusing planning permission. The footnote 7 policies, other than green belt, relevant to this application are those relating to habitats sites and SSSIs; Local Green Space; irreplaceable habitats; designated heritage assets; and areas at risk of flooding.

13.12 The applicant has argued that the site constitutes Grey Belt and should not therefore be considered as inappropriate development. The Council is currently undertaking its own grey belt assessment as part of the Local Plan preparation process. However that assessment is not yet complete and officers have to make their own assessment of the proposals against the grey belt criteria to determine whether it may properly be considered as Grey Belt. If accepted as grey belt the proposals are then assessed against the paragraph 155 criteria to determine whether or not the development is inappropriate development in the Green Belt. If the assessment is that the site does not constitute Grey Belt, or that one or more of the Paragraph 155 criteria are not met then the proposal constitutes inappropriate development in the Green Belt. In such a

circumstance, Very Special Circumstances would need to be demonstrated in order to justify the development.

**Grey Belt assessment**

13.13 Although the definition of Grey Belt in the glossary to the NPPF refers to previously developed land, it specifically allows for the inclusion any other land where it does not contribute strongly to any of purposes (a), (b) and (d) in paragraph 143 of the framework. Therefore although the application site is not previously developed land it is not precluded from qualifying as Grey Belt, subject to an assessment against these purposes which are:

a) To check the unrestricted sprawl of large built up areas
b) To prevent neighbouring towns merging into one another
d) To preserve the setting and special character of historic towns.

13.14 In respect of purposes (b) and (d), the Planning Practice Guidance explicitly states that these relate specifically to towns, and not villages.

13.15 The 2020 strategic Green Belt Review undertaken by LUC on behalf of the Council and Bournemouth, Christchurch and Poole Council identifies both Colehill and Wimborne Minster as towns for the purposes of the assessment. Therefore it is appropriate to consider the current application on that basis. On 9 December 2025, Colehill Parish Council voted to rename itself Colehill Town Council. In view of the categorisation of Colehill as a town in the strategic green belt review, this change does not affect the overall conclusions in this respect.

13.16 The strategic green belt review predates the current NPPF and the concept of 'Grey Belt' At present work to assess the green belt with a view to identifying areas of provisional Grey Belt across the plan area is ongoing and it is therefore necessary to consider specific evidence against each of the criteria. The appellant has provided their own assessment of the site against grey belt policies within section 7 of the supporting Landscape and Visual Appraisal document.

13.17 The conclusions and the case officer's assessment against each of the relevant criteria are set out in the table below. Text in italics is taken from the Strategic Green Belt Assessment Stage 1 Study December 2020 carried out by 'LUC' to inform preparation of the Dorset Local Plan. The Text relates to the assessment of land parcel W134 which incorporates the application site and land on the southern side of the dismantled railway line which forms the site's southern boundary. As that assessment pre-dates the concept of Grey Belt and is based on a larger land parcel the applicant has undertaken and submitted a further assessment.

| **Criterion** | **Applicant's Assessment** | **LPA Assessment** |
|---|---|---|
| a) to check the unrestricted | The site is an area land enclosed by existing | *Weak/No Contribution* |

| | | |
|---|---|---|
| sprawl of large built up areas. | development towards the eastern settlement edge of Wimborne Minster. The mature tree line on the southern boundary of the site provides a notable landscape feature that would restrict and contain development. The extent of existing settlement around the site means that the site itself provides a limiting role in preventing wider sprawl.<br><br>In terms of an assessment against the criteria in the NPPG, it is therefore considered that the parcel containing the site makes a “Weak” contribution to this purpose. | *Land is not close enough to the large built-up area to be associated with it. Therefore, development would not be perceived as sprawl of the large built-up area.*<br><br>The Planning practice guidance advises that a parcel of land making a weak or no contribution to this purpose are likely to include those that:<br><br>Are not adjacent to or near to a large built up area<br><br>Are adjacent to or near to a large built up area, but containing or being largely enclosed by significant existing development.<br><br>For the purposes of the 2021 LUC green belt assessment Wimborne Minster and Colehill do not constitute ‘large built up areas’ which is taken to be the Bournemouth Christchurch and Poole Conurbation. Furthermore the site is already contained on three sides by existing development and does not therefore prevent the outward sprawling of these settlements. |
| b) to prevent neighbouring towns merging into one another | The boundary between Wimborne Minster and Colehill Civil Parish (CP) runs along the northeastern boundary of the site. The site is located entirely within the Wimborne Minster CP. The two parishes are already joined to the north of the site, with no visual separation or physical features between the two. The site acts as a small pocket of separation, but on the whole there is no distinction along the boundary | *Weak/no contribution*<br><br>*The parcel is open. It is peripheral to the gap between Wimborne Minster and Colehill to the east, which is narrow but which is diminished in importance by existing urban connectivity been Wimborne Minster and Colehill to the north. There is weak distinction between the parcel and the inset area, which reduces the extent to which development would be perceived as narrowing the gap. Overall the* |

| | | |
|---|---|---|
| | between Wimborne Minster and Colehill.<br><br>In terms of an assessment against the criteria in the NPPG, it is considered that the parcel containing the site makes a "Weak" contribution to this purpose. | *area makes a weak/no contribution to preventing the merging of neighbouring towns.*<br><br>In view of the above, the site cannot be said to make a strong contribution to this purpose. As set out in the strategic green belt assessment, the application site is peripheral to the main gap between Colehill and Wimborne Minster which lies to the east. The contribution that the site makes to this purpose is limited by the presence of urban and suburban development immediately to the north and east of the site and to the development to the west of Leigh Lane, north east of the site. |
| d) to preserve the setting and special character of historic towns | The land parcel is distanced from the historic core of Wimborne Minster by c. 0.65km with significant built settlement located in-between.<br><br>In terms of an assessment against the criteria in the NPPG, it is considered that the parcel containing the site makes a "Weak" contribution to this purpose.<br><br>This is due to the lack of visual, physical and experiential connections between the land parcel and the historic core of Wimborne Minster. | *Relatively Weak*<br><br>*Land forms part of the rural setting of Wimborne Minster, helping to preserve its small country town character, but is distant from the historic core. Overall the area makes a relatively weak contribution to preserving the setting and special character of Wimborne Minster.*<br><br>The planning practice guidance for this purpose states that land which contributes strongly to this purpose are likely to be free of development and include the following features:<br><br>Form part of the setting of the historic town<br><br>Make a considerable contribution to the special character of a historic town. This could be (but is not limited to) as a result of being within, adjacent to, or significant visual importance to the historic aspects of the town. |

| | | |
|---|---|---|
| | | The assessment above remains relevant. While Wimborne Minster is a historic town, the direct relationship of the site is with a late 20th century suburb. The site does not form part of the setting of the town itself or have a strong visual connection with it. |

13.18 It is concluded that the site does not make a strong contribution to any of purposes (a) (b) or (d) set out in paragraph 143 of the NPPF. The site is therefore capable of qualifying as Grey Belt, subject to the application policies relating assets listed in footnote 7 of the NPPF not providing a strong reason for refusing or restricting development. These matters are considered in later sections of the report and therefore the overall conclusion on grey belt matters is set out in the overall planning balance section.

13.19 The next necessary step is to consider whether the development of the site would fundamentally undermine the purposes of the remaining Green Belt across the plan area.

13.20 The site forms a small parcel of land which is almost entirely encompassed by the settlements or Wimborne Minster and Colehill. The assessment table above concludes that the site does not make a strong contribution to purposes a, b or d of the Green Belt (NPPF para 143). The previous green belt assessment has identified that all green belt is considered to make an equal contribution to purpose e), of assisting in urban regeneration, by encouraging the recycling of derelict and other urban land. In this case, the scale of the development is such that it is unlikely to be able to be accommodated on previously developed land, particularly within Wimborne Minster, given that there have been significant development of green field sites through the current local plan, in order to meet the ongoing need for housing.

13.21 The remaining purpose of NPPF 143 c) is to safeguard the countryside from encroachment. Although the site is undeveloped, it is surrounded by urban development and is experienced as such rather than as an area of open countryside. It's not therefore considered that the development would result in encroachment into the countryside.

13.22 Considering the extent of green belt land within the plan area, which extends for a significant distance to the north and west of Wimborne Minster and to the east of Colehill, the development of the site would not fundamentally undermine the purposes of the remaining green belt within the plan area. The proposal therefore meets criterion a). of paragraph 155 of the NPPF.

13.23 In respect of need, footnote 56 of the NPPF indicates that in the case of applications involving the provision of housing, this means the lack of a five year supply of deliverable housing sites, or where the Housing Delivery Tests was below 75% of the housing requirement over the previous three years. As set out above, following the expiry of Annual Position Statement at the end of October 2025 the Council acknowledges that it is not able to demonstrate a 5 year supply of deliverable housing sites against the local housing need as calculated using the standard method set out in national Planning Practice Guidance. The proposal therefore meets criterion b. of paragraph 155 of the NPPF.

13.24 Criterion c). of paragraph 155 of the NPPF requires the development to be in as sustainable location (with particular reference to paragraphs 110 and 115 of the framework). Paragraph 110 encourages significant development to be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 115 sets criteria for considering development to ensure that suitable transport modes are prioritised, safe and suitable access to the site can be achieved, the design of streets and transport elements reflects current guidance and any significant impacts on the transport network can be cost effectively mitigated.

13.25 The application site is well related to the urban area and will offer accessibility via a range of modes including active travel through new connections to Greenclose Lane to the south, which is a short distance from Leigh Road which itself offers good connections by foot, cycling and public transport westwards into Wimborne and Eastwards towards Colehill and Ferndown. It is therefore concluded that, notwithstanding the site's location outside of the defined settlement boundary, it is in a sustainable location.

13.26 The final criterion of paragraph 155, d) requires development to meet the 'golden rules' of providing affordable housing at a rate 15 percentage points above the highest existing affordable housing requirement (subject to a cap of 50%); providing necessary improvements to local or national infrastructure; and the provision of new or improvements to existing green spaces that are accessible to the public.

13.27 The proposal includes a commitment to provision of 50% affordable housing on site, which would be secured by legal agreement. The first of the golden rules is therefore met.

13.28 In respect of improvements to local or national infrastructure, the scale of the development is such that specific and direct upgrades to local infrastructure have not been identified as necessary. However the proposal will make contributions towards the provision of local infrastructure, including education, health, and public transport through contributions to be secured through a S106 agreement. The proposal will therefore make necessary provision for improvements to infrastructure.

13.29 The development includes the provision of new green spaces. The eastern part of the site is intended to be opened up as green space with public access, which will also serve as a heathland infrastructure project to mitigate the impacts of the development on the Dorset Heathlands. In addition to this greenspace area, it is intended that the proposal will include new play provision in the form of a Local Area for Play (LAP) and a Local Equipped area For Play (LEAP) which would provide for recreation opportunities. The proposals also include a pedestrian link to the public rights of way network to the south. The proposal is therefore considered to comply with this criterion.

13.30 It is therefore considered that, on the basis of the assessment prepared by the applicant and the Council's own evidence base, that the site qualifies as Grey Belt (subject to 'footnote 7' considerations). The proposed development would not fundamentally undermine the purposes of the green belt as a whole and is sustainably located with particular regard to paragraphs 110 and 115 of the NPPF. The development would also comply with the 'golden rules' as set out in paragraphs 156 and 157 of the NPPF. Therefore, in accordance with paragraph 155 of the NPPF the development should not be regarded as inappropriate development in the green belt.

13.31 It is noted that numerous public comments and comments from both Wimborne Minster and Colehill Town Councils have noted the lack of any very special circumstances or exceptional circumstances in respect of the Green Belt, as a point of objection. The requirement to demonstrate exceptional circumstances in respect existing Green Belts comes about when the boundaries of the Green Belt are to be altered as set out in paragraph 145 of the NPPF. That paragraph also indicates that this should be done through the preparation or updating of plans. The need to demonstrate exceptional circumstances is not therefore engaged in this instance as the proposal would not be altering the green belt boundaries.

13.32 The need to demonstrate Very Special Circumstances arises where proposed development constitutes 'inappropriate development'. As set out above, given the conclusions in respect of the site's status as Grey Belt, the development is not regarded as inappropriate development in this instance and it is not necessary to consider whether there would be Very Special Circumstances to justify the development.

**Affordable housing**

13.33 Policy LN3 of the CED Local Plan requires the provision of affordable housing as part of new development with greenfield residential development resulting in a net increase in housing expected to provide 50% affordable housing. In addition the 'Golden Rules' for green belt release set out in paragraphs 156 and 157 of the National Planning Policy Framework requires the provision of affordable housing at a rate 15 percentage points above the highest existing requirement. This is however subject to a cap of 50% so aligns with policy LN3.

13.34 The applicant has provided an affordable housing statement which sets out a significant need for affordable housing provision in the context of high levels of demand and

undersupply of affordable housing on strategic development sites within Wimborne. The statement highlights a lack of viability testing to support the development, and highlights the viability issues which make the delivery of affordable housing challenging. However the statement confirms that it is proposed to provide 50% affordable housing on the site. The proposal therefore complies with policy LN3 and the Golden Rules.

13.35 Concerns have been raised by third parties that the proposed level of affordable housing would not be delivered and could be subject to a reduction in the future following viability review. Although the applicant's affordable housing statement has outlined the challenges with delivering affordable housingthe planning practice guidance for viability assessment states that where development is proposed on land in, or released from, the Green Belt and is subject to the 'Golden Rules', site specific viability assessment should not be undertaken for the purpose of reducing developer contributions, including affordable housing[1]. There would not, therefore, be an opportunity to reduce affordable housing contributions under the current policy framework.

13.36 The provision of a policy compliant affordable housing contribution of 50% is considered to represent benefit of the scheme to which substantial weight may be afforded in the planning balance.

13.37 **Flood Risk and Drainage**

13.38 The application site is located within flood zone 1, including when climate change is taken into account and is not therefore considered to be at risk of flooding either now or in the future. Planning policy requires that development demonstrates that not only would the development itself remain safe from flooding but that it would not result in increased risk of flooding elsewhere. A significant number of comments have been received in respect of flood risk, particularly following heavy rainfall and flooding which has been experienced within Wimborne in late 2025 and early 2026.

13.39 The applicant has provided a flood risk assessment and drainage strategy. Based ground investigation of the site, infiltration-based drainage solutions are not feasible for the site. Therefore the drainage strategy proposes to manage surface water by directing flows to a detention basin on the site's southern boundary which would then outflow to an existing watercourse located on the site's eastern boundary. That watercourse flows southwards, exiting the site via a culvert beneath the disused railway line, and connecting to a network of watercourses beyond. The outfall from the attenuation basin would be restricted to 9.58 litres per second, which is the equivalent greenfield runoff rate for the site.

13.40 The drainage strategy acknowledges that the development of the site would lead to an increase in the impermeable area of the site. By limiting the discharge rate of the

[1] Paragraph 030, reference id 10-030-20251216

drainage system to be no greater than the greenfield runoff rate of the site, the design intention of the scheme is to ensure that there would be no greater risk of flooding as a result of the development. The Lead Local Flood Authority has reviewed the documentation and confirmed that it is content with the design, subject to the imposition of appropriate conditions in respect of the detailed design, maintenance and management of the surface water drainage scheme.

13.41 In addition to the mapping of flood risk from rivers and the sea, Environment Agency mapping also indicates a surface water flow route along the northwestern boundary of the site, crossing the proposed access. The NPPF requires that all sources of flooding are taken into account for the assessment of flood risk and also requires the application of the sequential test, unless it can be shown that any flood risk would be avoided post development. In response to this the applicant has provided a supplementary technical note which considers the impact of this route and concludes that the flood risk would be adequately addressed. This has been endorsed by the LLFA who do not object to the development. On this basis it is considered that, post development surface water risk will be adequately managed and the sequential test does not need to be engaged.

13.42 Comments received from third parties raise specific concerns of groundwater flooding to a nearby basement as a result of heavy rainfall in 2026. Following discussion of this matter with the LLFA it is concluded that the development of the site would not exacerbate any issues of groundwater flooding which are or have been experienced on adjacent sites. The drainage strategy is not reliant on infiltration to the ground so would not increase groundwater levels with surface water directed towards a watercourse. Within the site itself, although groundwater is relatively high in places the Flood Risk Assessment confirms that this can be addressed through design as the scheme would not be reliant upon provision of basement levels or significant excavation.

13.43 To conclude on flood risk, it is considered that the development would remain safe from flooding throughout its lifetime and, through the provision of an appropriate surface water drainage strategy to be secured by condition, would not result in increased risk off flooding elsewhere. The proposal therefore complies with policy ME6 of the of the CED Local Plan.

13.44 **Highways and access**

13.45 Although submitted in outline, detailed approval is sought in respect of access. It is proposed to create a new vehicular access from Birchdale Road which will continue into the site instead of terminating at the end of a cul-de-sac as at present. Third party concerns have been raised on the basis that the proposed access unsafe and would negatively impact the surrounding area in terms of traffic, parking and congestion.

13.46 The application is supported by a transport assessment which has been reviewed by DC Highways. No objection has been raised in respect of highways impact and the highways team have advised that the proposed access complies with Dorset Council's adoptive requirements. The transport assessment predicts approximately 30 and 28

additional vehicular trips in the AM and PM peaks, respectively. This is considered to represent relatively low levels of traffic which would quickly disperse into the wider network. The highways team consider that it is unlikely that the development would have a detrimental impact on the surrounding highway network.

13.47 The Highway Authority considers the transport statement to be satisfactory and robust and considers that the residual cumulative impact of the development cannot be thought to be “severe” when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework and has no objection subject to the imposition of appropriate conditions.

13.48 As the application is submitted in outline, information on parking is indicative only and it is not possible to confirm the extent to which appropriate parking provision will be provided, this detail would be addressed at reserved matters stage.

13.49 A number of third party concerns have been raised in respect of access to the site by refuse and emergency vehicles. It has been noted that, at present, refuse vehicles need to reverse down Birchdale road because the available turning space is not suitable for the vehicles to enter, turn and exit in a forward gear. Comments have been received from Dorset Council’s wate management team who have confirmed that the access is suitable for a refuse vehicle and that post development refuse vehicles would no longer need to reverse down Birchdale Road as they would turn within the development site.

13.50 The waste team’s comments have raised some concerns about the ability of a vehicle to turn within the site, indicating that larger turning heads would be required to allow this. Given the outline nature of the proposals, this concern is not sufficient to result in a reason for refusing permission. The precise layout of internal roads would be addressed at the reserved matters stage, at which point it would be reasonable to require the developer to demonstrate through a swept path analysis that the internal roads can be accessed by a refuse vehicle.

13.51 No objection has been received to the proposals from Dorset and Wiltshire Fire and Rescue whose comments seek to ensure that consideration is given to relevant building regulations requirements for fire fighting. Some third party comments have suggested that it would be inappropriate for the site to rely on a single point of access due to the potential for it to become blocked when emergency access is required. Although it is suggested in comments that the Manual for Streets (MfS) indicates that there is a maximum number of dwellings which should be accessed from a single access, this is not the case. The MfS notes that emergency service access is considered in terms of response time so requires consideration of location as well as layout. In view of the fact that there is no objection from the Fire Service it is concluded that, provided that appropriate road geometry is included in the design at reserved matters stage, an appropriate level of access for emergency service vehicles would be available.

13.52 In respect of access the proposal is considered to accord with policy KS11 of the CED Local Plan.

***Rights of way***

13.53 The proposed development is close to PRoW E2/2, as noted in the Design and Access Statement. The statement proposes creating a pedestrian access point joining onto E2/2 from the development.

13.54 Third party concerns have been raised that the proposed would impact negatively on the existing public right of way located outside the application site, where it is expected that this development would significantly increase the use of the public footpaths and bridleways.

13.55 The Rights of Way Team have been consulted and advised the access point would need to be an accessibility friendly gate, allowing ease of use for a wide variety of path users. The surfacing around the gate should also be hard wearing, suitably drained and have a cambered surface to prevent water pooling in any high use areas.

13.56 As the development would encourage pedestrian access onto E2/2, this would increase its usage by pedestrians. However, the route also serves as a private vehicular access for nine dwellings in addition to providing the current vehicular route to the site itself. The use of the route by motor vehicles would contribute much more significantly than any uplift in pedestrian traffic which may be felt as a result of a new pedestrian access to the development. Therefore, it is not considered that a contribution towards this route could be reasonably required.

13.57 Comments from the council's rights of way team had also suggested a contribution towards wider enhancements to the network within 1 mile of the site. While a contribution towards enhancing the public right of way network would doubtless be beneficial to the network as a whole, regulation 122 of the CIL regulations 2010 (as amended) requires that planning obligations are a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development. Given the site's setting adjacent to the main urban area, it is not considered that a broad contribution towards upgrades within a mile of the site would be able to meet these requirements.

***Public transport***

13.58 Third party concerns have been raised in respect of the accessibility of the site by public transport. No objection has been raised by the highway authority in respect of accessibility to the site. The Council's public transport team has been consulted however and confirmed that the development should make provision for enhancements to bus stop facilities in the vicinity of the site. Details of potential improvements have been provided including provision for new bus stop signage on Cranfield Avenue, either side of the site. The locations are situated within 200m, or a 2-3minute walk from the site entrance. A financial contribution of £2,400 towards the provision of those upgrades will be secured by a legal agreement.

**Impacts on heritage assets**

13.59 The application site is not located within a conservation area and does not include any designated heritage assets within the planning application boundary. However there are two listed buildings in the vicinity of the site, ‘Greenclose Farmhouse’ (Grade II) and ‘Old Manor Farmhouse’ (Grade II*). When considering the previous application on the site the lack of sufficient information to allow for assessment of the impacts of the development on these heritage assets, or potential features of archaeological interest on the site had formed a reason for refusal of planning permission.

