



Eastern Area Planning Committee

Date: Wednesday, 20 May 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, Ray Bryan, Toni Coombs, Beryl Ezzard, Scott Florek, Hannah Hobbs-Chell, David Morgan, Julie Robinson, Andy Skeats and Gary Suttle

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	3 - 14

To confirm the minutes of the meeting held on 22 April 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 Monday 18 May.

5. P/FUL/2023/07270 - 12 GOLF LINKS ROAD FERNDOWN BH22 8BY 15 - 38

Erection of 8no. flats (demolition of existing dwelling).

6. P/FUL/2025/06825 - 168 SPRINGDALE ROAD CORFE MULLEN BH21 3QN 39 - 56

Change of use of an existing residential bungalow (Use Class C3) to a Children's Day Nursery (Use Class E(f)) including erection of secure boundary fencing to rear.

7. 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.

8. 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.



EASTERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 22 APRIL 2026

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

Apologies: Cllrs Hannah Hobbs-Chell

Also present: Cllrs Shane Bartlett and Andy Todd

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

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

101. Declarations of Interest

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

102. Minutes

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

103. Registration for public speaking and statements

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

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

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

It was explained that the application had previously been refused under delegated powers in June 2024. An appeal had subsequently been lodged but was later

withdrawn following the Council's annual position statement demonstrating a housing land supply of more than five years.

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

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

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

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

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

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

would be graded at 1:4, with swales connecting to a watercourse draining towards the River Stour.

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

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

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

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

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

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

In summary, the Lead Project Officer advised that all key planning issues had been considered to be acceptable subject to conditions. The planning balance

gave substantial or significant weight to a number of benefits, with biodiversity impacts identified as a minor disbenefit.

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

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

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

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

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

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

- The Transport Assessment had been reviewed by Highways and was considered acceptable. There was likely to be an increase in trips, however approximately 30 additional trips in the am and pm peaks was not considered an unacceptable impact.
- The Lead Local Flood Authority had not objected to the application and the proposed detention basin was considered appropriate mitigation against flood risk.
- An assessment had been undertaken to determine the grey belt status of the land, which was informed by a previous assessment that concluded that the site contributes little to the separation of the two towns.

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

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

The committee agreed to extend the meeting beyond 3 hours.

Cllr Robinson left the meeting at 13:11.

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

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

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

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

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

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

Cllr Morgan left the meeting at 13:39.

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

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

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

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

A series of photographs from the Landscape and Visual Impact Assessment (LVIA) were shown from various viewpoints, illustrating how the existing and proposed turbines would appear. It was clarified that the accuracy of the

representations as presented to the committee via projector was limited and Members had been encouraged to familiarise themselves with the LVIA. Views demonstrated that major and moderate adverse impacts would be limited to the immediate setting of the turbine. Specific viewpoints were shown, including from Wetherby Castle, Milborne St Andrew, Woodbury Hill, Winterborne Whitechurch, East Luscombe, Fishmore Hill, Rosehill Farm and Greenhill Nature Reserve. It was noted that under clearer sky conditions the turbine would appear more prominent. Remaining viewpoints in the LVIA within the National Landscape were further away, where impacts were assessed as negligible or low.

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

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

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

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

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

Members were informed that the turbine would be removed within 12 months of decommissioning or cessation of operation. It was confirmed that the development could be safely accessed. From a biodiversity perspective, the site, being an established motorcycle track with an existing turbine, was assessed as being of limited ecological value. Additional mitigation was proposed through a condition requiring an active bat curtailment system to protect bat populations.

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

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

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

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

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

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

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

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

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

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

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

Or

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

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

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

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

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

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

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

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

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

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

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

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

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

The location of the site within Wimborne was shown, with further plans identifying the application site in relation to the Cranborne Road development to the north of the town. Members were shown an aerial photograph and site photographs

illustrating the location of the proposed signal-controlled junction. Reference was made to Policy WMC7, and the policy plan was displayed. The approved outline application plan was also shown. An aerial image illustrated the site as it currently stood, with the northern part of Phase 2 still under construction. It was confirmed that the First School within the development had been completed and was now occupied, the SANG had been completed, and the allotment site remained under construction.