13.60 The application is supported by a heritage statement and archaeological trial trenching has been carried out in accordance with a scheme of investigation that had been agreed with Dorset Council’s Archaeologist.

13.61 In respect of archaeology the report confirms that trial trenching did find some pottery fragments, suggesting some level of prehistoric activity in the vicinity and a moderate potential for remains which could be considered a non-designated heritage asset. The potential for Romano-British remains is considered to be low while historic mapping indicates that the site has likely been agricultural since the medieval period, some distance from the medieval settlement meaning any remains would not typically be considered heritage assets. Based on this assessment the Council’s archaeologist has advised that below-ground archaeology is not a constraint that needs to be taken into account when determining the application.

13.62 In respect of built heritage, the Heritage Statement has considered the impact of the development on the setting of listed buildings within a 1km radius of the site, with particular attention given to the Grade II* listed Old Manor Farmhouse. In respect of that building, the assessment states that the setting is principally comprised of the garden, moat, former farm buildings and the surviving historically associated farmland to the east (on the south side of the former railway line) and immediately north of the railway line (the application site). The assessment notes that whilst the application site retains its open character it is largely screened by trees from the listed building with only glimpsed and filtered views meaning that the contribution made to the setting of the listed building is minor. For other heritage assets the assessment does not find that the site makes a contribution to their setting or that the development would impact upon their setting.

13.63 Overall the heritage statement concludes that the development would result harm to the setting of Old Manor Farmhouse, and that the harm would be less than substantial, albeit at the lower end of the scale.

13.64 The proposals have been reviewed by the Council’s Conservation Officer who, having visited the site has confirmed that they are in agreement with the assessment harm set out within the Heritage Statement and the finding of less than substantial harm.

13.65 Policy HE1 of the CED Local Plan recognises the importance of heritage assets and seeks to protect and enhance their significance and settings. Paragraph 212 of the NPPF requires great weight to be given to the conservation of heritage assets, with that

weight being proportional to the significance of the asset, irrespective of whether the any potential harm amounts to substantial harm, total loss or less than substantial harm. Paragraph 213 requires that any harm to the significance of the asset, including from development within its setting requires clear and convincing justification. Paragraph 215 goes on to state that where a proposal will lead to less than substantial harm, this should be weighed against the public benefits of the proposal.

13.66 In this instance harm has been identified to the setting of Old Manor Farmhouse. That building is listed at grade II*, indicating that is of particular importance and more than special architectural or historic interest. The protection of the asset therefore carries significant weight. The harm has however been identified as being less than substantial, allowing it to be balanced against the public benefits in accordance with paragraph 215 of the NPPF. There would be several public benefits associated with the development. These include the provision of additional housing at a time when the council is unable to demonstrate a 5 year housing land supply, the delivery of 50% affordable housing, the provision of additional publicly accessible green space and the provision of additional play facilities.

13.67 In the context of the relatively low level of harm that has been identified and that the harm would not be direct but as a result of the impact on the setting of the listed building, it is considered that the public benefits of the scheme are significant would be sufficient to clearly outweigh the harm in this instance.

**Biodiversity and habitats**

***Dorset heathlands***

13.68 The site is located within 5km of the Dorset Heathlands Dorset Heathlands Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar site (the habitats sites). Within this area, development proposals involving new dwellings are considered to have likely significant effects on the habitats sites, unless mitigation for recreational and air quality pressures is secured. The measures to mitigate and avoid recreational impacts are set out in the Dorset Heathlands Planning Framework SPD. That document sets an indicative threshold of 50 dwellings above which developments would need to provide new Suitable Alternative Natural Greenspace (SANG).

13.69 As originally submitted, the application offered two options, a 55 unit scheme and a 49 unit scheme, the latter being offered as an option to fall below the threshold for sang provision. Initial consultation responses from the Council's heathland mitigation coordinator and Natural England confirmed that in this location that is insufficient strategic SANG capacity and that a bespoke heathland infrastructure project would be required. Following engagement with Natural England and the Council during the course of the application the applicant has sought to amend the scheme add has proposed a bespoke heathland infrastructure project through the provision of the green space on the western side of the site. Although the applicant has referred to this as SANG the space is not of sufficient size to provide the walking routes that the Dorset Heathlands Planning Framework sets out for SANG provision. In this case the green

space is recognised as a bespoke Heathland Infrastructure Project and it is considered that in the context of the scale of the development and the presence of available green space and SANG within the wider vicinity, the green space proposed would be sufficient to provide mitigation for a scheme of 49 units.

13.70 Therefore it is considered that, subject to securing the provision of the green space at the eastern part of the site as a heathland infrastructure project via a section 106 legal agreement, that the additional recreational pressures on the Dorset heathlands arising from the proposed development would be adequately mitigated in this instance. An appropriate assessment has been completed under the Habitats Regulations confirming that the mitigation measures are sufficient to avoid the likely significant effects of the development and this has been confirmed with Natural England. Therefore subject to the completion of an appropriate legal agreement the proposal complies with policy ME2 of the CED Local Plan.

***On site biodiversity interests***

13.71 In addition to the impacts on habitat sites it is necessary to consider the impact of the proposed development on the on site biodiversity interests. The previous application was refused in part due to the lack of information in respect of biodiversity as appropriate survey work had not been completed at the time and it could not be confirmed that the proposal would adequately mitigate impacts upon protected species or that the biodiversity mitigation hierarchy had been followed. It is noted that the impact of the development on biodiversity remains a significant point of objection in third party comments, including neighbouring residents and wildlife groups including the Dorset Wildlife Trust, the Erica Trust and East Dorset Environmental Partnership.

13.72 The application is supported by a more complete suite of ecological reports which are informed by species surveys and included with an ecological impact assessment (ECiA). The assessment of the site has identified that there are a number of protected species which have been identified the site including Badger, Bat and an exceptional population of Slow Worms.

13.73 Initial comments from the Natural Environment Team raised concerns in respect of the proposals due to the loss of areas of priority habitats for which no mitigation had been proposed, the likely degradation of other areas of priority habitat, of the and the ability of the proposals to adequately mitigate the impacts of the development upon on-site protected species, principally by acting as a receptor site for the population of Slow Worms on the site while also providing public access and delivering on site Biodiversity Net Gain. At that time it was therefore advised that the proposal failed to appropriately address the biodiversity mitigation hierarchy as set out in paragraph 193(a) of the NPPF which prioritises avoidance of harm to biodiversity, followed by mitigation with compensation being a last resort, and that it was considered that the proposals conflicted with policy ME1 of the CED Local Plan.

13.74 Policy ME1 sets out criteria for considering development which requires the avoidance of harm to existing priority habitats, retention of existing habitats and features of interest, enrichment of biodiversity, measures to avoid or mitigate harm, provision of management of retained or new features and monitoring of habitats after the completion of the development.

13.75 In response to these initial concerns, the applicant provided amended proposals for the greenspace at the eastern part of the site. The principal change to the scheme was to remove public access from the greenspace at the site's eastern side and dedicate the land for biodiversity mitigation and enhancement purposes. In response to these amendments, the Natural Environment Team stated that although the proposal still did not follow the mitigation hierarchy due to the fact that the development framework was not informed by appropriately detailed survey work when it was drawn up and that there would still be a degree of harm to wider ecological network, they were satisfied that the proposal can avoid, mitigate or compensate for harm to all relevant protected species and priority habitats. At this stage there were however some remaining concerns about the application of the mitigation hierarchy with regard to the creation of an area of Lowland Dry Acid Grassland as compensation when it had not been fully justified as to why the development footprint could not be modified or reduced.

13.76 Although the exclusion of access to the eastern part of the site was sufficient to address the impacts upon the onsite biodiversity interests, this had implications for the mitigation of recreational impacts upon the Dorset Heathlands which have been discussed above. In order to achieve the necessary health and infrastructure projects to mitigate against recreational impacts public access to the eastern part of the site was reinstated following engagement with the Council's Heath and Mitigation officer and Natural England. This necessitated a change to the approach to mitigation of impacts upon on site biodiversity interests. Further amendments were submitted in December 2025 which set out proposals for public access to the eastern part of the site with areas of priority habitat retained and alterations to the indicative layout, moving the LEAP from the northeastern corner of the development area to the southeastern corner of the development area. These changes allowed for the development to avoid impacts upon retained priority habitats and minimise the impacts upon protected mammals on the site.

13.77 The amended scheme includes an area of retained habitat which would not have public access to it, and which would also be able to serve as a receptor site for the translocation of reptiles. Due to the impact of public access to the site, the applicant has acknowledged that the retained area would not be sufficient to act as a receptor for the entire reptile population off the site, it is therefore proposed to translocate part of the population to an offsite receptor site. In light of the Natural Environment Team's comments a condition requiring an updated protected species mitigation and monitoring strategy prior to commencement of development is proposed, with details of translocation to be included.

13.78 In response to these amendments the natural environment team has commented that although a small portion of the westernmost parcel of lowland dry acid grassland would still be lost, the approach that has been achieved through the amendments to the scheme represents a better application of the mitigating medication hierarchy, as it allows for a greater proportion of acid grassland to be retained. In addition, the overall onsite inventory of lowland dry acid grassland will be increased. As such, concerns in relation to priority habitats are resolved. In respect of protected species the National Environment Team has provided comments to indicate that they would favour an alternative approach to the proportion of reptile population which is translocated to within the site or versus off site and a need for ongoing monitoring but have advised that this could be addressed through the imposition of a condition requiring the submission of an updated protected species monitoring strategy at the reserved matters stage. The comments also confirm that impacts upon bats have been appropriately addressed subject to a mechanism to secure the principles of bat mitigation and enhancements which are set out in the protected species mitigation strategy.

13.79 With regard to mammals it is confirmed that the relocation of the LEAP allows for the retention of mammal habitats with appropriate buffers although it is noted that greater detail is required in regards to ongoing monitoring mechanisms and remediation. Therefore a condition requiring a protected species monitoring strategy at reserved matters stage is recommended. Subject to the imposition of this condition the concerns in respect of the impacts upon mammals have been addressed.

13.80 Although the Natural Environment Team has reiterated earlier advice against the development of the site since its inclusion in the local plan options consultation in 2021 and its preference that the site is not to be developed, it has confirmed that the alterations to the scheme indicate that there are no reasonable ecological reasons to refuse permission.

13.81 Overall, the development would result in the loss of biodiversity from the site and would not achieve a net gain in biodiversity on site, which have been identified as forming part of a local ecological network. This is considered to represent a disbenefit of the scheme. In view of the mitigation proposed however and the advice from the Natural Environment Team this is only given moderate weight.

***Biodiversity Net Gain***

13.82 Biodiversity Net Gain (BNG) is a statutory requirement for all new development which was introduced through the Environment Act 2021. It requires applicants to demonstrate a measurable increase in biodiversity compared with the pre-development baseline. It is required to achieve a minimum of 10% net gain. The applicant has submitted a biodiversity metric and draft Habitat Monitoring and Management Plan (HMMP) which have been updated alongside the alterations to the scheme described above.

13.83 In light of concerns raised with the originally provided metric, the updated metric now shows that there would be a net loss of biodiversity, principally due to the loss of an

area of medium distinctiveness neutral grassland to the development footprint. In view of the results of the biodiversity metric the applicant has indicated their intention to purchase biodiversity units from an approved habitat bank.

13.84 As BNG is achieved through the discharge of the Biodiversity Gain condition, Planning Practice Guidance advises that it would generally be inappropriate to refuse planning permission on the grounds that the biodiversity gain objective will not be met. In this instance while the metric shows a loss of biodiversity units, the purchase of units from a habitat bank would allow BNG to be demonstrated. Therefore it can be concluded that BNG could reasonably be achieved, albeit through the purchase of off-siteunits.

13.85 The draft HMMP sets out management and monitoring of the post-development habitats and would need to be secured by an appropriate legal agreement for a period of 30 years. As the final delivery of BNG is secured following the grant of planning permission, through the discharge of the Biodiversity Gain Condition, a necessary legal agreement would be secured at that time, when the final HMMP is submitted.

13.86 The application is therefore considered to be acceptable in this respect subject to condition.

**Open Space provision**

13.87 CED Local Plan policy HE4 sets out that open space will be sought at a rate of 3.75ha per 1000 population, based on the recommended open space standards from the 2007 Open Space, Sport and Recreation Study. Based on an average occupancy rate of 2.4 people per dwelling, the development would be expected to result in approximately 118 additional residents, meaning the overall open space expected under policy HE4 would comprise 0.44 hectares.

13.88 Excluding the bespoke HIP area at the eastern end of the site the indicative layout shows approximately 0.7 hectares of open space, including a Local Equipped Area for Play (LEAP) (400 sqm) and a Local Area for Play (LAP) (100sqm), as well as amenity grassland. The inclusion of the HIP significantly increases the amount of open space provision to 3.6 hectares. Therefore the scheme would meet and exceed the requirements under policy HE4.

13.89 Comments from the Heathland Mitigation Team have welcomed the inclusion of the play facilities. The comments note the need to design the play space to integrate with the site and a requirement for the details to be submitted for approval prior to installation and for details to be secured through a management plan. The delivery and ongoing maintenance of the play and open space would be secured through a legal agreement with the precise details to be finalised at reserved matters stage.

13.90 The provision of open space in excess of the requirements of policy HE4 within the development is considered to represent a benefit of the scheme to which significant weight may be attached.

**Trees**

13.91 Trees are present on the site, primarily located on the boundaries of the site and within the eastern area, which is proposed to remain as green space. The main area of the site where the submitted indicative masterplan shows the housing to be located is clear of trees. Therefore the presence of trees on the site is not considered to represent a significant constraint on the development.

13.92 The constraints list does indicate tree preservation orders as a constraint on the site. Reviewing the available mapping the tree preservation orders do not affect the site itself but do affect land to the west of the site, including the area around Greenclose Lane, and the housing to the north west of the site, including Birchdale road. The proposals would not directly impact upon any protected trees within these areas.

13.93 The application is supported by an arboricultural assessment which has considered the status of the existing and retained trees, with the majority of trees retained and incorporated into the scheme. Comments provided by the tree officer have not raised objection to the proposals but have noted that it will be necessary for the final design to be informed by tree constraints and supported by an appropriately detailed arboricultural impact appraisal and method statement. Subject to this being secured through an appropriate planning condition it is considered that trees would be appropriately considered and protected through the development period. This is afforded neutral weight in the planning balance.

**Character and landscape impacts**

13.94 As the application is submitted in outline with only access for detailed consideration at this stage, a full assessment of the character of the development is not possible. It is nonetheless appropriate to consider whether an appropriate form of development may be achieved. Policy HE2 of the CED Local Plan requires development to be of a high quality which reflects and enhances areas of recognised distinctiveness. It states that development will be permitted if it is compatible with or improves its surroundings in:

- Layout
- Site coverage
- Architectural style
- Scale
- Bulk
- Height
- Materials
- Landscaping
- Visual impact
- Relationship to nearby properties including minimising disturbance to amenity

- Relationship to mature trees.

13.95 With regard to landscape quality, policy HE3 states that development should seek to protect and enhance the landscape character of the area and that development will need to take into account the character of settlements and their settings, natural features such as trees, hedgerows, woodland, field boundaries, water features and wildlife corridors, features of cultural historic and heritage value, important views and visual amenity and tranquillity and the need to protect against intrusion from light pollution, noise and motion. Additionally the National Planning Policy Framework confirms that good design is a key aspect of sustainable development and fundamental to what the planning and development process should achieve. Paragraph 135 of the framework sets out the key expectations for development proposals, which are aligned local policy requirements. Paragraph 136 also emphasises the importance of trees, indicating that planning decisions should ensure that new streets are tree lined.

13.96 The development would predominantly relate to the late 20th century development to the north and west, of which Birchdale Road itself forms part. The area comprises late 20th century suburban cul-de-sac development, with average densities of around 24 dwellings per hectare. To the south, Old Manor close is also late 20th century but consists of terraced housing at higher densities.

13.97 Birchdale Road slopes towards the site and currently benefits from views across the open fields to the tops of the trees that line the disused railway. There is a strong character to the housing that consists of a series of 2 storey linked houses with prominent bow windows, constructed of buff brick with pitched, concrete pantile roofs. All dwellings have large, open landscaped front gardens with driveways. There is little variation in house design save for an alternating style of porch. This character is repeated in Oakdene Close to the west.

13.98 Hornbeam Way which lies more to the north of the site consists of large, detached 2 storey houses. Predominately red brick with a mix of gabled and pitched roofs, the street is also characterised by large, landscaped front gardens with driveways.

13.99 Although there are no street trees in the area, large front gardens often include small/medium trees and mature tree planting within rear gardens give the area a verdant feel typical of well established sub urban areas.

13.100 As the application is submitted in outline with the detailed matters of layout, scale, design and landscaping being reserved for future determination, detailed assessment of these matters is not possible at this time. Comments provided by the Council's Urban Design and Landscape Officers have confirmed that the site has capacity to accommodate additional development without giving rise to undue harm.

13.101 Comments from urban design indicate that the street patterns, boundary treatments, set backs and plot ratios should reference local context, albeit with some flexibility to ensure that the development makes efficient use of the land and can accommodate other design objectives such as prioritising active travel, ensuring active streets and

minimising the impact of car parking. The comments identify opportunities for additional pedestrian and cycle routes which would enhance the connectivity of the site, and guidance on design objectives for the detailed design are also provided. The Urban Design officer recommends that the proposals are considered by the Design Review Panel to inform the detailed design.

13.102 The Council's Landscape officer has confirmed that the principle of residential development could be accepted in landscape terms, notwithstanding the impact of the development on the openness of the green belt which they note would be subject to permanent change as a result of the development. However they have advised that the supporting Landscape and Visual Appraisal is a reasonable assessment of the scheme's impacts, which are assessed being moderate adverse impacts on completion, and moderate/minor adverse impacts on completion and the development and which would result in moderate to minor adverse impacts on sensitive receptors and negligible effects on less sensitive receptors. The comments do suggest the submission of further visualisation and section drawings of the proposed scheme to fully justify that the quantum of development can be accommodated but it is not considered that these can be reasonably required given the outline nature of the proposals. It is however acknowledged that in light of these comments the submitted indicative layout drawings should not be formally approved at this stage. The landscape officer's comments also recommend that the scheme is considered by the Design Review Panel and this is therefore to be included as an informative noted.

13.103 The landscape officer also recommends conditions to ensure the retention and protection existing vegetation around the perimeter of the site, reservation of 3.82 ha of the site for green infrastructure only, further details of hard and soft landscaping, and a Landscape and Ecological Management Plan.

13.104 In addition to the comments from the landscape and urban design officers, third party comments have raised concerns over the impact of the development on the character of the area and the density of development being too high. The indicated development area comprises 1.8 hectares which equates to a development density of 27 dwellings per hectare. This is marginally higher than the 24 dwellings per hectare of the Wider Highland Park estate but it is not considered that this is a significantly higher density of development to the extent that it would appear incongruous or out of character.

13.105 Although the comments of urban design and landscape officers have indicated that further information at this stage would assist in providing greater certainty over eventual design approach to accommodating the proposed level of development, in view of the outline nature of the proposals it is not considered essential at this stage and, in the context of the Council's housing land supply position and the application of the tilted balance, it is not considered that a reason for refusal on this point could be sustained. It is therefore concluded that the site is capable of delivering an appropriately high quality of design, subject to detailed consideration at reserved matters stage. It therefore complies with the requirements of policies HE2 and HE3 of the CED Local Plan and the

National Planning Policy Framework. This is afforded neutral weight in the planning balance.

**Impacts on amenity**

13.106 Concern has been raised in respect of the impact of the proposals on the amenity of neighbouring residents through overlooking, overbearing, overshadowing and from noise and disturbance. As the proposals are submitted in outline with only access being for approval at this stage, it is not possible to undertake a detailed assessment of the impact of the proposals on neighbouring residential amenity. However the submitted indicative masterplan does allow for an initial assessment of the relationships to neighbouring properties.

13.107 The closest relationship would be with 20 Cranfield Avenue where the masterplan shows a dwelling at approximately 16m distance. That would however be a back to side relationship and the indicative masterplan indicates that the units in that part of the site as single storey. The relationship has been assessed from within number 20 Cranfield avenue and its garden. The application site rises up from the boundary with number 20, with number 20 itself elevated above its garden, with ground level changes across its plot equivalent to at least a storey. Given the relationship and the scale of the development, while any new dwelling would clearly be visible from number 20 and would unavoidably alter the outlook from that property, it is considered that with appropriate attention to siting, orientation and spacing at reserved matters stage harmful impacts could be avoided.

13.108 In other locations the closest relationships would to the rear of the housing in Old Manor Close, to the south. That housing sits on lower ground, with the application site rising up relatively steeply from it. Nonetheless, the indicative masterplan shows a separation distance of around 28m minimum between the backs of the houses on Old Manor Close and the front of houses within the site, with landscaping, access roads and drainage located between. Notwithstanding the difference in levels, as the site is located to the north, it would not result in direct overshadowing of these properties.

13.109 Concerns have also been raised from residents in Hornbeam Way and Beaucroft lane in respect of the greenspace, which is shown as having a walking route which would be around 10m from the boundary but in an area where users of the greenspace may stray from the path. The concerns relate to the loss of privacy, and potential security concerns. It is noted that several of the properties which would share a boundary with the greenspace have relatively open boundaries defined by wire fences allowing views onto the site.

13.110 Detailed landscaping proposals and proposals for the management of the greenspace secured via conditions would be able to address these concerns through the installation of appropriate boundary fencing or additional vegetation along boundaries. It is not unusual for properties to back on to areas of publicly accessible open space, be they play areas, SANG or other forms of greenspace. Furthermore, any visibility towards

neighbouring properties is likely to be only in passing as users travel through the greenspace. The dwell points indicated on the plan are shown as benches which would naturally be oriented to make the most of available southwards and eastwards views, away from the immediate neighbours.