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

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

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

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

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

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

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

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

108. **Urgent items**

There were no urgent items.

109. **Exempt Business**

There was no exempt business.

Decision List

Duration of meeting: 10.05 am - 4.33 pm

Chairman

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Application Number:	P/FUL/2023/07270
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	12 Golf Links Road Ferndown BH22 8BY
Proposal:	Erection of 8no. flats (demolition of existing dwelling)
Applicant name:	Blossom Hill Investments
Case Officer:	Emily Elgie/ Elizabeth Adams
Ward Member(s):	Cllr Hobbs-Chell and Cllr Robinson

1. Reason application is going to committee:

At the request of the Committee Chair.

2. Summary of recommendation:

To delegate authority to the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Eastern Area Development Management Area Manager 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 Section 106 of the Town and Country Planning Act 1990 (S106 agreement) to secure New Forest Habitat Site mitigation.

Or

B) Refuse planning permission for the reasons set out below if the S106 agreement is not completed by 20 November 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management and Enforcement or the Eastern Area Development Management Area Manager. 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	Acceptable: within the urban area and contributes to 5 year housing land supply
Scale, design, impact on character and appearance	Acceptable: compatible with its surroundings and no substantial harm arising from departures from the Special Character Area development criteria
Impact on the living conditions of the occupants and neighbouring properties	Acceptable: subject to conditions to secure obscure glazing
Highway impacts, safety, access and parking	Acceptable: subject to conditions
Impact on trees	Acceptable: subject to conditions

Issue	Conclusion
Flood risk and drainage	Acceptable: surface water risk to site can be managed so the development is safe. No additional flood risk on or off-site is anticipated subject to conditions so the sequential test is not required under PPG/NPPF.
Impact on Habitat Sites	Acceptable: subject to completion of a planning obligation to secure mitigation for impacts on the New Forest Habitat Sites.
Impacts on Biodiversity	Acceptable: subject to conditions
Environmental Implications	Acceptable

4. Description of site

12 Golf Links Road is bungalow on a 0.15ha slightly wedge shaped plot (wider to the rear) within the residential urban area of Ferndown. The site lies on the western side of the highway, approximately 190m from the northern junction with Ringwood Road.

The site is relatively level and is separated from the highway by a grassed verge over 8m in depth in which there is currently rhododendron and oak trees. Trees and the northern side boundary hedging at the site contribute to the verdant character of the area.

The site levels are slightly higher than those to the north where nos. 6, 8, 8a and 10 Golf Links Road are single storey. Properties to the rear on Ringwood Road are also single storey in form, although they have first floor accommodation in the roof. Number 14 to the south is a two and three quarter storey block of 6 flats on slightly higher land (approx. 0.4m). On the eastern side of Golf Links Road chalet style bungalows are the predominant dwelling form in the close vicinity.

Golf Links Road forms part of the New Road Special Character Area. This area is described in the Special Character Area Supplementary Planning Document as being 'characterised by detached two- or single storey, single family dwellings set back behind established building lines in large or very large plots. The low density of development affords a sense of spaciousness, emphasised by generous landscaping and lawns. The buildings tend to be substantial, individually designed and built, and some are of high architectural quality...Extensive treescape adds to the area a distinctive sylvan character...Boundary hedges and other understorey planting strengthens enclosure and privacy between properties...The area contains a number of flat developments that have been constructed over the last 40 years or so. These have been absorbed with varying degrees of success...'

5. Description of development

It is proposed to demolish the existing dwelling and erect a block of 8, two bedroom flats over three storeys. The building will have a two and a half storey form; the top floor within the roof will be served by rooflights and dormers.

The property is designed with reference to the Arts and Crafts style, incorporating architectural features including chimneys, gables and bay windows. The central lift shaft will be only slightly higher than the main flat roof.

A paved parking area and bin store is proposed to the front of the plot under the existing tree. To the rear a cycle store and storage sheds outbuilding is proposed together with a patio. Hedging is shown along the rear (north), eastern side and front boundaries.

6. Background and relevant planning history

12/544 - Decision: Split decision - Decision Date: 20/11/2012

Tree works

3/18/3164/TTPO - Decision: Split decision - Decision Date: 17/12/2018

T1, T2, T3, T4 & T5 Lawson Cypress - Fell.

T6 Oak - Crown reduce by up to 2.5m.

3/19/2492/FUL - Decision: Granted - Decision Date: 16/02/2021

Demolish existing dwelling and erect a 4no bedroom detached dwelling with garage, as amended by plans rec'd 10/08 to reduce height of garage roof.

7. List of constraints

TPO (EDDC/HA/17)

TPO - TPO (EDDC/HA/4)

Within New Road Special Character Area

High pressure gas pipeline 1km or less from Regional High Pressure Pipelines (>7 bar); -
Distance: 901.18

Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar); -
Distance: 14.94

Risk of Surface Water Flooding Extent 1 in 1000 and 1 in 100 affects rear garden area

Groundwater – Susceptibility to flooding;

Natural England Designation - RAMSAR: Dorset Heathlands (UK11021); - Distance: 4590.58
and Avon Valley (UK11005); - Distance: 4810.11

Dorset Heathlands - 5km Heathland Buffer;

New Forest Recreation- 13.8km zone

Radon: Class 1: Less than 1% (low risk, protective measures not required)

8. Consultations

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

Consultees

1. Dorset Wildlife Trust

No comments received

2. Natural England

The conclusion reached by the Local Authority that the proposal will not have an adverse effect on the integrity of the habitats and international sites comprising the Dorset Heathlands and the

New Forest is agreed and that in respect of this matter the Council can determine the application.

Biodiversity mitigation should be secured by condition or other mechanism.

3. Dorset Fire and Rescue

The development would need to conform to recommendations identified under B5 of Approved Document B (Building Regs) and for the improvement of safety and reduction of property loss through fire

4. Dorset Council (DC) Highways- no objection

Parking on public highway is not a highway safety issue, in many cases it acts as natural traffic calming; inappropriate parking of vehicles is a police matter. The amount of unallocated parking available is acceptable.

The proposal does not present a material harm to the transport network or to highway safety so there is no objection subject to conditions.

5. DC Flood Risk Management team

Surface water flood risk appears to be associated with topography so additional flood risk as a result of the development is not anticipated provided submitted surface water management proposals are secured by condition. Finished floor levels should be 300m above predicted flood risk levels.

6. DC - Building Control East Team

The area is subject to flooding – would need to address how rainwater is dispersed from the roof

7. DC - Trees (East & Purbeck)

Submitted information broadly acceptable. Will require conditions

8. DC- Highway Trees

T003 and T004 are confirmed highway trees. The developer will not be required to carry out any works to these highway trees.

To ensure compliance with statutory protections, the developer must not store materials, plant, or park vehicles on the highway verge during construction or during any consented tree works, as this could result in damage to the root protection areas of both highway trees and protected trees.

9. DC- Waste Team

Confirmed that the bin store is appropriately located for collection.

10. Ferndown Town Council- objection

Overdevelopment of the site

Excessive in respect of bulk, mass and height

Increased traffic and road parking on an already dangerously busy 'cut through' road.

Would have an adverse effect on the residential amenity of neighbouring properties including over-shadowing, overlooking and loss of privacy

Disturbance and potential damage from contractor's vehicles.

Does not reflect the rhythm and spacing of existing dwellings.

Negative impact on street view.

Potential for flooding.