13.111 While there would inevitably be a degree of change for neighbours and some additional visibility between dwellings, it is considered unlikely that any impacts would result in sufficient harm to justify refusal of planning permission at this stage. Should specific issues with impacts on amenity be identified at the reserved matters stage, the ability to refuse any reserved matters application, or require amendments to resolve concerns, would remain.

13.112 Noise impacts from the development are considered in the following section.

13.113 In respect of the provision of appropriate levels of amenity for future residents of the development, it is not possible to assess whether that would be achieved at this stage due to the outline nature of the application. A full assessment would form part of the consideration of reserved matters. However, the indicative layout shows a typical permitter block layout which allows for reasonably sized private rear gardens and appropriate separation between buildings. Subject to detailed consideration at reserved matters stage and planning conditions as appropriate, it is considered that the scheme would provide an appropriate level of amenity for residents.

13.114 The proposal is therefore considered to comply with policy HE2 of the CED Local Plan in this regard. The impacts of the development on amenity are considered to carry neutral weight in the planning balance.

**Ground conditions**

13.115 The application is supported by a preliminary land contamination risk assessment. The assessment is desk based and recommends further ground investigation. The report has been reviewed by the Council's ground contamination consultants who have advised that the report confirms to technical requirements for a preliminary investigation and that, depending on the outcome of the recommended invasive investigation, remediation may be required, as well as a watching brief. It has therefore been recommended that conditions to require the investigation and any subsequent remediation are imposed. Subject to the imposition of these conditions the risks from potential contamination are appropriately addressed and the proposal complies with policy ME3 of the CED Local Plan.

**Air quality**

13.116 The application is supported by an air quality assessment which highlights that background particulate and $NO_2$ levels are well below relevant objectives and limit values. The assessment identifies the potential for impacts during the construction phase particularly from dust for which mitigation may be necessary. Post construction the assessment indicates that, based upon the understanding of predicted trip

generation from the development and the background levels of particulates and $NO_2$, it concludes that the development is unlikely to result in pollution concentrations which would lead to any exceedances of the annual mean air quality objectives for the site and that the development will not have any significant air quality impacts.

13.117 Comments from the council's Environmental Protection Team have confirmed that they don't have any adverse comments following a review of the assessment and recommending that dust mitigation measures are secured through a Construction Management Plan. Subject to a condition to secure that it is therefore considered that the proposal will not lead to harm through a reduction in air quality.

13.118 Concerns over air quality impacts of the development have been raised in third party comments which quote significantly higher pollutant levels, in particular for nitrogen oxides. However those figures appear to be based on a significant overstatement of the trip generation from the development and all trips being HGVs moving off from a standing start whereas the access arrangements would mean that vehicles would generally be up to speed when exiting the site, and due to the nature of the development would be expected to be predominantly cars or vans. It is therefore considered that these comments can be afforded little weight.

13.119 Comments have also suggested that air quality issues would be exacerbated by the urban canyon effect on Birchdale Road. Although there is no specific policy on urban canyon effects it is understood that the effects only become significant when the ratio of width to height of the canyon created by facing buildings is at or above 1. On Birchdale Road the minimum separation between buildings is around 21m. Given that all of the houses are 2 storey in scale the ratio is approximately 0.4 at worst so it is not anticipated that the urban canyon effect would be significant in this instance.

13.120 Overall it is concluded that, subject to appropriate conditions the proposals would comply with policy ME3 of the CED Local Plan.

**Noise**

13.121 In respect of noise, a screening report has been provided which identifies existing traffic noise to be the main potential source of noise impacts for future occupants and that the additional traffic from the development is unlikely to cause unacceptable levels of additional noise impact. Comments from the Council's Environmental Protection Team recommend that at reserved matters stage, details of a scheme for protecting the proposed dwellings from noise is submitted. This may be subject to an appropriate planning condition.

13.122 Their comments also highlight the potential for the use of Air Source Heat Pumps to generate noise impacts as a result of the development and that if these are to be used a noise assessment should be submitted. As the application is in outline with all matters except for accesses reserved, it is not considered reasonable or proportionate to require

such information at this stage. However a suitably worded condition may secure the required assessment.

13.123 Concerns have also been raised by third parties in respect of the impact of noise from the development in the long term on neighbours. While there would be some additional noise from the occupation of new dwellings, the noise impacts of residential development are inherently limited with the use considered to be a noise sensitive rather than noise generating use. While there would be additional noise during the construction period, it is considered that this can be adequately addressed through a construction management plan secured by condition. Subject to the appropriate conditions and detailed consideration at reserved matters stage the proposal is considered to comply with policies ME3 and HE2 of the CED Local Plan.

**Financial and non-financial benefits**

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

| What | Amount / value |
|---|---|
| Material considerations | |
| Affordable housing | 50% on site provision |
| Play space | Onsite provision of a LEAP and LAP |
| Bespoke HIP | Onsite provision of heathland mitigation |
| Public open space | On site provision of public open space |
| Contributions | |
| Education | £5,880 per 2+ bedroom dwelling |
| NHS | £516 per dwelling |
| Public transport infrastructure | £2,400 |
| Non material considerations | |
| CIL Contributions | Zero rated as HIP is provided. |
| | |

13.125 As the development exceeds 40 dwellings and will be delivering a bespoke Heathland Infrastructure Project, the development would not be liable to pay CIL. Contributions would however be sought towards provision of additional education and health infrastructure in the area.

13.126 It is noted that concerns have been raised in a significant proportion of the public comments on the application over the provision of infrastructure, particularly for education and healthcare services. The scale of the proposed development is not so great that it would justify provision of new on-site school or healthcare services. However it is acknowledged that the additional population arising from the development would contribute to additional pressures on these services within the town. Policy LN7 of the CED Local Plan requires the provision of community facilities and services to support existing and future population concerns. Ordinarily, infrastructure such as this

would be funded through CIL. As the development would be zero-rated, financial contributions towards off-site education and healthcare provision are sought.

13.127 The application is therefore considered to be acceptable in this respect subject to the completion of an appropriate legal agreement.

**Environmental implications**

13.128 In addition to the specific considerations in respect of potential ground contamination, air quality and noise, discussed above, the development would lead to additional $CO_2$ emissions which would include $CO_2$ released from the ground during groundworks, emissions during the construction period and embodied within the fabric of the buildings, and emissions during the lifetime of the development. The development would however need to comply with current building regulations requirements in respect of energy efficiency. The submitted sustainability statement indicates that air source heat pumps and solar photovoltaic panels will be utilised on properties to minimise reliance on fossil fuels.

## 13. Summary of issues and the planning balance

14.1 The development would conflict with the Development Plan as a whole due to the site's location outside of the main urban area and within the green belt, where development plan policies seek to restrain development. As set out above, legislation requires that planning application are determined in accordance with the development plan unless material considerations indicate otherwise.

14.2 As Dorset Council is currently unable to demonstrate a 5 year supply of deliverable housing sites, the development plan is considered out-of-date and the 'tilted balance' as set out in paragraph 11d of the National Planning Policy Framework is engaged. Although the NPPF does not form part of the Development Plan it is a material consideration for decision making purposes. Paragraph 11(d) requires that planning permission is granted unless the application of policies within the NPPF that protect areas or assets of particular importance (as set out in footnote 7 of the framework) provide a strong reason for refusing permission, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole.

14.3 The area or assets of particular importance set out in footnote 7 of the framework include several which are of relevance to the application site:

- Habitats sites and Sites of Special Scientific Interest (SSSI)
- Green Belt
- Local Green Space
- Irreplaceable habitats
- Designated heritage assets

- Areas at risk of flooding or coastal change.

14.4 It is therefore necessary to consider whether the policies in respect of each of these would provide a strong reason for the refusal of planning permission.

14.5 As set out above, the strategy defined through the applicant's most recent amendments to the application, defining a bespoke HIP within the site are considered sufficient to mitigate the likely significant effects of the development on the Dorset Heathlands. Subject to the mitigation being secured through a legal agreement, the impacts on habitats sites or SSSIs would not provide a reason for refusing development.

14.6 In respect of Green Belt, the site is located within the Green Belt and the development of the site would result in a reduction in openness. However, having considered the case made by the applicant, available evidence from the 2021 Green Belt review and their own assessment, officers consider that the site is capable of being considered as Grey Belt as defined within the NPPF. The proposals would meet the 'golden rules' for Green Belt release and are considered to be sustainably located. Therefore, in accordance with paragraph 155 of the framework, the development should not be regarded as inappropriate development within the Green Belt. Therefore, officers consider that the site's Green Belt status does not provide a strong reason for refusing the development in this instance.

14.7 The site would not directly impact upon any defined areas of local green space. There is a recently registered town/village green adjacent to the proposed access from Birchdale Road. However this would not be directly affected by the development. Officers therefore consider that this would not provide a strong reason for refusing the development.

14.8 Although the site is acknowledged to have biodiversity value and includes area of priority habitat, these areas do not sit within the list of habitats listed within the glossary to the framework for irreplaceable habitats, which are ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen. Furthermore the most recent comments from the Natural Environment Team acknowledge that, although there would be a net loss of biodiversity on site due to the development, the areas of priority habitat would be avoided. In view of this, officers do not consider that this would provide a strong reason for refusing the development.

14.9 The impacts of the development on designated heritage assets has been assessed and it has been confirmed that there would be some, less than substantial harm to the setting of the Grade II* listed Old Manor Farmhouse. That harm has been assessed as being toward the lower end of the scale. As required by the National Planning Policy Framework, officers have weighed that harm against the public benefits of the scheme which include the contribution to the supply of housing, the provision of 50% affordable housing on site and the provision of open space. It has been concluded that these benefits carry substantial weight and are sufficient to outweigh the less than substantial harm to the setting of Old Manor Farmhouse. Officers do not therefore consider that this would provide a strong reason for refusing the development.

14.10 Flood risk and drainage has been considered through the submission of a flood risk assessment and drainage strategy. It is acknowledged that there has been a significant level of concern raised in third party comments in respect of the potential for the development to contribute to additional flood risk within Wimborne. However the drainage strategy has sought to apply the SuDS hierarchy and has proposed a drainage solution which would drain to an existing watercourse with a new detention basin providing surface water storage to allowed for a controlled outflow equivalent to the existing greenfield runoff rate. The strategy has been reviewed by the Lead Local Flood Authority, which has confirmed that it has no objection and that the development would not increase flood risk off site. Therefore officers do not consider that this would provide a strong reason for refusing the development.

14.11 Considering the overall planning balance, the various issues have been set out in the table below, setting out whether they carry weight in favour of the development, against the development, or neutrally in the overall planning balance.

| **Issue** | **Benefit** | **Neutral** | **Disbenefit** |
|---|---|---|---|
| Affordable housing provision | Substantial | | |
| Contribution to housing land supply | Significant | | |
| Provision of public greenspace and play areas | Significant | | |
| Financial contributions towards education and health provision | Significant | | |
| Flood risk and drainage | | Neutral | |
| Highways and access | | Neutral | |
| Trees | | Neutral | |
| Character and landscape | | Neutral | |
| Amenity | | Neutral | |
| Environmental protection (noise, air quality and contamination) | | Neutral | |
| Biodiversity | | | Minor |

14.12 Overall it is considered that, although there would be some loss of biodiversity interests on the site (which would be mitigated), which weighs against the proposals there would be considerable benefits which carry weight in favour of the grant of planning permission. Applying the test in paragraph 11(d)(ii) of the NPPF it is not considered that there are adverse impacts of granting permission which would significantly and demonstrably outweigh the benefits of the development, when assessed against the policies in the framework as a whole.

14.13 The policies within the National Planning Policy Framework are a material consideration to which substantial weight are afforded. The presumption in favour of sustainable development indicates that where the development plan is out of date planning

permission should be granted. Within the Green Belt, paragraph 155 establishes that within areas considered to be grey belt, development which meets the 'golden rules' should not be regarded as inappropriate development. The proposal is considered to meet the 'golden rules'; the policies relating to areas or issues set out in footnote 7 of the framework are not considered to provide a strong reason to refuse permission and the development. It is not considered that the adverse impacts of the development would significantly and demonstrably outweigh the benefits. Therefore, the planning balance weighs in favour of the grant of planning permission and accordingly it is recommended that planning permission is granted.

## 14. Recommendation

A) Delegate authority to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to **grant planning permission** 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:

- 50% on site affordable housing
- Bespoke Heathland Infrastructure project
- Public open space provision including LAP and LEAP.
- Financial contribution towards education of £5,880 per 2+ bedroom dwelling, index linked from the date of the committee resolution
- Financial contribution towards NHS services of £516 per dwelling, index linked from the date of the committee resolution
- Contribution of £2,400 towards public transport infrastructure

And subject to the following conditions:

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

   Reason: To ensure the satisfactory development of the site.

2. An application for approval of any 'reserved matter' must be made not later than the expiration of three years beginning with the date of this permission.

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

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

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

4. The development hereby permitted shall be carried out in accordance with the following approved plans:
   BRW-001 The Location Plan
   P23073-001B Proposed Access Strategy

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

5. The number of dwellings to be constructed on the site shall not exceed 49.

   Reason: To ensure the adequate operation of heathland mitigation and avoid in-combination effects on habitats sites.

6. Prior to the commencement of the development, a construction method statement shall have been submitted to and approved in writing by the Local Planning Authority. The statement shall include measures to manage dust arising from construction and vehicle movements, storage of waste materials prior to the site, operating times of construction and a prohibition on the use of bonfires during construction. The development shall be carried out strictly in accordance with the approved Construction Management Plan.

   Reason: to prevent unacceptable impacts upon the amenity of neighbouring residents during the construction period.

7. Prior to commencement of development hereby approved a Construction Traffic Management Plan and programme of works shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

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

The development shall thereafter 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.

8. Prior to the commencement of the development hereby approved the following information shall be submitted to and agreed in writing by the Local Planning Authority:

1) a 'desk study' report documenting the site history.
2) a site investigation report detailing ground conditions, a 'conceptual model' of all potential pollutant linkages, and incorporating risk assessment.
3) a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when the site is developed.
4) a detailed phasing scheme for the development and remedial works (including a time scale).
5) a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time.

The Remediation Scheme, as agreed in writing by the Local Planning Authority, shall be fully implemented before the development hereby permitted first comes in to use or is occupied. On completion of the development written confirmation that all works were completed in accordance with the agreed details shall be submitted to the Local Planning Authority.

Reason: To ensure potential land contamination is addressed.

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

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

10. No development shall take place, including demolition, ground works and vegetation clearance, until a protected species mitigation and monitoring strategy has been submitted to, and approved in writing by, the local planning authority. The purpose of the strategy shall be to confirm and estabilish the effectiveness of measures to translocate reptiles and protect the badger population. The content of the Strategy shall include the following:
a) Aims and objectives of monitoring to match the stated purpose.
b) Identification of adequate baseline conditions prior to the start of development.
c) Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged.
d) Methods for data gathering and analysis.

e) Location of monitoring.
f) Timing and duration of monitoring.
g) Responsible persons and lines of communication.
h) Review, and where appropriate, publication of results and outcomes.
A report describing the results of monitoring shall be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.
The monitoring strategy must be implemented in accordance with the approved details.

Reason: To secure mitigation, compensation and enhancement/net gain for impacts on biodiversity

11. Prior to commencement of work on the site details of any proposed lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy will reflect the need to avoid harm to protected species and to minimise light spill from lighting associated with pre-construction, construction and operational activities, and demonstrate how the current best practice guidance, including Guidance Note 8 Bats and Artificial Lighting (BCT/ILP, 2023) has been implemented. There shall be no lighting of the site other than in accordance with the approved strategy.
Reason: In the interests of on biodiversity

12. The development shall not be commenced until a Habitat Management and Monitoring Plan (the HMMP) has been prepared in accordance with the approved Biodiversity Gain Plan and submitted to and approved in writing by the Local Planning Authority. The HMMP shall include:

i) A non-technical summary;

ii) The roles and responsibilities of the people or organisation(s) delivering the HMMP;

iii) The planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan and a timetable for implementation;

iv) The management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of the habitat and enhancement works as set out in the HMMP.

v) The monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the Local Planning Authority.

Thereafter the development shall be carried out, along with the management and monitoring of habitat, in accordance with the approved HMMP.

Reason: In the interests of biodiversity to secure the monitoring and management of significant onsite habitats.

13. Prior to the commencement of the development hereby approved (including demolition, material storage and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012 (as amended), including a scaled tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority (LPA). The TPP and AMS shall include:

    a) Location and installation of services/utilities/ drainage.
    b) Methods of demolition within the root protection area (RPA) of retained trees (as defined in BS 5837: 2012).
    c) Details of construction within or impacting the RPA of retained trees.
    d) A full specification for the installation of boundary treatment.
    e) A full specification for the construction of any roads, parking areas and driveways affecting trees RPA. This shall include details of a no-dig construction method, the extent of areas to be constructed using this specification, and relevant cross-sections through these areas.
    f) Detailed levels and cross-sections demonstrating that raised surfacing levels proposed for no-dig construction within RPAs can be accommodated without conflicting with adjacent building damp-proof courses.
    g) A specification for protective fencing during demolition and construction phases and a scaled plan showing its alignment.
    h) A specification for scaffolding and ground protection within tree protection zones.
    i) A Scaled Tree Protection Plan (TPP) showing protection measures and identifying prohibited construction activities within RPAs.
    j) Details of site access, temporary parking, welfare facilities, loading/unloading and storage of equipment, materials, fuels and waste as well concrete mixing and prohibition of fires
    k) Boundary treatments within RPAs
    l) Methodology and detailed assessment of root pruning
    m) Arboricultural supervision and inspection by a suitably qualified arboriculturist
    n) Reporting procedure for inspection and supervision
    o) Methods to improve rooting environments for retained and proposed trees and landscaping
    p) Veteran and ancient tree/woodland protection and management

    The development thereafter shall be implemented in strict accordance with the approved details.

    Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality.

14. Before the access is utilised it must be constructed as shown on drawing number P23073-001B. Thereafter, it must be permanently maintained, kept free from obstruction and available for the purpose specified.

    Reason: To ensure that highway safety is not adversely impacted upon.

15. Before the development commences a scheme for the turning and parking of vehicles must be submitted to and approved in writing by the Planning Authority. The approved scheme must be constructed before any part of the development hereby permitted is occupied or utilised. Thereafter, these areas must be 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.

16. Prior to the commencement of any development hereby approved, all existing trees and hedges to be retained, shall be fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

    Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity

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

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

18. Notice in writing shall be given to the Local Planning Authority within one month of the habitat creation and enhancement works as set out in the approved HMP having been completed. The notice shall include a completion report evidencing the completed habitat enhancements.

    Reason: In the interests of biodiversity to secure the monitoring and management of significant onsite habitats.

19. Notwithstanding the information shown on the plans approved by this application, before the development is occupied or utilised, precise details of the geometric highway layout, turning and parking areas shall have been submitted to and agreed in writing by the Local Planning Authority.

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

20. The development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities is submitted to and approved by the Planning Authority. . The approved scheme must be constructed before the development is commenced and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

    Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

21. Prior to the development hereby approved being first brought into use or occupied , details of measures for noise attenuation shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be completed in accordance with the approved details and the noise attenuation measures shall be retained thereafter.

    Reason: In order to protect the living conditions of surrounding residential properties.

22. A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior occupation of the development. The content of the LEMP shall include the following:

    a) Description and evaluation of features to be managed.
    b) Ecological trends and constraints on site that might influence management.
    c) Aims and objectives of management.
    d) Appropriate management options for achieving aims and objectives.
    e) Prescriptions for management actions.
    f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
    g) Details of the body or organization responsible for implementation of the plan.
    h) Ongoing monitoring and remedial measures.
    The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
    The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.
    The approved LEMP must be implemented in accordance with the approved details.

    Reason: To protect the landscape character of the area and to mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

23. Prior to the commencement of any development hereby approved, above damp course level, full details of hard landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. These details shall include where appropriate : proposed finished levels or contours, means of enclosure, car parking layout, other vehicular and pedestrian access and circulation areas, hard surfacing materials, minor artefacts and structures (eg; furniture, play equipment, signs, lighting, refuse or other storage units, proposed and existing functional services above and below ground (eg; drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc), retained

historic landscape features and proposals for their restoration where relevant. The development shall be carried out in accordance with the approved details.

Reason: To ensure the provision of amenity afforded by appropriate landscape design and maintenance of existing and/or new landscape features.

24. Prior to the commencement of any development hereby approved, above damp course level, a soft landscaping and planting scheme shall be submitted to, and approved in writing, by the Local Planning Authority. The approved scheme shall be implemented in full during the planting season November - March following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The scheme shall include provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 5 years.

Reason: In the interest of visual amenity.

25. Notwithstanding the indicative details submitted as part of this application, no less than 3.82 hectares of the site shall be retained for green infrastructure as part of the development, including a Heathland Mitigation Project, Public Open Space, SuDS, play space and incidental greens space/landscaping within the development.

Reason: To ensure the appropriate development of the site and avoid unacceptable impacts on landscape character.

**Informative Notes:**

1. 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. These are listed below.

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

2. No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 15.00m of the proposed access road,

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

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

3. The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Highways Development team. They can be reached by telephone at 01305 225401, by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

4. The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making-up of a private street prior to the commencement of any building works associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset Council's Highways Development team. They can be reached by email: highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

5. If the new road layout is not offered for public adoption under Section 38 of the Highways Act 1980, it will remain private and its maintenance will remain the responsibility of the developer, residents or housing company.

6. In addition to this permission, the junction works referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

7. The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.

8. The applicant is advised that Dorset Council requires the development to be subject to a 20mph speed limit with any signage, road marking and Traffic Regulation to be provided at the applicant's expense.

9. The Environment Agency's (EA) Risk of Flooding from Surface Water flood mapping indicates that the areas for proposed for development are not generally affected by surface water flooding. Page 9 of the FRA shows that the surface water flood extents to the west of the site are not located within the redline boundary (shown below). The site layout may suggest that the flood extents are actually located within the red line boundary.

Notwithstanding this, at the reserved matter stage, the layout will need to ensure that buildings are not located within the mapped flood extents, and also to provide a setback

10. The applicant can apply to South West Water for clarification of the point of connection for either clean potable water services and/or foul sewerage services. For more information and to download the application form, please visit the South West Water website: www.southwestwater.co.uk/building-and-development/services/pre-development-services

11. Prior to the submission of any application for the approval of reserved matters the applicant is advised to engage with Design West to provide a design review of the proposals. Design West brings together expertise from across the built and natural environment sectors. An independent and not-for-profit organisation, they work collaboratively with the development sector and decision-makers to shape better places. Design West make a charge for their services, and you will need to book and pay direct. You must let us know if you are seeking a review because there will also be an additional charge for Council officer time in preparing for and attending the review panel. We will provide a bespoke quote for our time on request at a rate of £120 (inc. vat) per hour or part thereof. Find out about Design West at this link: https://www.designreviewwest.org/about/

12. Prior to the submission of any application for the approval of reserved matters the applicant is recommended to engage with Design West who will provide a design review of your proposals. Design West brings together the best expertise from across the built and natural environment sectors. An independent and not-for-profit organisation, they work collaboratively with the development sector and decision-makers to shape better places. Design West make a charge for their services, and you will need to book and pay direct. You must let us know if you are seeking a review because there will also be an additional charge for Council officer time in preparing for and attending the review panel. We will provide a bespoke quote for our time on request at a rate of £120 (inc. vat) per hour or part thereof. Find out about Design West at this link: https://www.designreviewwest.org/about/

13. Informative Note: Rights of Way

    The safe free passage of the public on all rights of way must not be obstructed at any time. If the public are unlikely to be able to exercise their public rights on a right of way, then a Temporary Path Closure Order must be obtained. This can be applied for through Rights of Way at Dorset Council see https://www.dorsetcouncil.gov.uk/w/changing-the-definitive-map, but the application must be completed and returned at least thirteen weeks before the intended closure date. It should be noted that there is a fee applicable to this application. This application and legal order must be confirmed before any works obstructing the path are commenced.

    Any damage to the surface of the footpath attributable to the development must be repaired to Dorset Council's specification, in accordance with Section 59 of the Highways Act 1980 by the applicant.

14. Badgers are protected under the Badger Act 1992. Section 3 of the Act states:

    "A person is guilty of an offence… by doing any of the following things… -

    a) damaging a badger sett or any part of it;

    b) destroying a badger sett;

    c) obstructing access to, or any entrance of, a badger sett;

    d) causing a dog to enter a badger sett; or

e) disturbing a badger when it is occupying a badger sett,

intending to do any of these things or being reckless as to whether his actions would

have any of those consequences" If a badger(s) or badger sett is discovered during works; all work should stop and advice sought from Natural England by calling 0300 060 3900 or Dorset Council Natural Environment Team by calling 01305 221697 / net@dorsetcouncil.gov.uk, before proceeding.

15. The works associated with this application require a European Protected Species (EPS) License or Low Impact Class (LIC) License to avoid unlawful harm to species protected under the Conservation of Habitats and Species Regulations (2017) (as amended). Approval of an EPS/LIC License is a separate process from obtaining Planning Permission therefore the applicant is at risk of committing an offence where no License has been obtained. Planning Permission does not guarantee a licence, nor does in any way prejudice Natural England's decision on whether a licence should be issued, nor does it provide any legal defence against possible offences. It is relevant only to the purposes of consideration of the proposed development by the Local Planning Authority.

16. 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.

17. Informative: This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated ## ## relating to:

    - Provision of on-site affordable housing

    - Provision of heathland mitigation

    - Provision of open space

    - Contributions towards Education, Health and Public Transport

18. Street Naming and Numbering

    The Council is responsible for street naming and numbering within our area. This helps to effectively locate property to deliver post and for access by emergency services. New or changed addresses must be registered with the Council. This link has more information. https://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering/street-naming-and-numbering

19. The applicant is advised that, if the use of air source heat pumps is proposed at reserved matters stage, any application should be supported by a noise assessment to demonstrate there will be no adverse noise effects upon existing nearby receptors and future occupants of the proposed dwellings. Such a noise assessment must be undertaken by a Suitably Qualified Acoustician and consider the local circumstances, the nature of the installations,

tonality, intermittency of operation, sound levels in reverse cycle, background sound levels, structure borne sound and vibration transmission.

**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 Service Manager for Development Management and Enforcement and Development Management Area Manager East.

Reasons for refusal if S106 agreement not completed:

1. 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.

2. 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.

3. 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.

4. 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

5. The proposed development fails to secure an appropriate contribution to sustainable transport and highways provisions, contrary to Policy KS11of the adopted Christchurch and East Dorset Local Plan – Part 1, 2014.

Eastern Area Planning Committee
22 April 2026

| | |
|---|---|
| **Application Number:** | P/FUL/2025/01365 |
| **Webpage:** | Planning application: P/FUL/2025/01365 - dorsetforyou.com |
| **Site address:** | Rogers Hill Farm Rogers Hill Briantspuddle DT2 7HJ |
| **Proposal:** | Repowering of the existing Rogers Hill wind turbine with a larger wind turbine. |
| **Applicant name:** | Mr Sean Zamick |
| **Case Officer:** | Elizabeth Adams |
| **Ward Member(s):** | Cllr Beddow and Cllr Baker |

**1. Reason application is going to committee:**

The Service Manager for Development Management and Enforcement has identified this application for consideration by the Committee due to the balancing exercise involved.

**2. Summary of recommendation**:

To delegate authority 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 at the end of this report and the completion of a Section 106 Planning Obligation under Section106 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 below 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 Manage Eastern Area. The reasons for refusal for failure to secure the necessary obligations are set out in full at the end of this report.

**3. Key planning issues**

| Issue | Conclusion |
|---|---|
| Principle of development | Policy E3 ‘Renewable energy’ encourages the supply of renewable and low carbon energy provided any adverse impacts can be satisfactorily addressed. The proposal is not fully compliant with policy E3 due to the impact on heritage assets.<br>The Local Plan does not identify the site as suitable for the wind energy development proposed, contrary to PPG. |
| Impact on landscape | The landscape can accommodate the larger turbine subject to conditions. Moderate adverse effects on |

| Issue | Conclusion |
|---|---|
| | views from the National Landscape will be compensated by a landscape enhancement contribution secured by planning obligation. |
| Impact on heritage assets | The proposal will result in less than substantial harm to the setting of the Grade 1 listed Milton Abbey House and Grade II* Registered Park and Garden and to the setting of Weatherby Castle and Woodbury Hill hillforts. Less than substantial harm to the setting of the Bere Regis and Milton Abbas Conservation Areas and some Grade II listed buildings in the vicinity is also anticipated. |
| Impact on highway safety | No harm identified subject to conditions. |
| Impact on aviation safety | No harm subject to condition. |
| Impact on neighbouring amenity | No harm subject to conditions controlling noise and mitigating shadow flicker. |
| Impact on biodiversity | No harm subject to conditions to protect bats and secure BNG |
| Impact on flood risk | No harm identified. |
| Benefits | Significant contribution to low carbon energy provision; generation provided using existing grid connection. Contribution to local economy associated with construction work and 1 full time job. |

**4. Description of site**

Rogers Hill Farm is located between Tolpuddle and Bere Regis (approximately 3km from the latter) to the north of the A35. The farm comprises approximately 300acres and the main activities are rearing beef cattle and growing wheat, barley and oilseed rape.

The application site comprises a modest area of a field which benefits from permission for motorcross racing and the siting of a wind turbine. Land in the area is undulating, and the site lies on a hillside rising to the northwest.

The access to the site is achieved from Roke Road which lies approximately 750m to the northeast, across agricultural land. The farmstead-now a cluster of dwellings and commercial units- lies approximately 650m to the south west of the application site as do several other sporadic dwellings. There are two dwellings and holiday accommodation sited approximately 1km to the west, two cottages approximately 850m to the north and dwellings approximately 1.1km to the east. The nearest settlement is Shitterton, approx. 1.5km to the southeast on lower land. Tolpuddle lies 2.5km to the southwest and Milbourne St Andrew lies approx. 2.5km to the northwest.

**5. Description of development**

5.1 It is proposed to replace the existing wind turbine completed in 2012 with a larger three blade, pale grey turbine sited approximately 250m to the south of the location of the existing turbine. Permission is sought for a 30year period. The proposed siting was amended during the course of the application to reduce the likely impact on bats due to its proximity to hedgerows. Grid connection and parts of the existing site access from Roke Road would be reused.

| | **Tower height** | **Maximum height** | **Capacity** | **Production per annum** |
|---|---|---|---|---|
| **Existing** | 40.5m | 59.5m | 500kW | 800MWh |
| **Proposed** | 80m | 125m | 2MW | Up to 6000 MWh (or more) equivalent to average demand of up to 1,288 households |

5.2 The total area of land to be permanently occupied by new structures and hard surfaces within the 0.9ha site equates to approximately 0.02ha. A further 0.15ha would be occupied during the 6month construction phase, including a temporary 610m long access extension.

5.3 The wind turbine is delivered in sections to be assembled on site using two large mobile cranes requiring a 610.5m$^2$ hardscaping area adjacent to the turbine foundation. This will remain in place following construction in case of maintenance need, but vegetation will be allowed to grow on it.

5.4 Depending upon the exact turbine model the electrical transformer may be housed outside the main base in which case the housing would not exceed 4m x 8m and 4m in height to be sited within 5m of the tower, details could be secured by condition. Cabling to the grid connection will be underground.

5.5 Grid references are based on an optimised layout, but unforeseen ground conditions may require minor movements of up to 5m in all directions from the proposed location; it is anticipated that these could be dealt with as a non-material amendment if permission is granted.

5.6 An area of biodiversity net gain has been included within the site area on which tree planting is anticipated.

5.7 Crushed aggregate will come from an existing local supplier. The temporary construction access is to be constructed using a low carbon recyclable surface not exceeding 0.5m deep.

**6. Background and relevant planning history**

6/2003/0334 - Decision: Granted - Decision Date: 03/06/2003

Permanent change of use from agricultural to motorcycle training, practice and competition purposes on Wednesdays from 12 noon to 5pm in Winter and from 12 noon to 7pm in

Summer with up to 30 riders on track for training purposes and to continue to have 14 competition events throughout the year.

6/2006/1157 - Decision: Granted - Decision Date: 16/02/2007

Change of use of redundant barn & silage clamp to vehicle preparation/valeting & distribution area.

6/2006/1158 - Decision: Granted - Decision Date: 16/02/2007

Change of use of agricultural building & hay loft to offices.

EA1/2009/0006- Decision: Not EIA development - Decision Date: 23/12/2009

Erect wind turbine.

6/2011/0394 - Decision: Granted - Decision Date: 07/12/2011

Install one wind turbine, 40.5 metres high to hub with blades of 19 metres in length.

6/2012/0701 - Decision: Granted - Decision Date: 29/08/2013

Variation of planning permission 6/2003/0334 to use any of the 14 approved days at a weekend for either competitions (as originally approved) or for practice and training.

P/PAP/2023/00349 -Decision: Officer written response- Decision Date: 13/02/2024

The repowering of an existing wind turbine.

*Officers advised that amendments to the proposal would be required. The proposed relocation of the wind turbine would prevent it from being considered as a re-powering proposal. LVIA details would be required to assess the impact on the National Landscape.*

P/PABA/2023/06216- Decision: Prior notification approved- Decision Date: 20/11/2023

Erect a new steel framed building clad in uninsulated corrugated metal sheeting for machinery storage in a remote part of the farm site. The site is approximately 300 acres

P/PAP/2024/00522 -Decision: Officer written response- Decision Date: 20/12/2024

Erection of a 125m tip wind turbine

*Officers advised that the proposals appeared to be acceptable in principle, but more detail was required in respect of the impact on the surrounding landscape and heritage assets.*

**7. List of constraints**

Within Site of Special Scientific Interest (SSSI) impact risk zone

Dorset Heath Designation Buffer 5km; Dorset Heath

Natural England Designation - Nutrient Neutrality Catchments, Poole Harbour Nutrient Catchment Area; Poole Harbour

Natural England Designation - RAMSAR: Dorset Heathlands (UK11021); - Distance: 1332.77

Scheduled Monument: Four bowl barrows 600m east and 650m north east of Haywards Farm (List Entry: 1015331); - Distance: 457.85

Within Groundwater Source Protection Zone

Minerals and Waste Safeguarding Area - ID: 881;

Minerals and Waste - Sand and Gravel

Public rights of way- Jubilee Trail >880m to the south and 1.4km to the north

Bere Regis Conservation Area (approx. 1.5km to southeast)

Piddle Valley Conservation Area (approx. 2km to south)

Tolpuddle Conservation Area (approx. 2.8km to the southwest)

Milborne St Andrew Conservation Area (approx. 2.5km to northwest)

Milton Abbas Conservation Area (approx. 6km to north)

Winterborne Whitechurch Conservation Area (approx. 4.5km to the northeast)

There are 72 scheduled monuments within 5km of the site including:

Weatherby Castle hillfort scheduled monument

Woodbury Hillfort scheduled monument

Group of scheduled barrows- 10 scheduled monuments located to the north, north-west and north-east of the site

Court Farm scheduled manorial settlement

Section of scheduled Roman Road

Grade I listed buildings: Milton Abbas, Bere Regis Parish Church of St John the Baptist

Grade II* listed Registered Park and Garden of Milton Abbas

Grade II listed buildings- there are 217 listed buildings in the 5km radius including:

Roke Barn approx. 900m to the north,

Roke Farmhouse and Barn approximately 1km to the northeast,

Thatched cottages at Shitterton and Shitterton Farm House approx. 1.5km to the southeast

Buildings at Bere Regis including Court Farm and those along North Street and West Street,

Various buildings along the A354 up to Winterbourne Whitechurch

Buildings in Milborne St Andrew

## 8. Consultation Summaries

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

**Consultees**

**1. Historic England- received 16 April 2025**

Comments- Concerns raised on heritage grounds.

Less than substantial harm identified from the effect of the proposed turbine on the setting of high significance heritage assets; the grade II* registered landscape at Milton Abbey and its Grade I listed house, and the setting of the two hillforts at Woodbury Hill and Weatherby Castle, which are Scheduled Monuments.

**2. Natural England- received 4 April 2025**

No objection- Recommends that the Dorset National Landscape Team is consulted.

The landscape and biodiversity measures agreed under the original permission (6/2011/0394) should be fully implemented and the existing turbine removed.

Impact on bats should be considered. To reduce risk the turbine should be located 50m from the rotor tip to the top of any hedgerows or trees. Provided this minimum distance can be secured then satisfied that the scheme represents a low and acceptable risk to bats.

**3. Bournemouth Airport Safety- received 20 March 2026**

No objection subject to condition to secure mitigation to be fully funded by the applicant.

**4. Ministry of Defence- received 14 April 2025**

No objection subject to conditions in the interests of aviation safety to secure:

1. An aviation lighting scheme and
2. Notification of the MOD of construction and turbine details

**5. Dorset National Landscape- received 18 June 2026**

There are a range of elevated vantage points within the National Landscape to the north-northwest that would experience moderate adverse effects due to the significant increase in the scale of the turbine. The effects of most relevance to the decision are distributed over a diffuse area within the National Landscape, to the north-northwest of the turbine, e.g. viewpoints 7 – 14 within the applicant's appraisal. These impacts will need to be weighed against the benefits of the project, particularly the substantive increase in renewable energy production.

**Received 21 October 2025**

The £120k figure for landscape enhancement is acceptable based on the specific circumstances of the proposal. Flexibility should be secured in how the monies are spent; we need to be able to pool with other funding to get the maximum benefits.

**6. Dorset Council Senior Landscape Architect- received 18 June 2026**

No objection subject to further information.

Identifies moderate adverse landscape impact on the wider Open Chalk Downland Landscape Character Type (LCT) reducing to a moderate to minor adverse impact on the Chalk Valley and Downland, Valley Pasture, and Heath/Forest Mosaic LCTs.

The proposed turbine would be likely to have a major/moderate and therefore significant adverse visual impact on receptors at viewpoints within 2km of the site and on heritage assets. However, the existing wind turbine is a recognisable feature in the landscape and so its replacement would not create a new feature. Though it may be a more dominant feature in close views, this increase in dominance would be reduced at greater distances. A consideration

of its wider landscape and visual effects, in the context of current guidance and policy, would also suggest that the landscape could accommodate a turbine of this size in this location.

Mitigation measures suggested.

**7. Dorset Council - Highways received 5 August 2025**

No objection subject to conditions to secure:

Construction Traffic Management Plan

Grampian condition- works to the highway

Manoeuvring, parking and loading areas

Reinstatement of access at decommissioning

**8. Dorset Natural Environment Team**

No objection subject to conditions

**9. Dorset Council Conservation Officer**

Objection

Object in accordance with the comments and supporting the concerns expressed in Historic England's letter dated 16 April 2025.

Attention drawn to impact on designated viewpoints. Considerable cumulative impacts. No heritage benefits.

**10. Dorset Council Economic Development and Tourism Team**

Support

From an economic development perspective, the arguments in favour of this application are strong and clear. It will provide jobs in its design, construction and maintenance, it will provide electricity that everyone needs to live, work, and learn, and increasingly to power our transport and heating as we move to a lower Carbon economy.

Onshore wind turbines are probably one of the most cost-effective, efficient, and environmentally friendly ways of generating electricity. In the public interest.

**11. Bere Regis Parish Council**

Have declared a pecuniary interest in this application as they receive donations from the project throughout the year which go towards community groups such as the Village Hall, Lunch Club, Scouts, Community Transport and many smaller initiatives.

A comment is made on the need for adequate reports to be in place and for the information contained within those reports to be accurate and up to date.

**12. Affpuddle & Turnerspuddle Parish Council**

No objection to the principle subject to being satisfied that all of the required assessments and impact studies have been submitted and to being party to the proposal for Community Benefit.

Request for feedback on some areas of concern:

- Lack of impact assessments for properties within 1km of the site in relation to noise and flickering effects
- Limited information about impact on villages
- Potential negative impact on the historic landscape and potential damage to the Roman Road and archaeological objects

**12. Milborne St Andrew Parish Council**

Concerns from members of the public about the lack of detail in the application, particularly lack of photo montages from key viewpoints and omission of at least one very nearby property from the noise assessment process. Queried claim that no complaints had been made about noise from the current turbine.

Objection on the grounds of:

- Overlooking/loss of privacy
- Scale and dominance
- Drainage, sewage and flood risk
- Noise, dust, fumes etc
- Impact on character or appearance of area
- Effect on listed buildings and conservation areas
- Effect on trees and wildlife/nature conservation especially birds, bats and raptors

**13. Ward Members**

None received.

**Representations received**

| Total - objections | Total - No objections | Total - comments |
|---|---|---|
| 14 | 14 | 1 |

**Summary of comments of objections:**

Objectors have raised the following concerns:

- Harm to the landscape
- Excessive increase in size from existing
- Impacts on ecology
- Environmental issues (unspecified)
- Noise

One comment was received suggesting that more reports were required to assist assessment.

**Summary of comments of support:**

Supporters made reference to:

- The benefits of green energy
- Acceptability in the landscape- existing turbines were identified as positive

## 9. Duties

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

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty)

## 10. Relevant policies

Development plan

In this case the development plan comprises:

**Adopted Purbeck Local Plan:**

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

V1: Spatial strategy for sustainable communities

E1: Landscape

E2: Historic environment

E3: Renewable energy

E4: Assessing flood risk

E5: Sustainable drainage systems (SuDs)

E7: Conservation of protected sites

E10: Biodiversity and geodiversity

E12: Design

**Made Neighbourhood Plans**

Bere Regis Neighbourhood Plan 2019-2034 (made June 2019)- the plan is silent about renewable energy proposals and does not seek to duplicate the Local Plan policies on landscape and heritage.

Material considerations

**Emerging local plans:**

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

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

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

**The Dorset Council Local Plan**

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

**Local Nature Recovery Strategy**

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

**National Planning Policy Framework 2024 (as amended 2025)**

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

Other relevant NPPF sections include:

- Section 4 'Decision making': Para 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available…and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas.
- Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings.
- Section 14 'Meeting the challenges of climate change, flooding and coastal change' sets out importance of renewable and low carbon energy.
- Section 15 'Conserving and Enhancing the Natural Environment'- In National Landscapes (formerly known as Areas of Outstanding Natural Beauty), paragraph 189 requires great weight to be given to conserving and enhancing the landscape and scenic beauty. Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.
- Section 16 'Conserving and Enhancing the Historic Environment'- Paragraph 212 says that when considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss

or less than substantial harm to its significance. The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 216).

Other material considerations

**National Planning Practice Guidance**

Relevant sections include: Renewable and Low Carbon Energy

**Supplementary Planning Documents and Guidance**

Purbeck District Design Guide SPD

**Other Documents**

Assessing onshore wind applications: Guidance for local planning authorities in England 2026

The Dorset National Landscape Management Plan 2026-31

The following objectives and policies are relevant to this application:

- C1a – Development should seek to conserve and enhance the National Landscape
- C2a – Require high-quality landscape assessment and evidence-based planning
- C3b – Enable appropriate development that supports community needs
- C3c – Enable appropriate development that supports adaption to, and mitigation of climate change
- C4a- Prevent and mitigate negative impacts of development on landscape and visual character affecting the National Landscape.

Dorset AONB Landscape Character Assessment

Dorset Climate and Ecological Emergency Strategy (2021)

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

Landscape Sensitivity to Wind and Solar Energy Development in Purbeck District (April 2014)

Conservation Area Appraisals that could be considered relevant:

- Bere Regis Conservation Area Appraisal
- Piddle Valley Conservation Area Appraisal
- Puddletown, Stinsford and Lower Bockhampton and Tolpuddle Conservation Area Appraisal
- Milborne St Andrew Conservation Area Appraisal
- Milton Abbas Conservation Area Appraisal

Relevant UK legislation and strategies include:

- Climate Change Act (2008) (as amended)
- Energy Act (2016)
- The Energy White Paper: Powering out Net Zero Future (2020)
  This document sets a goal of a fully decarbonised, reliable, and low cost power system by 2050

- Net Zero Strategy: Build Back Greener (2021)
  This document sets out the Johnson Conservative Government's strategy for achieving 'net zero' targets and sets out policies and proposals to assist in meeting carbon budgets and the legally binding commitment to achieve net zero greenhouse gas emissions by 2050. These policies include maximising renewable energies and an aim that the UK be powered entirely by clean electricity by 2035.
  The document anticipates that a low-cost, net zero consistent electricity system is most likely to be composed predominantly of wind and solar generation.
- Carbon Budget Order 2021
  This sets the carbon budget for the 2033-2037 budgetary period

- British Energy Security Strategy policy paper (April 2022)
  The Johnson Conservative Government set out the Prime Minister's plans to boost Britain's energy security following rising global energy prices and volatility in international markets. This includes commitments which could see 95% of Great Britain's electricity set to be low carbon by 2030. This relies on a range of sources, including, onshore wind although the government was concerned to ensure that such proposals had community support.

- Energy Act 2023

- Clean Power 2030 Action Plan: A new era of clean electricity (December 2024)
  The Government has set out an aim to provide as much clean power as the country consumes and at least 95% of Great Britain's generation. Confirms that the government has ended the '*de facto ban on onshore wind energy'* and '*will update NPPG in 2025 to provide clarity on the application of planning policy for renewable and low carbon development to support the updates to NPPF in practice'*.

- Onshore Wind Taskforce Strategy (July 2025)
  Introduces a target to expand onshore wind capacity in England from approx. 14.8GW to 27-29 GW by 2030.

## 11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

## 12. Public Sector Equalities Duty

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

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

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

No harm to people with protected characteristics has been identified as arising subject to conditions mitigating noise and flicker impacts.

## 13. Public Benefits

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

| What | Amount / value |
|---|---|
| Material considerations | |
| Contribution to off-site landscape enhancement | Up to £120,000 to be paid in instalments |
| Non material considerations | |
| Community Benefit Contributions | TBC- will be a specified sum per Megawatt installed for the lifetime of the development. |

## 14. Planning Assessment

Environmental Impact Assessment

14.1 The application has been screened under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Although falling within Schedule 2 3(i) Installations for the harnessing of wind power for energy production, the characteristics of the replacement wind turbine are such that a screening decision has confirmed that the proposal is not EIA development.

The principle of development

14.2 The Purbeck Local Plan recognises the need for renewable energy to reduce reliance on fossil fuels and their associated impacts on climate change.

14.3 Policy E3 'Renewable Energy' encourages the use and supply of renewable and low carbon energy provided any adverse impacts can be satisfactorily addressed. The associated criteria are:

'*a. the technology is suitable for the location and the scale, siting, layout, design and colour of development would not cause significant harm to landscape character or visual amenity;*

*b. development would not harmfully interfere with radar, telecommunications, air traffic, railways, or highway safety;*

*c. development would not cause significant harm to the amenity of existing neighbours because of its scale, position, noise, vibration, overshadowing, flicker (associated with wind turbines), or other emissions;*

*d. development would not harm the significance and setting of the heritage assets;*

*e. details of suitable mitigation measures and a site restoration plan are submitted as part of a planning application; and*

*f. development can be safely accessed (both during construction and whilst operating).*'

These matters are considered in detail below.

14.4 Objectors to the proposal have referenced planning practice guidance Paragraph: 005 Reference ID: 5-005-20150618 dated 18 06 2015 which is titled '*How can local planning authorities identify suitable areas for renewable and low carbon energy?'* and includes the following statement: '*In the case of wind turbines, a planning application should not be approved unless the proposed development site is an area identified as suitable for wind energy development in a Local or Neighbourhood Plan'.*

14.5 The draft Dorset Local Plan identifies the area where the application site is located as suitable for small wind turbines (25m-60m blade tip height), but the Local Plan is at an early stage of development so cannot be given weight. The adopted Purbeck Local Plan does not specifically identify areas as suitable for wind energy development, so the proposal fails to accord with Planning Practice Guidance (PPG).

14.6 Whilst still current, officers note the age of the PPG and give it less weight because of its conflict with the positive approach in the more recent NPPF. It is noted that the two restrictive tests included in footnotes in the 2015 and 2023 versions of the NPPF, which required that proposed wind energy development should not be considered acceptable unless it is in an area identified as suitable in the development plan and the proposal had the backing of the affected local community, were removed in the July 2024 NPPF. Updated paragraph 168 requires that significant weight is given to '*the benefits associated with renewable and low carbon energy generation and the proposal's contribution to a net zero future'*. The conflict with the PPG is therefore given only moderate weight.

14.7 The supporting text for policy E3 refers at paragraph 75 to the 'Landscape Change Strategy (Dorset County Council) and Landscape Sensitivity to Wind and Solar Energy Development in Purbeck' as key to informing the Council's consideration of the specific impacts of renewable energy proposals on the landscape. Compliance with this document is considered further below.

Impact on the landscape character of the area and Dorset National Landscape

14.8 The application site lies in an area of open rolling downland countryside which is not subject to any national landscape designation. Local Plan policy E1 requires that development design should take account of landform, the character of the existing landscape, the cumulative impacts with existing or planned development, and existing trees and hedgerows.

14.9 The area is characterised by a large-scale, expansive character with open views to broad horizons and is subject to intensive agriculture. The wider landscape is recognised for its distinctive character and scenic beauty. At its closest the Dorset National Landscape (DNL) lies approximately 4.4km northwest of the site (at Park Hill near Dewlish). Great weight is to be attached to conserving the landscape and scenic beauty of the DNL.

14.10 The suitability of the location for a wind turbine as required by policy E3 is already established by the existing use and grid connection. The replacement turbine is larger, but the proposed position makes use of lower land than the existing turbine sited approximately 250m to the north which is to be removed as part of the proposal. The light grey/off-white semi-matt finish is intended to reduce the distance over which the turbine is visible, particularly in dull or overcast conditions. No lighting is proposed except for motion activated lighting above access points to the turbine and control building. The aviation authorities require infra-red lighting, but this will not be visible to the naked eye.

14.11 The site lies in the North Bere Regis Downs character area which is identified in the 'Landscape Sensitivity to Wind and Solar Energy Development in Purbeck District' assessment published in 2014 as having high sensitivity to turbines greater than 99m high. The report explains that the homogenous, open character of the landscape is not highly sensitive to wind energy but the distinctive hills in the vicinity elevate the sensitivity for wind turbines with greater height, particularly where development could affect neighbouring smaller scale landscapes or is evident in panoramic views from the Jubilee Trail. The report anticipates that renewable projects would result in changes in the aesthetic and perceptual aspects of landscape character. Allowing the proposal for a turbine greater than 99m in height as proposed (the turbine has a height to the tip of 125m) would be contrary to this guidance which was referenced in the supporting text to policy E3 of the Local Plan as informing areas where wind energy development would be appropriate.

14.12 The Council's Landscape Officer has advised that the weight that can be given to the 'Landscape Sensitivity to Wind and Solar Energy Development in Purbeck District' assessment has lessened due to its age and changes to the NPPF that have focused on a more positive stance towards increasing the supply of renewable energy, provided that adverse impacts, including cumulative and visual impacts, are appropriately addressed. New draft guidance for non-National Landscape areas is being progressed by Dorset Council but has not yet been published. This maintains the position that large turbines (100-150m tip height) will have a sensitivity score of 'High' within the landscape character types of Chalk Valley and Downland/Chalk Uplands and Valleys.

14.13 A Landscape and Visual Impact Assessment (LVIA) of the proposal accompanies the planning application. The LVIA adopts the sensitivity categorisation set out in the Purbeck Landscape Sensitivity document. A zone of theoretical visibility of 20km from the proposed turbine has been identified and 20 viewpoints have been assessed.

14.14 The Council's Landscape Officer has confirmed that he is broadly in agreement with the magnitude and level of effect attributed to the receptor Dorset Landscape Character Types (LCT) by the LVIA and that he considers that the document is methodologically sound.

14.15 Two landscape character types are located within 5km of the site:

- Open Chalk Downland LCT- moderate impact identified
- Chalk Valley and Downland, Valley Pasture and Heath/Forest Mosaic LCT- moderate minor or lower

14.16 The application site already hosts an existing smaller turbine with a 40.5m high hub, has a current use as a motocross track and lies in an intensive arable farmland setting close to the A35 so is identified as having a moderate to poor landscape condition. The Council's

Landscape Officer considers that the effects of the proposed turbine on the site and its immediate surroundings as a resource in its own right would be unlikely to be significantly adverse.

14.17 The increase in the scale and height of the wind turbine will be at its most noticeable within 2km of the site. The Council's Landscape Officer has identified a high magnitude of change for these viewpoints, and receptors having high/medium sensitivity, so he considers that the level of effect should be described, at best, as major/moderate adverse rather than moderate as identified by the LVIA. It is noted that the LVIA identifies adverse impacts for some private properties within 3km which appears to support this assertion.

14.18 Properties on the edge of nearby settlements are attributed a moderate level of adverse effect with the level decreasing with increased distance from the site. Road users within 3km will experience intermittent views and a moderate to minor adverse effect which would reduce to minor at greater distances. Recreational users of footpaths and bridleways in the locality would experience up to major adverse effects where the turbine is seen as a prominent feature in direct views, but many of these views are already affected by the current wind turbine.

14.19 Beyond 5km it is anticipated that the distance will mitigate harm, reducing prominence so effects will be minor, or lower. Cumulative impacts with the Alaska Wind Farm turbines at Stokeford Heath Sand and Gravel pits have been considered but are not judged significant.

14.20 It is recognised that visual impacts during the construction phase could give rise to adverse landscape or visual effects, but these would be temporary and short term, so limited weight is given to the harm in the planning balance.

*Impact on the National Landscape*

14.21 Fifteen of the twenty representative viewpoints within the LVIA are located within the Dorset National Landscape. There is a statutory duty to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape and paragraph 189 of the NPPF requires that '*Great weight should be given to conserving and enhancing landscape and scenic beauty in…National Landscapes…development within their settings should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas'*.

14.22 The special qualities of the Dorset National Landscape, identified by the latest Management Plan 2026-2031, include '*Contrast and diversity- a microcosm of England's finest landscape'* alongside wildlife, historical and cultural value. Valued characteristics include a collection of fine landscapes, uninterrupted panoramic views which allow appreciation of the patterns and textures of the landscape, tranquillity and remoteness, and the undeveloped rural character.

14.23 Policy C1.a of the Management Plan includes amongst other matters, the requirement to '*Manage the landward and seaward settings to conserve and enhance character, ensuring the assessment of views, noise and wider environmental impacts.*' The impact of the development on the special qualities of the Dorset National Landscape has been identified by the LVIA as limited. It concludes that while the proposed turbine may be a noticeable feature in distant views, existing turbines already influence the landscape.

14.24 The Dorset National Landscape (DNL) team have advised that it is reasonable to anticipate that the turbine will be perceived as a substantial manmade feature due to its scale '*resulting in some inherent tension in terms of the prevailing 'natural beauty' of the designated area'*. It is recognised that there are eight elevated viewpoints to the north/northwest of the turbine identified by the LVIA (nos. 7-14) as areas where moderate adverse effects would arise due to the increased scale of the turbine.

14.25 The DNL team disagree with the LVIA categorisation given to receptor sensitivity, contending that all the visual receptors associated with public rights of way and open access land within Dorset National Landscape should be attributed 'high' sensitivity. Whilst they recognise that the turbine is a replacement scheme, they consider that the substantial additional scale would result in a greater magnitude of change than the LVIA has identified, particularly for viewpoints 7-12 which are between 5 and 10km from the site so they recommend that for these viewpoints the planning assessment should anticipate an adverse impact of a 'moderate' adverse nature. The team recognises that such views are '*relatively diffuse, in that they can be observed across a fairly wide geographical area, and intermittent, in that they tend to vary in their availability in relation to landform and intervening vegetation'*.

14.26 Viewpoints 15-20 are also within the National Landscape to the south and west but with distances of around 15km and, for some views, the Alaska Wind Farm having greater visual effects, the effects of the Rogers Hill scheme are considered to be of a lesser nature.

14.27 Overall, the LVIA concludes that the host landscape can accommodate the proposed turbine. The Council's Landscape Officer agrees that the landscape can accommodate a turbine of this size but has requested that mitigation opportunities be considered. Opportunities for disruptive paint finish have been discussed with the applicant but have been judged likely to emphasise rather than mitigate the visual impact of the development in this location. The proposed planting of 50m of hedgerow and 55 trees to the north of the site for the purposes of Biodiversity Net Gain will secure a modest beneficial landscape impact but due to the height of the turbine such planting will not successfully moderate the visual impacts.

14.28 Officers note that the existing wind turbine is already a prominent feature in the landscape and that the proposed replacement, albeit much taller, would not significantly alter the visual dominance of wind energy development in views from the surrounding landscape or when encountered on journeys through the area. Nevertheless, the DNL team have identified moderate adverse effects on the Dorset National Landscape due to the scale of the proposal. In these circumstances Management Plan policy C1.a states that the development can only be supported where it is necessary and in the public interest. Where primary design cannot address landscape impacts, as in this case, robust secondary mitigation is required with consideration for compensation or offsetting for any residual adverse impacts.

14.29 Para 168 of the NPPF is clear that local planning authorities should not require applicants to demonstrate the overall need for renewable energy proposals. In this regard it is not considered appropriate to make a judgement as to whether the proposal is or is not 'necessary'; clearly, there is policy support for renewable energy projects, especially in the light of recent government commitments to Clean Energy.

14.30 The National Landscape team has advised that compensatory measures be considered to ensure compliance with policies C1.a of the Management Plan, policy E1 of the Local Plan

and the s85 CRoW Act duty to '*seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'*.

14.31 To meet the statutory duty, the aim is to avoid harm as far as is reasonably practicable and to take steps to explore measures which would further the statutory purpose. In this case, following discussion with the National Landscape Team an appropriate financial contribution has been identified, to be paid in annual instalments, which will be used to secure enhancement landscape projects with the Dorset National Landscape with priority given to projects within 10km of the wind turbine.

14.32 The above approach is consistent with other renewable energy schemes agreed in the area such as North Fossil Farm and land at Gaulton Manor Farm where harm to the Dorset National Landscape has been moderated through compensation packages. When calculating the appropriate contribution regard has been had to the impacts of the existing wind turbine. It is judged that the payment of 0.47% of gross revenue to be paid annually in arrears up to a value of £120k is appropriate. This equates to approximately £4,000 per annum, with a minimum payment of £2k and a maximum of £5k per year although the higher figures are anticipated. The drafted legal agreement to secure the monies includes a requirement that bids for funding are considered by a panel comprising, where possible, representatives of the Council, the Dorset National Landscape Partnership and other individuals considered appropriate. The panel will make recommendations so that the funds are awarded to achieve the aims which are to:

- 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.

14.33 Policy E1 aligns with the National Planning Policy Framework which is clear that proposals that are harmful to the character and appearance of the area should not be supported unless the public benefits clearly outweigh the significant protection afforded to the National Landscape. In this case the moderate adverse visual impacts arising from diffuse and intermittent views of the larger wind turbine from the Dorset National Landscape are such that the proposed funding towards landscape enhancement in the vicinity is judged to represent a public benefit that outweighs the limited effects, so that it can be concluded that the proposal will seek to further the purposes of conserving and enhancing the natural beauty of the National Landscape.

*Other landscape issues*

14.34 It is considered necessary and reasonable to impose a condition controlling the finish of any ground level building that may be required; natural wood cladding and a matt dark grey roof finish would be appropriate to mitigation the visual impacts.

14.35 When the turbine ceases operation (anticipated 30 years) then all the major components and most of the above ground structures will be removed. The application is supported by a draft decommissioning and restoration strategy as required by policy E3. Underground cables, the lower part of the base of the turbine (below 0.3m) and the hardstanding below 0.3m will be

left in situ to avoid additional disturbance and environmental impacts that would otherwise arise. The excavation will be appropriately backfilled and landscaped with re-seeded topsoil. The access track will be retained for agricultural use by the land-owner but the top dressing would be reduced to 2m in width with the margins allowed to re-vegetate. Whilst ideally all hardstanding would be removed, officers are satisfied that the proposals would appropriately remediate the visual impacts of the scheme in the National Landscape and consider that requiring further removal would be associated with additional environmental impacts which could not be justified.

*Summary*

14.36 Overall, some moderate impacts to landscape from visual impacts will arise from the positioning of the larger wind turbine for a 30 year period, but as identified by the LVIA this is predominantly to undesignated landscapes. As some harm to the Dorset National Landscape has been identified, it is reasonable and necessary to secure compensation via planning obligation so that the scheme furthers the purposes of conserving and enhancing the natural beauty of the National Landscape. Subject to conditions and a s106 legal agreement to secure landscape enhancement contributions the proposal accords with policy E3 a; no significant harm to landscape character or visual amenity has been identified. The degree of unmitigated harm to undesignated landscapes will be limited and is therefore given moderate weight in the planning balance.

Impact on heritage assets

14.37 Due to the increase in height compared to the existing wind turbine and being the tallest feature in the local landscape it has been necessary to consider the potential impact of the proposal on the setting of heritage assets within 5km of the site.

14.38 The heritage impact assessment argues that the turbine will not essentially change the landscape baseline since this already includes a turbine and will not lead to harm to heritage assets because '*the Site and its location within the wider agricultural backdrop does not form part of the setting that makes a meaningful contribution to the significance of any of these assets'* (p iii).

14.39 Historic England disagrees with this assessment, raising some concern about the effect of the development on the Grade II* registered landscape at Milton Abbey and its Grade I listed house, and the setting of two Scheduled Monuments; hillforts at Woodbury Hill and Weatherby Castle.

*Milton Abbey*

14.40 The wind turbine is to be located approximately 4 miles south of the Grade II* registered park which forms the landscape setting of the Grade I listed Milton Abbey House. The landscape was designed by Lancelot 'Capability' Brown who created woodlands to frame views to and from the Abbey, identified the open valley floor as 'The Great Lawn' and enlarged the estate, replacing the old village of Milton with an artificial lake and designing the new model village of Milton Abbas to the east.

14.41 A circuit of walks and rides through the park were created offering views to and from the Abbey and introducing built features including the Keeper's Cottage. The Keepers Cottage is located on the valley ridgeline between Green Hill Plantation and Horse Park Plantation. Now

part of Green Hill Nature Reserve, it was formerly a small deer park that evolved into a menagerie with designed viewpoints concentrated around the site. The house at Milton Abbas (now Milton Abbey School) is prominent in views from Green Hill and the setting of the house, as a visual focus of the picturesque surroundings, is a key aspect of its significance which is recognised by its Grade I status.

14.42 The proposed wind turbine falls within the backdrop of the South Dorset Downs/Purbeck Hills framed by woodlands in the long distance vistas south-eastwards towards the Abbey from Green Hill. These are designed views that have largely remained unaltered in composition since Brown implemented his landscaping proposals in the late 18th century. While the submitted heritage statement claims that the positioning of the turbine which will not break the ridgeline will avoid harm, Historic England considers that due to its scale and light colour, the turbine will be visually conspicuous resulting in harm to the setting of the Milton Abbey Registered Park and Garden and to the setting of the Grade I listed house which forms part of the park's centrepiece.

*Weatherby Castle and Woodbury Hill*

14.43 Historic England have also identified harm arising to the setting of the Iron Age hillforts at Weatherby Castle and Woodbury Hill.

14.44 The applicant's heritage assessment identifies that the historic interest of Weatherby Castle hillfort is tied to the development of the Iron Age landscape in the wider area and that the hillfort is in a prominent position, but discounts the agricultural landscape beyond the slopes and bases of the raised areas as lying beyond the assets' settings, noting that dense vegetation has enclosed what might originally have been clear unobstructed views across the wider landscape. The significance of both Weatherby Castle and Woodbury hillforts are judged to be tied to their archaeological and historic interests, so their immediate settings are considered to make the greatest contributions to their significance. The turbine will be visible in views from and to the assets but will not hinder views between them.

14.45 Historic England note that Weatherby Castle hillfort is now largely covered in vegetation, but contend that the monument would have been built to command the surrounding landscape so the open, rural landscape that surrounds it contributes to understanding of its original defensive function. The Woodbury Hill protective earthworks were similarly designed as a protective enclosure with a defensive function. Historic England has identified that the proposal will exacerbate the impacts of the existing turbine which appears as an alien feature in the landscape. Due to its scale and moving nature they judge that the wind turbine will result in harm to the open, rural setting which contributes to the significance of the hillforts.

14.46 The Council's Conservation officer agrees with Historic England's assessment of the harm arising to Milton Abbas heritage assets and the hillforts. Although the harm is less than substantial, NPPF para 212 requires that the more important the asset the greater the weight that should be given to its conservation, and the heritage assets affected are of high significance.

*Other Listed Buildings and Conservation Areas:*

14.47 The area surrounding the turbine is abundant with Grade II listed buildings, undesignated heritage assets and the nearby Conservation Areas of the Piddle Valley, Tolpuddle, Puddletown, Bere Regis, Milborne St Andrew, Milton Abbas and Winterborne Whitechurch.

The harm arising to their heritage value from the proposed turbine will in many instances be limited for the reasons listed by the applicant's heritage assessment which includes lack of intervisibility as a result of topography, intervening structures and vegetation. The Council's Conservation Officer accepts that where the turbine is visible much of the impact on views and vistas would be incidental, but notes that there will be cumulative impacts on the historic environment.

14.48 Tolpuddle and the River Piddle Conservation Areas sit in the valley south of the A35 where no harm from intervisibility with the proposed turbine is anticipated. Milborne St Andrew to the northeast is also in a valley and visually separated from the application site by topography including the position of Wetherby Castle, a prominent landmark which lies to the southeast between the village and the turbine. Winterborne Whitechurch to the northeast lies between two hills; Blandford Hill to the north and Dorchester hill to the south with only middle-distance views available to the south such that the turbine approximately 5km away will not cause harm. No harm to the heritage value of these Conservation Areas has been identified.

14.49 The Bere Regis Conservation Area derives value from its siting within the surrounding landscape and its relation to that landscape. The proposed wind turbine will be prominent in some views of Bere Regis from the A35 on approach as demonstrated by the visibility of the existing wind turbine, but from within the Conservation Area vistas are predominantly to the east towards Woodbury Hill and south. As explained in the Conservation Appraisal accompanying the application, the increased height of the turbine is likely to result in seasonal views of the turbine blades from some limited viewpoints in the western part of the Conservation Area. The appraisal suggests that these will not result in harm, but officers consider that overall, the industrial nature of the turbine will detract from the rural setting of the Conservation Area in these views resulting in less than substantial harm, albeit limited.

14.50 Milton Abbas Conservation Area comprises two significant areas. The Street, a unique collection of mainly 18th and 19th century houses lies within a wooded setting and due to the east west orientation will not be affected by the siting of the turbine. The second area comprises the school building, Abbey, Chapel and their landscaped setting. Although impacts were scoped out by the Conservation appraisal supporting the application as the turbine will not impede the ability to experience the long distance views, officers recognise that the increased height of the turbine will increase its prominence as a modern incursion into some designed views from the Conservation Area which contribute to its significance. Although these are likely to be very limited as a result of screening by intervening woodland and parkland trees, it has not been demonstrated that less than substantial harm to the setting will be avoided.

14.51 The Council's Conservation Officer has objected to the proposal noting that it would be difficult for such a large industrial structure to ever contribute positively to the significance of a listed building and its setting or preserve or enhance the character and appearance of a conservation area given the predominantly rural nature of this part of Dorset. Based on heritage considerations only, officers agree that there is no justification for the anticipated less than substantial harm to heritage assets.

*Archaeology:*

14.52 The proposed temporary access will cross the course of a Roman Road in the arable field to the north of the site. The supporting statement explains '*measures will be taken to ensure that the temporary surface lies above the plough soil and does not affect any in-situ archaeological levels. The installation of the temporary access will be overseen by the project archaeologist in accordance with an agreed archaeological management plan'*. The Council's Senior Archaeologist has provided wording for a condition to secure a programme of archaeological works to avoid harm to this heritage asset.

*Summary*

14.53 Officers judge that the proposed development will result in less than substantial harm to the setting of heritage assets of high significance (Milton Abbey, Weatherby Castle and Woodbury Hill). Less than substantial harm is also anticipated to the setting of the Bere Regis and Milton Abbas Conservation Areas and Grade II listed buildings in Shitterton, contrary to policies E2 and E3.d. Where harm to the setting of a heritage asset is identified it should be given significant weight and the NPPF para 213 requires there to be a clear and convincing justification any harm. Public benefits are considered later in the report.

Impact on Highway Safety

14.54 The proposed site access will extend from Roke Road, a classified road, which has a rural character but already accommodates HGVs and large agricultural vehicles. The access to the field will need to be modified to facilitate construction works which include abnormal load deliveries, but the Council's Highways Engineer is satisfied that the submitted swept path drawings demonstrate that the necessary works to widen the access radii can be achieved on land within the applicants control or in the highway by way of a section 278 licence. Such works will be subject to a safety audit.

14.55 The main impacts on the highway will take place during the construction and decommissioning phases. A condition is necessary to secure a construction traffic management plan as well as a 'Grampian' condition requiring the highway works. An informative note will be added to any approval to remind the developer that they will need appropriate consents from other statutory authorities in respect of the movement of abnormal loads.

14.56 During the operational phase performance is monitored remotely. The applicant anticipates that visits by operations staff will be required approximately once or twice a month for routine inspections and that approximately every 6 months a longer visit for servicing will take place, each visit involving a light van or 4x4 vehicle. Unscheduled maintenance may also be required but this would not be anticipated to have significant highway impacts.

14.57 Subject to conditions the proposal accords with the relevant requirements of accessibility policy I2.

Impact on aviation safety

14.58 The site lies within the area covered by Bournemouth Airport's Radar but concerns about the potential for disruption to the radar system have been ameliorated following a technical

safeguarding assessment and identification of mitigation opportunities that will be funded by the developer. The airport has removed its objection subject to the imposition of a condition.

Impact on neighbouring amenity

14.59 Policy E12 requires at point e that development design should '*avoid and mitigate any harmful impacts from overshadowing, overlooking, noise and any other adverse impacts…*'.

*Noise*

14.60 In addition to the visual impact already considered, there is the potential for noise impacts from the turbine. Comments from objectors raised concerns about harm from noise.

14.61 The existing turbine on the site is subject to a condition (no. 8 of 6/2011/0394) requiring that:

'*The LA90 (10 minutes) specific noise levels due to the operation of the turbine shall not exceed 35dB(A) up to wind speeds of 10m/sec at 10 metre height, as measured 3.5 metres from the façade of the nearest noise sensitive development in existence at the date of this permission.*

*Reason: To safeguard the amenity of the occupiers of nearby residential properties*.'

14.62 A noise assessment undertaken on 29 November 2012 confirmed that this requirement was met; the highest noise level recorded was 33db(A) at the bottom of the MX track, 298m to the south and the highest level for any neighbouring property was 26.1db(A) at Shephards Cottage/Roke Barn, 618m to the north. It is understood that following neighbour concern about noise impacts, the operation settings of the turbine was amended so that the blades were not rotating in very light winds, particularly at night.

14.63 The noise assessment accompanying the current application is consistent with the previous noise reports in identifying that the 35dB LA90, 10min threshold at 10m/s wind speeds (as required by ETSU-R-97 for single wind turbines) is the level at which wind turbine noise is unlikely to cause disturbance or significant annoyance to nearby residents.

14.64 Shephards Cottage was identified as the closest residential receptor to the site which is located approximately 800m from the proposed wind turbine location. The noise impact assessment submitted with the application confirms that the predicted noise levels would be below the required threshold, and below 33dB for residential properties outside of the control of persons with financial involvement in the wind turbine development so harm to neighbouring amenity can be avoided.

14.65 An additional noise assessment with an updated report dated 25 July 2025 was later provided to the Council which responded to concerns raised by neighbours that Weatherby House and Ashley Barn Cottages to the west had not been included in the original assessment, there had not been recognition that complaints had been received from Weatherby House about noise from the current wind turbine, and that some of the properties at Rogershill Farm were tenanted and therefore not financially involved with the wind farm development.

14.66 The additional details confirmed that Rogershill Cottages are the closest residential receptors to the turbine at approximately 660m but that the sound levels that would be experienced in worst case conditions would be at 33.6dB when the turbine operates at the standard (loudest) mode which is within the current government guidelines for onshore wind turbines.

The assessment highlights that modern larger turbines rotate more slowly and feature improved aerodynamic blade designs and different operating modes which can assist in mitigating noise impacts if these are identified as necessary post-construction.

14.67 The information accompanying the application provides the necessary reassurance that the noise from the upgraded wind turbine will remain minor in relation to the ambient noise environment. A condition can be reasonably imposed to avoid harm to neighbouring amenity from noise.

*Shadow Flicker*

14.68 The National Policy Guidance for renewable and low carbon energy identifies shadow flicker as the effect arising when an operating turbine is located between the sun and the receptor (such as a dwelling or place of work) and due to the turbine rotation, the light intensity fluctuates within an affected room.

14.69 The occurrence the duration of any shadow flicker will depend on the wind speed, direction and cloud cover. Although problems are rare, potential shadow flicker effects can occur within approx. 900m of the turbine (10 x the rotor diameter), predominantly to the east or west of the turbine and within 130 degrees north.

14.70 There is no formal guidance or standard methodology in England relating to shadow flicker exposure. Planning Inspectors have referred to Irish methodology.

14.71 A number of residential dwellings at Rogers Hill Farm lie between 650 and 800m to the west of the turbine, within the distance where weak shadow flicker effects could be experienced, but officers agree with the supporting statement that due to the siting of the properties and presence of trees, it is reasonable to predict that intervening vegetation will mitigate the majority of effects. Given the limited likelihood of flicker, no assessment has been requested at this stage but in order to protect residential amenity a condition will be necessary to secure approval and implementation of shadow flicker mitigation. Software control systems can prevent the turbine operating at times and in the conditions when shadow flicker at identified receptors could occur.

14.72 Subject to conditions no harm to neighbouring amenity is anticipated and the requirements of design policy E12e can be met.

<u>Impact on Biodiversity</u>

14.73 Local plan policy E10 requires that biodiversity and geodiversity is protected and harm is avoided or managed. The ecological appraisal that was carried out in 2011 identified that there were no protected, rare or endangered species or habitats present on the site that would be harmed by the development. Further baseline surveys were undertaken in April 2023, July 2024 and November 2024 and no change was identified.

14.74 Bird strike has not been identified as an issue on this site which is not near habitat features such as wetlands or estuaries or in proximity to sites designated for passage of wintering birds. Data searches have confirmed limited bird records, with skylarks being the most abundant species. The presence of the existing turbine is judged likely to have already resulted in adjusted field and flight patterns.

14.75 During the course of the application a bat survey dated September 2025 was provided which confirms significant movements by commuting and foraging bats in the vicinity including

species at low and high collision risk, but it is noted that the larger turbine will have blades at a height above most bat flight lines and the position of the wind turbine has been amended to position it further from hedgerows to reduce the vulnerability risks for bats. The Council's Natural Environment Team officer has advised that an active bat curtailment system be secured to further minimise potential bat interactions.

14.76 Biodiversity Net Gain exceeding the necessary 10% is proposed on the site by the introduction of grassland on part of the former bike track, the planting of trees and hedging.

14.77 Subject to a condition to secure active curtailment of the blades when bat activity is detected in the locality the proposal is found to accord with biodiversity policy E10.

Impact on flood risk

14.78 The site is not identified as being at any flood risk. The proposed temporary and permanent hard standings and tracks will be constructed of permeable aggregate allowing passive dispersion of rainwater. The proposal accords with policy E4.

Benefits

14.79 The supporting statement explains that in 2024 renewable energy provided 45% of the UK's electricity. The other sources were nuclear 13% and natural gas Open Cycle Gas Turbines 29%. Gas power stations are used to fill gaps when generation does not match demand.

14.80 Recent international instability has highlighted the risks associated with reliance on fossil fuels from abroad. Fossil fuels are also predicted to run out in the next few decades and will become increasingly expensive with scarcity. Onshore wind is generally considered the most cost effective large-scale renewable energy source that can be deployed at a significant scale.

14.81 The emissions of carbon dioxide, methane and nitrous oxide associated with fossil fuels have been linked to climate change. An estimated 27% of the UK's total carbon dioxide emissions come from power stations with average fossil-fuel power creating around 460g $CO_2$eq/kWh. In comparison onshore wind power is recognised as having a relatively low carbon footprint of around 9g $CO_2$eq/kWh when taking account of the manufacture, construction and decommissioning phases (www.lse.ac.uk).

14.82 The applicants have suggested that by providing power equivalent to the average energy use of approximately 1,288 households the project could prevent the emission of up to 2,600 tonnes (approx.) of $CO_2$ per year, or 76,100 tonnes (approx.) over the anticipated 30year operating period. The current wind turbine is a 0.5MW turbine which has generated an average of 807 Megawatt Hours of renewable energy per annum while the proposal will have an expected capacity of 2MW and is anticipated to generate around 7,200 MW hours, the equivalent of a nine-fold increase.

14.83 The site offers an existing grid connection with the ability to accommodate the increased generation that can be exported by the replacement turbine. Grid connections are a key constraint particularly as grid investment has not kept pace with the build-out of electrical generation. In the context of the Climate and Ecological Emergency and the need for renewable energy to help meet the target of Clean Energy by 2030, the ease of connectivity to the grid is important. Reusing the site access track will also reduce construction impacts. The applicant has explained that the existing turbine will be refurbished for use elsewhere

while the new turbine will also be a refurbished turbine from Europe, reducing the carbon footprint of the scheme.

14.84 Socio-economic benefits are also anticipated from the proposal. The developer will be tendering locally for construction work contracts worth around £400,000.

14.85 A community benefits package will be created, building on the existing package already in place, but this is not a material consideration for the planning application.

14.86 The benefits associated with renewable and low carbon energy generation and the proposal's contribution to a net zero future are given significant weight in the planning balance as required by NPPF paragraph 168a).

## 15. Environmental implications

These are set out in the officer assessment above.

## 16. Summary of issues and the planning balance

16.1 In assigning weight to the planning issues due regard has been had to guidance provided by the NPPF. The scale used is:

- Substantial- major, transformational impact
- Significant- a serious and influential impact
- Moderate- noticeable and material effect
- Limited- some impact, minor
- None- no impact

16.2 As the Purbeck Local Plan does not clearly allocate areas suitable for wind turbines the proposal cannot accord with the national planning practice guidance para 5-005-20150618 that wind turbines should only be granted where they accord with a local plan. Since the PPG has not been updated following changes to the NPPF removing restrictive tests for wind energy development and requiring that significant weight to be given to the benefits of such schemes, only moderate weight is given to this conflict.

16.3 The development will result in some moderate adverse impacts to undesignated landscapes. Moderate adverse impacts from a limited number of viewpoints within the National Landscape is judged significant as great weight needs to be given to conserving landscape and scenic beauty in National Landscapes, but the proposed landscape enhancement compensation secured by legal agreement is judged to outweigh the harm and meet the statutory requirements to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape.

16.4 Due to its scale, industrial form and siting, the proposal will result in less than substantial harm to the setting of important heritage assets: the Grade II registered landscape at Milton Abbey and its Grade I listed house and the setting of two Scheduled Monuments; hillforts at Woodbury Hill and Weatherby Castle. Officers have also identified the potential for less than substantial harm to the setting of the Conservation Areas of Bere Regis and Milton Abbas and some Grade II listed buildings in the vicinity of the turbine. Due to the significance of several of the assets affected, the less than substantial harm is give significant weight against the proposal in the planning balance.

16.5 These factors weigh against approval, but in this case your officers judge that the public benefits provide clear and convincing justification which outweigh the harm that has been identified, so as to accord with the requirements of the NPPF in relation to harm to the setting of heritage assets para 213 and justify approval despite the conflict with Local Plan policy E3 arising from harm to the setting of heritage assets:

16.6 Dorset Council declared a climate emergency on 16 May 2019, amended to a Climate and Ecological Emergency in November 2019. This application provides an opportunity to directly respond to the need to address ambitious clean energy targets set by the Government in the interest of the environment, responding to the climate emergency and need for UK energy security. NPPF para 168 b) is a reminder that '*small-scale… projects* (in this case a single turbine, albeit tall) *provide a valuable contribution to cutting green house gas emissions'*. The proposed replacement wind turbine will secure a significant increase (approx. 9 times existing output) in clean energy production on a site which, although not strictly a repowering project because the new turbine will be located further down the hill than the existing one, is an established site with existing infrastructure which favours development in this location.

16.7 Subject to conditions, the development will avoid harmful impacts on neighbouring amenity, highway safety, ecology and avoid harm to aviation safety. These matters are neutral in the planning balance.

16.8 The proposal will also secure some economic benefits during the construction phase and benefits from biodiversity net gain. Although modest, these benefits combine with the significant clean energy benefits to outweigh the harm identified.

16.9 Summary table:

| **Material consideration** | **Weight for** | **Weight against** | **Neutral** |
|---|---|---|---|
| Principle of development | | Moderate adverse- contrary to PPG but this has been identified by government as due for update. | |
| Impact on Landscape Character | | Moderate adverse- increased scale will have adverse impacts for receptors within 3km. | |
| Impact on National Landscape | Limited positive- compensation comprising up to £120k towards landscape enhancement represents public benefit which outweighs the limited adverse effects on the National Landscape arising from impacts on dispersed views in which the | | |

| | | | |
|---|---|---|---|
| | existing wind turbine already features. | | |
| **Material consideration** | **Weight for** | **Weight against** | **Neutral** |
| Impact on Heritage assets | | Significant adverse- less than substantial harm to the setting of assets including high significance assets:<br>• Grade II* registered park which forms the landscape setting of the Grade I listed Milton Abbey House<br>• Weatherby Castle Scheduled monument<br>• Woodbury Hill Scheduled monument<br>Associated conflict with Local Plan E3(d) | |
| Impact on neighbour amenity | | | No weight- impacts mitigated by planning conditions |
| Impact on highway safety | | | No weight- impacts considered acceptable |
| Impact on aviation safety | | | No weight- impacts mitigated by planning conditions |
| Impact on biodiversity | Moderate positive- 10% BNG on site. Impacts on bats mitigated by planning conditions. | | |
| Impact on flood risk | | | No weight- impacts considered acceptable. |
| Renewable energy creation benefits | Substantial positive- Public benefit of contribution to clean energy targets, reusing existing connection. | | |
| Economic benefits | Moderate positive- predominantly at construction phase | | |

16.10 The proposal fails to comply with the development plan as a whole due to conflict with policies E2 and E3d because the proposal will cause less than significant harm to the significance and setting of heritage assets, however the public benefits of the proposal are judged to outweigh the conflict, so permission should be granted.

16.11 Written agreement to the pre-commencement condition(s) has been sought from the applicant.

## 17. Recommendation

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 Acces 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, 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.

**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.

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Eastern Area Planning Committee
22 April 2026

| | | | |
|---|---|---|---|
| **Application Number:** | P/FUL/2023/07467 | | |
| **Webpage:** | https://planning.dorsetcouncil.gov.uk/ | | |
| **Site address:** | Land South of A352 (Wareham Road) Binnegar, East Stoke Purbeck | | |
| **Proposal:** | Use of land as Suitable Alternative Natural Greenspace (SANG) with associated access, landscaping, infrastructure and alterations to road. | | |
| **Applicant name:** | Westcoast Developments. | | |
| **Case Officer:** | Claire Hicks /Naomi Shinkins | | |
| **Ward Member(s):** | Cllr Brooks (consulted as former Councillor), Cllr Wilson. | | |
| **Publicity expiry date:** | 20 January 2025 | **Officer site visit date:** | 30 January 2025 |
| **Decision due date:** | 3 February 2025 | **Ext(s) of time:** | *29 April 2026* |

**1. Reason application is going to committee:**

*This application was presented at Committee on 24 September 2025, when members deferred consideration of the application to request that parking be added to the proposed SANG provision.*

This SANG is being proposed to mitigate the environmental impacts of the proposed development for Binnegar Hall estate.

*This application runs in parallel with an application for housing on the north side of the A352 (Wareham Road) (planning application ref: 6/2018/0228) considered at committee on the 24th September last year when the Committee resolved to grant consent subject to conditions and the completion of a s106 Planning Obligation.*

*The officer report presented in September has been updated with text added in italics to address changes, include parking provision within the SANG.*

**2. Summary of recommendation**:

a. To grant permission for the creation of this SANG subject to conditions and the signing of a S106 legal agreement to secure its delivery prior to the occupation of any dwelling approved under planning application ref. 6/2018/0228 and continued availability in perpetuity. Or

b. Refuse planning permission if within six months from the day of this Committee the section 106 legal agreement is not completed.

## 3. Key planning issues

| Issue | Conclusion |
|---|---|
| Principle of development and general location of development | The proposed SANG at Court Farm is well positioned near to the pending outline planning application for 48 dwellings at Binnegar Hall (6/2018/0228).<br>The purpose of the SANG is to displace the recreational pressure generated by the residential application.<br>A S106 legal agreement will secure the long-term public availability and management of this SANG in perpetuity through a Management Company. |
| Impact on Dorset National Landscape | There would be no adverse impact on the landscape and the proposal accords with Policy E1 (Landscape) of the Purbeck Local Plan (2024). |
| Layout and Appearance | The proposal is considered to be acceptable and in accordance with Policy E8 (Dorset heathlands), of the Purbeck Local Plan (2024). |
| Impact on Trees | There would be no adverse impact on the landscape and the proposal accords with Policy E1 (Landscape) of the Purbeck Local Plan (2024). |
| Highway impacts | Acceptable. The Highway Authority has raised no objection to the proposals subject to a conditions and an informative note.<br><br>*The Highway Authority has raised no objection to the proposed parking subject to condition.* |
| Local amenity | No adverse impact. Net benefit from creating green infrastructure which would limit the need to travel. |
| Impact on ecology and biodiversity. | The proposal would improve the nature conservation interest of the site. |
| Flood risk | The Lead Local Flood Authority have no objection. |
| Loss of agricultural land | The site size is relatively small and the agricultural grade is mix of 3 and 4. |

## 4. Description of site

The site is located outside of any defined settlement and within the open countryside. It is currently used for agricultural purposes and the land is classified as mostly grade 3 (good to moderated quality agricultural land) with some grade 4 grassland in the southeast corner. It is positioned to the south of the A352, close to the Binnegar Hall estate, and broadly rectangular in shape. The parcel of land comprises approximately 4.94 hectares. It is centred on OS grid reference SY88828695.

The site comprises a single parcel of land which is adjoined to another parcel of land to the west; however, this field is not proposed to form part of the SANG. These parcels of land are divided by an established hedgerow. The eastern boundary of the site is abutted by the B3070. There is a railway line running along the southern boundary of the site which forms part of the mainline national rail network.

There is currently only one point of access to this field. Private access to the site is gained by way of a metal five bar gate on the eastern boundary, off the B3070. There is not currently any public right of access to this field.

The site is located north of the river Frome within the valley floor and is relatively flat, falling gently in a south-easterly direction. The Environment Agency flood maps identify that the site is within flood zone 1, which means that it has a low probability of fluvial flooding. The southwestern corner of the site has a medium flood risk from surface water (between 1% and 3.3%). The southeastern corner of the plot has a high flood risk from surface water (greater than 3.3%).

The site lies within the Dorset National Landscape (AONB). The Dorset Landscape Character Assessment identifies the application site as lying within the ‘Frome Valley Pasture’ landscape character type. Several oak trees on site are covered by preservation order (ref: TPO/2023/0042).

The surrounding area is predominantly characterised by open countryside, comprising a patchwork of agricultural land, heathland scrub and a connected network of woodland groups. There are clusters of residential properties north and south of the site along the A352. To the east of the site adjoining the A352 lies a ribbon of residential development, comprising the settlement of Holmebridge. Binnegar Hall is located to the northwest of the site, which is being converted to residential use. Approximately 0.2 km to the west of the site lies the residential property, Grapevine Cottage, and to the southeast is Holmebridge Cottages both of which are designated Grade II Listed Buildings. To the south of the site, parcels of land remain in agricultural use. Further south of the site is the river Frome.

The site is roughly equidistant between the primary local service centres of Wareham to the east and Wool to the west. The site is classified as falling within the parish of East Stoke.

Worgret Heathland is located approximately 0.8 km to the east. It is a nationally designated SSSI and part of the internationally designated Dorset Heathland Special Protection Area (SPA) and Dorset Heaths Special Area of Conservation (SAC).

**5. Description of development**

This application seeks full planning permission for the change of use of land to Suitable Alternative Natural Greenspace (SANG). The proposed SANG would provide ecological benefits and opportunities for a variety of recreational benefits through the creation of a series of pathways (some of which are to be surfaced), introduction of a wildlife pond, hedgerow and tree planting, erection of stock fencing around the site's perimeter, installation of stepping logs, climbing boulders, bins, gates, and information panels.

This SANG has been designed to provide an attractive recreational open space. It has been designed to comply with the Dorset Heathland Planning Framework guidance, reflecting pre-submission advice from Natural England and Dorset Council.

Subject to planning approval, the SANG will be maintained and managed as per a management plan to be secured by planning condition and S106 legal agreement.

Access to the SANG would be free of charge and available for use for any who wish to use the SANG. It has been designed for all types of users with a range of transport options in mind. It would be easily accessed via foot, cycle, car or bus.

The works to the road network which fall outside the development site would be covered by the Highway Act and bespoke planning conditions. These works have been considered alongside this application as they provide a sustainable walking route between the proposed housing scheme, village hall and this SANG. There are no parking proposals as part of this application but up to 17 car parking spaces are proposed as part of the housing scheme which would be available for public use associated with the village hall and/or to access the SANG.

There are three entrances proposed: two pedestrian accesses on the northern boundary and one on the eastern which would facilitate vehicular access for maintenance. The main entrance would be on the northern boundary and would provide access from the Binnegar Hall development, located broadly across from the residential property Byways. There would be another access on the northern boundary which would provide an access for those who are using the proposed lay-by as a drop-off, and a further access is proposed on the site's eastern boundary which will also be served by a small lay-by with the potential to accommodate informal parking of one vehicle.

*In November 2025, an amended plan was submitted which includes 5 parking spaces provided as part of the eastern access as requested by members at the 24 September committee meeting. The proposed car park will be self-binding gravel and includes the following:*

- *post and wire fence with net*
- *pedestrian gate*
- *5-bar gate for agricultural access*
- *information board*
- *bins*

The proposed SANG would create a new type of ecologically valuable habitat, which will include meadow creation, new pond, and hedgerow planting. This would increase the

biodiversity interests of the local area and would contribute to the Council's duty to seek to enhance the Dorset National Landscape. There would also be a planting mood board which identifies the type and diversity of planting to be provided within the scheme for visitor education.

The submitted arboricultural method statement sets out how trees will be protected and managed during the development.

## 6. Background and relevant planning history

There is no relevant planning history for the application site.

Members should be aware that in 2016, planning application reference 6/2015/0541 was approved for the alteration, extension and change of use of existing buildings at Binnegar Hall to Class C3 residential use. The proposal involved the creation of 23 dwellings – 9 houses and 14 flats/maisonettes.

In 2018, an outline planning application (ref: 6/2018/0228) was submitted to the Council for the erection of 48 dwellinghouses and a village/community hall at Binnegar Hall. As part of this outline application, this SANG is considered to be necessary to provide mitigation for any impact upon the Dorset Heathlands protected sites.

To create a safe access to the SANG, works are proposed to the highway as part of that outline application. These works consist of a pedestrian route from the eastern access road to Binnegar Hall, on the northern side of the A352. The pedestrian footway would extend to a proposed pedestrian crossing point with a refuge island. The existing layby would be removed and converted to landscaping.

It is important to note that originally the proposed SANG was to be located at land to the northwest of Binnegar Hall; as requested in some representations received. However, that site was not feasible as the roads and public right of ways would have linked the SANG to Worgret Heath. As such, it would not have been effective in diverting recreational pressure from residents away from the designated sites of ecological importance.

Other sites were then identified, and this site was ultimately selected due to its compliance with criteria set out in the Dorset Heathlands Planning Framework.

Prior to the submission of this application, discussions have been held with Natural England and the Council regarding the suitability of the proposed SANG at this site. Both Natural England and the Council representatives have supported the principle of a SANG at this location.

## 7. List of constraints

Tree Preservation Order (TPO/2023/0042)

Poole Harbour Catchment Area: Nutrient Catchment Areas

Dorset Heathlands - 400m heathland buffer for Worgret Heath (north of A352)

Dorset Heathlands - 5km Heathland buffer

SGN - High pressure gas pipeline 1km or less from Regional High Pressure Pipelines (>7 bar)

SGN - Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar)

Railway: Standard Gauge Track - Distance: 4.02

Risk of Surface Water Flooding Extent 1 in 30 - Distance: 0

Risk of Surface Water Flooding Extent 1 in 100 - Distance: 0

Risk of Surface Water Flooding Extent 1 in 1000 - Distance: 0

Groundwater – Susceptibility to flooding; - Distance: 0

Dorset National Landscape (Area of Outstanding Natural Beauty (AONB))

Existing ecological network (Polygons)

Higher Potential ecological network

Natural England Designation - RAMSAR: Dorset Heathlands (UK11021) and

Poole Harbour (UK11054)

Site of Special Scientific Interest (SSSI) impact risk zone

Scheduled Monument: Two bowl barrows on South Heath, 290m and 370m east of Binnegar Hall (List Entry: 1016276.0)

Scheduled Monument: Section of Battery Bank on South Heath (List Entry: 1016273.0)

Scheduled Monument: Bell barrow and two bowl barrows 170m north east of Holmebridge Post Office (List Entry: 1016274.0)

Historic Landfill Site: Fields At Rushton Farm

Minerals and Waste Safeguarding Area - ID: 3811;

Minerals and Waste - Minerals Consultation Area - Name : Binnegar ;

Mineral and Waste - Ball Clay Consultation Area - Name: 8

RAD - Radon: Class: Class 1: Less than 1%

ONR winfrith_magnox_12km_zone

ONR winfrith_tradebe_inutec_12km_zone

## 8. Consultations

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

**Consultees:**

- Network Rail

  No objections.

  *Given proximity to the rail the asset protection information procedure needs to be adhered to.*

- Office for Nuclear Regulation

  No comment.

- Natural England

  No objection subject to conditions, and details to be secured in a S106 legal agreement.

- Dorset National Landscape (AONB) Team

  No objections.

- DC - Natural Environment Team

  No objections subject to conditions.

- DC - Highways

  No objection subject to conditions.

  *No objection to proposed car parking subject to conditions.*

- DC - Trees (East & Purbeck)

  No objection subject to conditions.

- DC - Minerals & Waste Policy

  No comment.

- DC - Flood Risk Management

  No objection.

- DC - Environment Mitigation Delivery Team

  No objection subject to conditions.

  *No objection. Fencing requires netting.*

- East Stoke PC

  Object on grounds of highway safety.

  *Support but height restrictions to be installed at the car park and that overnight camping be prohibited. Restrictions on timings for parking to be investigated.*

- South East Purbeck Ward

  No comment.

  *Supportive of revised plans but requests restrictions on parking overnight and provision of waste bins.*

**Representations received:**

Five representations have been received raising concerns and objections relating to highway safety, and the use of a layby for parking and access.

The then Councillor for the area Ms. Brooks supported the SANG but had concerns about the highway safety of pedestrians crossing the A352. This concern was echoed by the other representations received.

CPRE oppose this application. They are of the view that the proposed SANG would compound damage to the countryside's bio-diversity value in this location.

## 9. Duties

- s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.
- Clause 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty)

## 10. Relevant policies

The Development plan

Purbeck Local Plan (adopted July 2024):

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

| | |
|---|---|
| Policy V1- | Spatial strategy for sustainable communities |
| Policy E1- | Landscape |
| Policy E2 - | Historic environment |
| Policy E7- | Conservation of protected sites |
| Policy E8 - | Dorset heathlands |
| Policy E9 - | Poole Harbour |
| Policy E10 - | Biodiversity and geodiversity |
| Policy E12- | Design |
| Policy H2- | The housing land supply |
| Policy I3- | Green infrastructure, trees, and hedgerows |
| Policy I4- | Recreation, Sport and Open Space |

**Material considerations**

The Dorset Council Local Plan

- The Dorset Council Local Plan Options consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework 2024 (as amended 2025)

The most relevant sections of the NPPD for this case are considered to be:

- Section 2. Achieving sustainable development: reminds us that the purpose of the planning system is to contribute to the achievement of sustainable development. This means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways: an economic objective, a social objective, and an environmental objective. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11)
    - Paragraph 11 states proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes.
- Section 4. Decision-making; sets out how local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available…and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 8. Promoting healthy and safe communities; sets out how planning policies and decisions should aim to achieve healthy, inclusive and safe places.
- Section 12. Achieving well designed places; This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings.
- Section 15. Conserving and Enhancing the Natural Environment; requires great weight to be given to conserving and enhancing National Landscapes.

Other material considerations:

Dorset AONB Management Plan 2019-2024 (extended to end of 2025 with the agreement of Dorset Council Cabinet 17/12/2024);

- C1 (b) creation of landscape features (i.e. hedges, tree clumps, etc) will be regarded favourably.

Dorset National Landscape draft Management Plan 2026-2031. This document is still out to consultation and should only be accorded very minimal weight.

Dorset Heathlands Planning Framework 2020-2025 (Supplementary Planning Document, April 2020)

- Appendix D: Guidelines for the establishment of Suitable Alternative Natural Greenspace (SANG) Quality Standards for the Dorset Heaths
- Appendix E: SANGs planning application principles.

Dorset AONB Landscape Character Assessment

- Frome Valley Pasture – Valley Pasture; is characterised by a flat valley floor with the meandering River Frome and its floodplain and terraces. Views are often extensive particularly towards Wareham with an array of diverse wetland habitats.
    - The relevant key characteristics and special qualities are listed as:
        - Meandering flat and river floodplain, nationally designated for its ecological value, with small wet woodlands, wet winter flooded grasslands and extensive pattern water meadows
        - Large open regular fields with dense copses of oak, hazel, holly ancient woodlands and occasional individual trees
        - Linear and nucleated settlements of local stone located on roads along the river terrace margins
        - Historic bridges, mills and ecclesiastical remains, illustrating the area's rich historic and built heritage
        - Strong undeveloped rural character, with traditional agricultural character, tranquility and dark night skies largely maintained

## 11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

## 12. Public Sector Equalities Duty

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

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

- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people

- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

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

Considerations have been, and can be, given to the access arrangements and choice of surfacing for those of us with mobility impairments.

## 13. Planning Assessment

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

- Principle of development
- Highway safety
- Landscape impacts and green infrastructure
- Ecology and biodiversity
- Benefits of the scheme.

### Principle of development

In the adopted PLP, the Council has outlined its approach for achieving its vision in ten key objectives covering the following four areas: a) environment; b) housing; c) economy; and d) infrastructure. This overarching vision and these objectives underpin the policies in the plan and are fundamental to informing decisions taken on planning applications.

This proposal has come forward to provide a 'Suitable Alternative Natural Greenspace' (SANG). On the face of it this is a change of use of the land from agricultural land to a recreational green space. Nonetheless, it is understood that this application has come forward to allow for the delivery of housing north of the A352. The land would act to divert visitors from protected Dorset Heathland thereby mitigating the additional recreational impacts associated with a net increase in dwellings that could otherwise cause significant harm to nearby habitat sites.

The proposed SANG would change the use of approximately 5 hectares of agricultural land, to land for public recreation. The agricultural land grade is a mix of 3 and 4 grade (mostly moderate quality grade 3). The quantum of land and the moderate quality should not raise objections in light of the proposed use.

The proposed use would have benefits in terms of green infrastructure for the proposed housing and existing community. There would be environmental and ecological benefits associated with planting of trees and hedges and the provision of a wildlife pond.

Access to the SANG would involve creating three gated access points. Internally, a walking path around the site is proposed, a wild-life pond, tree and hedge planting, and other environmental/ecological benefits as set out on plan. Off-site improvements to the

A352 (Wareham Road) would see a new pavement installed along with a new pedestrian crossing, and a layby extended.

The Council's Heathland Mitigation Officer and Natural England are satisfied that the proposed SANG sufficiently accords with the requirements set out in Appendix D of the Dorset Heathlands Planning Framework that it can operate effectively as mitigation for the proposed residential scheme at Binnegar Hall.

*The addition of car parking provision for SANG users to does not impact the principle of development previously assessed.*

On the merits of this application, the proposal would accord with PLP Policies, and the key objectives of the Plan.

**Highway safety**

The concerns of local residents on this topic are noted above.

The Council's highway engineers have noted that "…the applicant is required to provide a safe and suitable means of pedestrian crossing across the A352 to and from the proposed SANG, a new pedestrian refuge island is proposed. This will require some changes to the adjacent highway network including the provision of a new footway along the north and south with tactile paving at the dropped crossing, installation of the pedestrian refuge island, realignment of the carriageway to also allow wider MOD vehicles to pass and repass without obstruction and relevant regularity and advisory signs/lines. The proposal has been independently assessed through a Road Safety Audit and the Highway Authority deem this to be acceptable. The implementation of these offsite works will be subject to a section 278 agreement of the Highways Act 1980. The Highway Authority would have no objection…" subject to conditions.

The application also proposes to relocate the existing speed limit signs and posts 560m to the east, as noted on plan.

*The application was amended to add car parking provision in November 2025 as requested by members at the 24 September committee meeting. The DC Highway Authority were consulted on proposed car parking and raised some initial concerns. However, further information was submitted in February 2026, which overcame concerns raised. The Highways Authority has no objection to the proposed subject to the following conditions:*

- *Turning/maneuvering and parking construction*
- *Access gradient 1 in 15*
- *Grampian for access construction and landscaping*
- *Gate operation and management plan*
- *Construction management plan.*

*Subject to the above conditions, it is considered highways safety matters accord with PLP Policy I3.*

**Landscape impacts, and green infrastructure**

The applicant has taken on-board the recommendations of put forward by the Dorset National Landscape (DNL) Planning Officer and your Heathlands Mitigation Officer.

"Dorset National Landscape Team has reviewed the amended landscaping plan for the

SANG. On the whole, this has responded positively to points of feedback provided previously. There are some matters where compromise has been reached, particularly in relation to the specification of perimeter fencing and gateways, in recognition of the need for these to remain secure in the long-term, which is particularly important in this location, given the proximity of roads. Overall, we note the following changes:

- A reduction in hedgerow removal for the primary point of access on the northern edge of the site.
- Internal fencing to be wooden post and wire, with clipex only to be used where important to securing the perimeter. Furthermore, hedgerows shall be maintained to enable the perimeter fencing to be integrated within the hedge lines.
- Gateways into the site will be galvanised steel, due to durability requirements.
- Areas of self-binding gravel adjacent to gateways into the site have been reduced/minimised and surfaced path widths have been reduced to 1.8 - 2m wide.
- The number of benches and signage has been reduced quite substantially and will be of a higher specification hardwood.
- The natural play area will not include any 'formal' play equipment and will be formed of natural materials."

*The proposed car parking does increase areas of self-binding gravel by its nature, however, the proposed addition is minor and is located at the proposed vehicle maintenance access point. It is also considered the existing hedging that is retained provides sufficient screening for the proposed car parking. On this basis it is considered the proposed car parking would not impact negatively on the National Landscape.*

In light of these comments, and no objections being raised by Natural England, it is considered that the proposal would accord with PLP Policies I3 Green infrastructure, I4 Recreation, sport and open space, E1 Landscape and E8 Dorset heathlands, E10 Biodiversity and geodiversity.

**Ecology and biodiversity**

The primary purpose of this SANG is to displace the recreational pressure of new housing development away from Worgret Heath, to conserve its ecological importance and status. Paragraph 180 (d) of the NPPF states that "development whose primary objective is to conserve or enhance biodiversity should be supported".

The revised Ecological Appraisal (November 2023) supporting this application provides an assessment of the impact of the proposal upon the site's ecology. The habitats of ecological value such as marshy grassland would be retained and enhanced. Furthermore, the report identifies that the SANG proposal would result in the creation of new ecologically valuable habitat. This would be targeted with meadow creation, a new wild-life pond and hedgerow planting which enhances the richness of biodiversity at the site. With additional benefits of new habitat resource for foraging and community bats. It can fairly be said that the proposal would have a moderately positive impact on ecology in the local area.

*Again, the proposed car parking does increase areas of self-binding gravel by its nature, however, the proposed addition is minor and is located at the proposed vehicle maintenance access point. Given the extent of the proposed SANG and potential new ecologically valuable habitat, it is considered that the proposed car parking would not impact further on ecology and biodiversity.*

## 14. Environmental implications

There are no foreseen adverse impacts associated with this proposed change of use of the land. There are a number of benefits associated with this change to a SANG; limiting the need to travel for such a recreational opportunity, and ecological enhancements are but two obvious.

*The addition of car parking provision for SANG users does not impact environmental implications previously assessed.*

## 15. Summary of issues and the planning balance

The proposed change of use is considered to accord with the adopted PLP and also broadly accords with the NPPF. The benefits as set out would clearly tip the balance in favour of granting planning permission subject to securing the provision and ongoing availability for public use via S106 legal agreement.

## 16. Recommendation

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

- SANG 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.

   - The applicant was provided with pre-application advice.

   -The application was acceptable as submitted and no further assistance was required.

3. Please note, there is a medium pressure gas pipeline approximately 12.3m to the north of the site, under the A352.

4. The developer must ensure that their proposal, both during construction and after completion does not:

   • encroach onto Network Rail land

   • affect the safety, operation or integrity of the company's railway and its infrastructure

   • undermine its support zone

   • damage the company's infrastructure

   • place additional load on cuttings

   • adversely affect any railway land or structure

   • over-sail or encroach upon the air-space of any Network Rail land

   • cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

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 (SANG) set out in the Dorset Heathlands Planning Framework Supplementary Planning Document as there is no mechanism to secure the provision of public access to the land and ongoing management required for effectiveness.

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| **Application Number:** | P/VOC/2025/07207 |
| **Webpage:** | https://planning.dorsetcouncil.gov.uk/ |
| **Site address:** | Land to the east and west of Cranborne Road Colehill |
| **Proposal:** | 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 Allenview Road/Hanham Road junction to include pedestrian crossing facilities at the Allenview Road/Hanham Road junction - delete Criterion Xi (11) from C.9 |
| **Applicant name:** | Mr Rob O'Carroll |
| **Case Officer:** | Naomi Shinkins |
| **Ward Member(s):** | Cllr Morgan and Cllr Bartlett |

**1. Reason application is going to committee:**

The application concerns Major development and the officer recommendation is contrary to the representation received from Wimborne Town Council.

**2. Summary of recommendation**:

GRANT planning permission subject to the conditions listed at the end of this report.

**3. Key planning issues**

3.1 Consent was granted in Outline in March 2017 under PA 3/14/0016/OUT for the *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).*

3.2 The application which seeks to vary condition no.9 of the Outline permission relates specifically to removal of a pedestrian crossing outside of the application site boundary only. The planning issues are therefore limited to the principle of development and impact on highways only as follows:

| **Issue** | **Conclusion** |
|---|---|
| Principle of development | Acceptable |

| Issue | Conclusion |
|---|---|
| Impact on highways | Acceptable |

**4. Description of site**

4.1 This application site comprises the Local Plan Allocation Site WMC7 (Cranborne Road New Neighbourhood), however, this application is related to condition 9 only and the requirement for a provision of a pedestrian crossing outside the red line boundary.

4.2 Following reserved matters approvals, the approved scheme is now mostly built and occupied.

**5. Description of development**

5.1 This application is to vary condition 9 related to highways requirements for PA 3/14/0016/OUT.

5.2 Condition 9 as approved is as follows:

*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 Allenview 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.*

*xi. Provision of traffic signals at the Allenview Road/Hanham Road junction to include pedestrian crossing facilities at the Allenview Road/Hanham Road junction.*

*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.*

5.3 Required signalised junction crossing proposals referenced in planning condition 9 (xi) are located on the northern arm of the Allenview Road and Hanham Road roundabout, as illustrated below:

5.3 The developer has advised condition 9 criterion (xi) is no longer deliverable or required for the following reason:

- Insufficient vehicle waiting space for vehicles held at a traffic signal is available due to existing traffic orders on Allenview Road required to maintain access to Wimborne Fire Station and Dorset Police Station (see appendix 1 for illustration).
- The previous school crossing patrol that operated on Allenview Road has now ceased.
- This has anticipated to reduce the impact on any junction delays that were a previous concern and resulting in the requirement for a signalised crossing.
- A signalised crossing on Allenview Road is expected to have significant impacts on the operation of the two roundabouts on Hanham Road

5.4 It is proposed to remove criterion (xi) for the reasons set out above.

## 6. Background and relevant planning history

6.1 As noted previously, this application site comprises a significant proportion of the Local Plan Allocation Site WMC7 (Cranborne Road New Neighbourhood). There has been a long history of applications submitted since the original permission outline consent as follows:

3/14/0016/OUT - Decision: GRA - Decision Date: 13/03/2017

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.

3/14/0017/COU - Decision: GRA - Decision Date: 13/03/2017

Change of use of agricultural land to form Suitable Alternative Natural Greenspace (SANG) as amended by plans rec'd 30th September 2014 and 25 March 2015, and June 2015 additional details rec'd 11th February 2015.

3/17/1389/RM - Decision: GRA - Decision Date: 07/12/2017

Reserved matters details (following approval of 3/14/0016/OUT) for the first phase of development off Cranborne Road comprising: the construction of 318 residential dwellings of which phase 1a is 64 plots (first phase plots 1-64); public open space; vehicular, cycle and pedestrian access; access for the proposed first school; landscape planting; surface water attenuation features; foul water pumping station and associated infrastructure (as amended by plans rec'd 11.8.17, 15.8.17, 20.10.17 & 17.11.17)

3/17/1390/RM - Decision: GRA - Decision Date: 05/10/2017

Reserved matters for the main access junctions, spine road and school access road, foul water pumping station and associated infrastructure to serve urban development off Cranborne Road

approved by application 3/14/0016/OUT (amended plans & additional information rec'd 19.7.17, 25.7.17, 2.8.17, 4.8.17 & 11.8.17)

3/17/2868/DCC - Decision: GRA - Decision Date: 14/02/2018

New First School building (15 classrooms) with hall, meeting rooms, specialist teaching rooms and associated landscape works

3/18/0054/RM - Decision: GRA - Decision Date: 14/03/2018

Reserved matters details (following approval of 3/14/0016/OUT) for the second phase of development off Cranborne Road comprising: the construction of 254 plots (phase 1B plots 65-318), public open space, vehicular, cycle and pedestrian access, access for the proposed first school, landscape planting, surface water attenuation features, foul water pumping station and associated infrastructure (as amended by plans rec'd 16.2.18 & 22.02.18)

3/18/0918/NMA - Decision: GRA - Decision Date: 05/06/2018

Non-material amendment to application 3/18/0054/RM to correct approved plan revision numbers for Elevations and Floor Plans for Plots 228-230, 231-233 and 264-265 and approved plan revision numbers for site landscaping and tree proposals.

3/19/0681/RM - Decision: GRA - Decision Date: 10/06/2019

Alternative reserved matters details (following approval of 3/14/0016/OUT and 3/18/0054/RM) to substitute house types for plots 235-242, 258-259, 269-318 within the southeast residential development east of Cranborne Road.

3/19/2437/RM - Decision: GRA - Decision Date: 08/01/2021

Reserved matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG, landscape planting and surface water attenuation features.

3/20/2304/NMA - Decision: GRA - Decision Date: 12/04/2021

Non material amendment to Approved P/A 3/18/0054/RM Reserved matters details (following approval of 3/14/0016/OUT) for the first phase of development off Cranborne Road comprising: the construction of 318 residential dwellings; public open space;

vehicular, cycle and pedestrian access; access for the proposed first school; landscape planting; surface water attenuation features; foul water pumping station and associated infrastructure to Remove Roof lights from 6no Houses, Types 419

3/21/0134/RM - Decision: GRA - Decision Date: 30/07/2021

Reserved matters details (following approval of 3/14/0016/OUT) for the allotment, car park and associated infrastructure: including the creation of an allotment with provision of family and disable access allotment plots, car parking for the allotments and the SANG, public toilets, picnic benches and the provision of sheds with concrete basis, with vehicular, cycle and pedestrian access, and associated infrastructure.

3/21/0520/NMA - Decision: GRA - Decision Date: 17/06/2021

Non material amendment to PA 3/19/2437/RM (Reserved matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG, landscape planting and surface water attenuation features.) to change housing tenure of plots 514, 515, 598 603, 604 and 609 as requested by Registered Housing Provider

3/21/1313/NMA - Decision: GRA - Decision Date: 23/09/2021

Non material amendment to Approved P/A 3/19/2437/RM(Reserved matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG, landscape planting and surface water attenuation features.) to House type Brooke and Lyttleton substitutions to the Burns and Lawrence, Plot numbers - 401,408,410,411,415,418,422,423,427,432,434,448,451,460,484,506,509,537,538,632,650,661,

663,665,666,668,674,677,688,690.

These units are a like for like substitution.

P/NMA/2022/00256 - Decision: GRA - Decision Date: 15/02/2022

Non-material amendment to Reserved Matters Application 3/19/2437/RM - HA Tenure amendment to P598 and 593

3/17/2868/DCC_1 - Decision: GRA - Decision Date: 14/02/2018

New Wimborne First School building (15 classrooms) with hall, meeting rooms, specialist teaching rooms and associated landscape works.

P/FUL/2022/05608 - Decision: GRA - Decision Date: 20/11/2022

Formation of vehicular and pedestrian access

P/NMA/2024/00342 - Decision: GRA - Decision Date: 02/02/2024

Non material amendment to Approved P/A 3/19/2437/RM (Reserved Matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG,

landscape planting and surface water attenuation features) to replace a tree within the focal square due to non-availability of the approved tree.

P/NMA/2024/00837 - Decision: GRA - Decision Date: 07/03/2024

Non material amendment to approved P/A 3/21/0134/RM (Reserved matters details (following approval of 3/14/0016/OUT) for the allotment, car park and associated infrastructure: including the creation of an allotment with provision of family and disable access allotment plots, car parking for the allotments and the SANG, public toilets, picnic benches and the provision of sheds with concrete basis, with vehicular, cycle and pedestrian access, and associated infrastructure) to move and re-orientate car parking spaces 1-7 away from the ditch to the northern boundary and due to this, moving spaces 15-22 to keep the 6m gap between spaces to allow vehicles to access these spaces. Family plots have also been reorientated due to these changes

P/RES/2025/01385 - Decision: GRA - Decision Date: 22/12/2025

Reserved matters application (following the approval of Planning permission 3/14/0016/OUT) to include access, appearance, landscaping, layout and scale, for a Local Centre east of Cranborne Road

P/NMA/2025/03783 - Decision: GRA - Decision Date: 04/09/2025

Non-Material Amendment of PA 3/14/2017/COU (Change of use of agricultural land to form Suitable Alternative Natural Greenspace (SANG) as amended by plans rec'd 30th September 2014 and 25 March 2015, and June 2015 additional details rec'd 11th February 2015. at Land To The East And West Of The Cranborne Road Burts Hill Wimborne Dorset) Enhancement and formalisation of the SANG path network in the southwest quadrant, including connections to Burt's Hill and Wimborne First School.

## 7. List of constraints

7.1 There are a number of constraints related to the application site as follows, however there are no constraints specifically related to the variation of this condition 9 to remove a requirement for a pedestrian crossing off site.

CON - Application is within a conservation area

TPO - TPO (EDDC/CO/160) - NULL: NULL

LP - Location: Cranborne Road New Neighbourhood, Policy: WMC7

DESI - Mineral Strategy 2014 – Mineral Safeguarded Policy SG1 - Sand and Gravel

DESI - Wessex Water Treatment Works Catchment Other WRC catchments

PROW - Right of Way: Footpath E2/15

SGN - Medium pressure gas pipeline 12.5m or less from 12.5m Buffer on Regional Medium Pressure Pipelines (75 mbar – 2 bar)

DESI - Bournemouth Water Consultation Area

EA - Groundwater – Susceptibility to flooding

DESI - Existing ecological network - Terrestrial

DESI - Higher Potential ecological network

DESI - Wildlife Present: bird

DESI - Wildlife Present: Badger

DESI - Wildlife Present: S41 - Hazel Dormouse

DESI - Wildlife Present: bat

DESI - Wildlife Present: S41 - bat

DESI - Dorset Heathlands - 5km Heathland Buffer

DESI - Greenbelt: Bournemouth Greenbelt

DESI - Area of Outstanding Natural Beauty (AONB): Cranborne Chase & West Wiltshire Downs

DESI - Ancient Woodland: Catley Copse

DESI - Natural England - RAMSAR

DESI - Special Area of Conservation (SAC) (5km buffer): Dorset Heaths (UK0019857)

DESI - Site of Special Scientific Interest (SSSI) impact risk zone

FLD - Flood Zone 2 (record ID 1119239.0)

FLD - Flood Zone 2 (record ID 1119245.0)

EA - Groundwater Source Protection Zone

EA - Risk of Surface Water Flooding Extent 1 in 30

EA - Risk of Surface Water Flooding Extent 1 in 100

EA - Risk of Surface Water Flooding Extent 1 in 1000

FLD - Surface water flooding - 1 in 100 year event plus 20% allowance

FLD - Surface water flooding - 1 in 100 year event plus 40% allowance

RAD - Radon: Class: 1.0

DESI - Contaminated Land

## 8. Consultations

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

**Consultees**

**1. Dorset Council (DC) Highways – No objection**

*To summarise, the reasons it should be removed are:*

- *Physical constraints onsite, specifically the proximity to the Wimborne Fire Station and Dorset Police Station.*
- *The morning and interpeak junction delays previously caused by the school crossing patrol when the requirement for signals at this location was conditioned is no longer operational.*
- *To mitigate the impact on Hanham Road Roundabout, additional infrastructure/signals would be required to incorporate the roundabout and existing signalised crossing on Hanham Road. This would not be feasible and is beyond the requirements of the condition*

*Therefore, as per the reasons set out in the supporting Technical Note, the Highway Authority has NO OBJECTION to the proposed variation of Condition 9 of 3/14/0016/OUT.*

**2. Holt Parish Council (PC) - No objection**

**3. Wimborne Minster Town Council (TC) – Objection**

*The removal of the agreed requirement for a pedestrian crossing at the Allenview Road/Hanham Road junction represents a withdrawal from a contractual obligation that formed part of the basis for granting outline planning permission. Such a condition should not be varied without proper legal scrutiny, and the matter should be addressed by Dorset Council's legal team rather than treated as a routine consultation.*

*The original condition was clearly intended to secure safe pedestrian access, particularly for children walking to school. Its removal would conflict with NPPF 110 and 114, which require developments to prioritise pedestrian safety and deliver safe and suitable access for all users. The cessation of the former crossing patrol appears to have been driven by funding constraints rather than lack of need.*

*Given Dorset Council's recent improvements to Allenview Car Park to facilitate safer school walking routes, the removal of a crossing is unjustified. If traffic signals are no longer proposed, an alternative crossing solution, such as a zebra crossing, must be delivered to meet the original intent of the condition. In the absence of such provision, the Town Council objects.*

**4. Wimborne Minster Ward Councillors - No response received**

**5. Colehill & Wimborne East Ward Councillors –** In response to committee notification the following was raised:

*Many vulnerable people, including children and those with mobility issues, need to use the crossing daily. If the highlighted section means that a different type of crossing is being put there, then what type is being suggested? If not, then who is requesting this change to the initial agreement and why?*

**Representations received**

The application was advertised by site notice by the entrance to the housing on the east and west sides of Cranborne Road and at the location of the crossing in December 2025. No representations were received.

## 9. Duties

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

Section 73 of the Town and Country Planning Act requires that only the question of the conditions to be attached to a planning permission can be considered.

## 10. Relevant policies

Development plan

The development Plan comprises the adopted Christchurch and East Dorset Local Plan and 'saved' policies from the East Dorset Local Plan 2002

**Adopted Christchurch and East Dorset Local Plan, part 1 - Core strategy, adopted, April 2014:**

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

KS1: Presumption in favour of sustainable development

KS2: Settlement hierarchy

KS1: Transport and development

Material considerations

**Emerging local plans:**

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

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

**The Dorset Council Local Plan**

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

**Emerging neighbourhood plans**

Wimborne Minster Neighbourhood Plan- In preparation – limited weight applied to decision making

**Local Nature Recovery Strategy**

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

**National Planning Policy Framework 2024 (as amended 2025)**

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

Other relevant NPPF sections include:

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

**Other material considerations**

**National Planning Practice Guidance**

<u>All of Dorset:</u>

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

**11. Human rights**

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

## 12. Public Sector Equalities Duty

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

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

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

The proposed is to remove the requirement for traffic signals at the existing pedestrian crossing. As there are no highway safety concerns the is not considered the functionality of the crossing is not impacted. Therefore the proposed change does not impact on the Public Sector Equalities Duty above the previously approved application.

## 13. Public Benefits

The proposals would not provide additional public benefits but it is considered the crossing is no longer required.

## 14. Planning Assessment

### 14.1 Principle of development

14.1.1 The proposed is to remove a requirement for a pedestrian crossing outside of the application site as set out in the beginning of this report.

14.1.2 The applicant has advised the crossing is no longer required or deliverable and the DC Highway Authority has raised to no objection to this.

14.1.3 The proposed is considered acceptable in principle subject to all other material planning considerations.

### 14.2 - Impact on highways

14.2.1 The proposed results in changes to condition 9, where criterion (xi) as follows is to be removed:

*xi. Provision of traffic signals at the Allenview Road/Hanham Road junction to include pedestrian crossing facilities at the Allenview Road/Hanham Road junction.*

14.2.2 The applicant has advised the removal is required for the following reasons:

- Insufficient vehicle waiting space for vehicles held at a traffic signal is available due to existing traffic orders on Allenview Road required to maintain access to Wimborne Fire Station and Dorset Police Station (see appendix 1 for illustration).
- The previous school crossing patrol that operated on Allenview Road has now ceased.
- This has anticipated to reduce the impact on any junction delays that were a previous concern and resulting in the requirement for a signalised crossing.
- A signalised crossing on Allenview Road is expected to have significant impacts on the operation of the two roundabouts on Hanham Road

14.2.3 The DC Highway Authority have been consulted and advised the removal of criterion (xi) from condition 9 is acceptable for the following reasons:

- Physical constraints onsite, specifically the proximity to the Wimborne Fire Station and Dorset Police Station.

- The morning and interpeak junction delays previously caused by the school crossing patrol when the requirement for signals at this location was conditioned is no longer operational.

- To mitigate the impact on Hanham Road Roundabout, additional infrastructure/signals would be required to incorporate the roundabout and existing signalised crossing on Hanham Road. This would not be feasible and is beyond the requirements of the condition.

14.2.4 Therefore, as per the reasons set out in the submitted Technical Note (as per para 14.2.2), the Highway Authority has no objection to the proposed variation of condition 9 of 3/14/0016/OUT is considered acceptable in highways safety terms.

**14.3 – Safe routes to school**

14.3.1 Under Policy WMC7, a first school was proposed. The school was approved under applications 3/14/0016/OUT and 3/17/2868/DCC.

14.3.2 Under PA 3/17/2868/DCC, the approved travel plan and safe routes to school plan refers to highways improvements required under condition 9 of PA 3/14/0016/OUT, including the signalised crossing at Allenview Road.

14.3.3 Officers have discussed the previous crossing provisions provided at this junction with the DC Road Safety Officer, where a School Crossing Patrol (SCP) was provided until 2023.

14.3.4 The Road Safety Officer has advised, due to a lack of pedestrian traffic, the crossing didn't meet the criteria for a SCP. The SCP ceased in 2023 and it has not been considered necessary for this to be reinstated by the Road Safety Team.

**14.4 – Conclusion**

14.4.1 The proposed amendments are acceptable in principle. The applicant has advised the crossing is no longer deliverable or required and the DC Highway Authority has raised no objection to this. The proposal is considered acceptable and to accord with Policy KS1 of the Christchurch and East Dorset Core Strategy (2014) and guidance contained within paragraphs 115, 116 and 117 of the NPPF 2025.

**15 Environmental implications**

15.1 The proposed is not considered to have further environmental implications above the previously approved application.

**16 Conditions**

16.1 As the application is for a variation of condition which would lead to a new planning permission it is necessary to impose conditions from the previous permission, 3/14/0016/OUT which still appy, and amend where required as follows:

| Condition under 3/14/0016/OUT | Status for this application |
|---|---|
| 1 – Reserved matters | All reserved matters applications now approved, amended to just commencement where some phases are yet to commence |
| 2 – Approved plans | Compliance condition, retained for this application |
| 3 – Phasing of construction | Amended to compliance condition |
| 4 – Levels | Amended to compliance condition |
| 5- Materials | Amended to compliance condition |
| 6 – School travel plan | No longer required as conditioned under 3/17/2868/DCC |
| 7 – Residential travel plan | Amended to compliance condition |
| 8 – Highways layout | Retained as not all phases have commenced |
| 9 – Highways requirements | Amended to remove criteria (xi) |
| 10 – Design Code | No longer required where all RM applications are approved |

| | |
|---|---|
| 11 – Secured by design | No longer required where all RM applications are approved |
| 12 – Soft landscaping | Retained as not all phases have commenced |
| 13 - Soft landscaping implementation | Retained for this application |
| 14 – Hard landscaping | Retained as not all phases have commenced |
| 15 – Tree protection | Retained as not all phases have commenced |
| 16 - LEMP | Retained as not all phases have commenced |
| 17 – Foul water | Retained as not all phases have commenced |
| 18 – SW drainage | Retained as not all phases have commenced |
| 19 – SW drainage maintenance | Retained as not all phases have commenced |
| 20 – Drainage details | Retained as not all phases have commenced |
| 21 – Renewable energy | Amended to compliance condition |
| 22 - Renewable energy residential | Amended to compliance condition |
| 23 - Archaeology | Retained as not all phases have commenced |
| 24 - Archaeology | Retained as not all phases have commenced |
| 25 - CTMP | Retained as not all phases have commenced |
| 26 – Contaminated land | Retained as not all phases have commenced |
| 27 - Remediation | Compliance retained for this application |
| 28 – Lighting strategy | Retained as not all phases have commenced |
| 29 – Local centre | Compliance retained for this application |

## 17 Summary of issues

| **Issue** | **Conclusion** |
|---|---|
| Principle of development | Acceptable under previously approved applications |
| Impact on highways | Acceptable |

**Recommendation**

**Grant, 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 Allenview 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 Floor 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 Floor 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 wastes

   The 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.

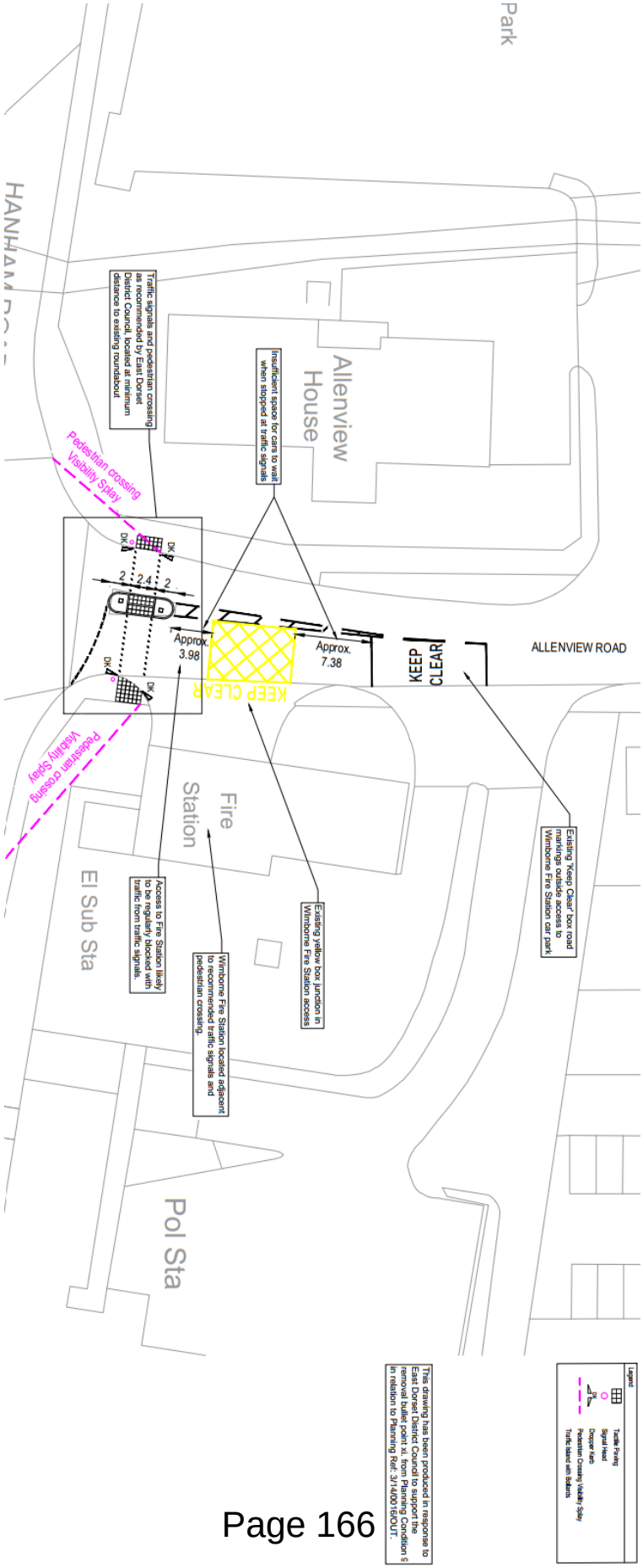
15. When designing trees into the proposal the applicant is advised that the Tree Design Action Group has provided a useful "Trees in Townscape" publication at www.tdag.org.uk.

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")

**APPENDIX 1 – Highways illustration provided by the applicant as part of 4611-005-TN-001 Rev 01**