Concern about risk of fire to abutting properties

10. Ferndown Ward Members

No comments received

Representations received

Total - objections	Total - No objections	Total - comments
11	0	0

Summary of comments of objections:

Impact on the character of the area: Fails to meet special character area criteria; not reflective of rhythm and spacing/character of the area; adverse impact on street scene; mass, scale, height and form inappropriate as neighbouring properties are single dwellings and bungalows; unappealing design

Harm to neighbour amenity: noise including from traffic, overlooking and loss of privacy, and overshadowing and loss of light

Highway and pedestrian safety: insufficient parking increasing pressure on street, dangerous stretch of road, traffic and congestion caused during construction and increased number of dwellings

Disruption during construction works

Biodiversity: Adverse impact on wildlife, changes to ecosystem from development at no. 14 and now no.12, loss of oak tree in suspicious circumstances

Plots too small: overdevelopment

Flood risk: Lack of drainage detail, plot suffers from surface water flooding and high water table; road floods regularly; development would increase risk of neighbours flooding.

Potential ownership (red line boundary) issue with 10 Golf Links Road

Already lots of flats in the road, including next door

Lack of need: Similar property types on road not selling

Impact on disabled neighbour: parking on the highway could prevent access for carers

Site notice not erected (officer note: this was displayed in May)

9. Duties

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

10. Relevant policies

Development plan

In this case the development plan comprises:

Adopted Christchurch and East Dorset Local Plan:

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

KS1 - Presumption in favour of sustainable development
KS2- Settlement hierarchy
KS11 - Transport and Development
KS12- Parking Provision
LN1- Size and Types of New Dwellings
LN2- Design, Layout and Density of New Housing Development
HE2 - Design of new development
ME1- Safeguarding biodiversity and geodiversity
ME2- Dorset Heathlands
ME6- Flood Management, Mitigation and Defence

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 5 'Delivering a sufficient supply of homes' This outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

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

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.
- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Other material considerations

National Planning Practice Guidance

Including: Determining Planning Applications; Flood risk and coastal change

Supplementary Planning Document/Guidance

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

Dorset Heathlands Interim Air Quality Strategy 2020-2025

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.

Special Character Areas Supplementary Planning Guidance

New Forest SAMM Strategy 2025

Housing land supply

Dorset Council is currently unable to demonstrate a 5-year housing supply of deliverable housing sites 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.

This does not result in automatic approval of residential development. Paragraph 11(d) requires that permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal, or unless the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.

Notwithstanding the absence of a five-year housing land supply, policies relating to design, character, residential amenity, flood risk, biodiversity and highway safety continue to attract significant weight in decision-making. The proposal must therefore be assessed against these policies and the overall planning balance.

The emerging Dorset Local Plan is not sufficiently progressed and can be afforded very limited weight in decision making.

Housing Delivery Test (HDT)

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

11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

12. Public Sector Equalities Duty

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

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

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

The protected characteristics potentially relevant to this proposal are age, disability and pregnancy and maternity.

Although the existing dwelling is currently empty, the proposal will result in the loss of a bungalow from local housing stock which could be more attractive to those who are elderly or physically disabled. However, the proposed development would provide eight two-bedroom flats all with a single managed building. This form of accommodation may be suitable for older persons seeking to downsize, as well as households at different life stages.

The scheme includes a passenger lift serving all floors and level access arrangements which can assist residents with mobility impairments, wheelchair users, those with sensory or cognitive

disabilities and mothers with babies and young children in pushchairs. These features advance equality of opportunity. For such persons when compared to traditional stair only flatted accommodation.

The site is in a sustainable location within the settlement, within walking distance of services and with nearby public transport connections which would reduce barriers faced by individuals with disabilities and impaired mobility, particularly those who cannot drive. By providing residential accommodation in a location where daily needs can be met without reliance on private vehicles, the proposal aligns with the objective of advancing equality of opportunity for persons who share relevant protected characteristics.

Having regard to the above, the Local Planning Authority is satisfied that the requirements of the Public Sector Equality Duty have been met.

Construction impacts such as noise, dust and temporary disruption have been considered. Objectors have mentioned access issues arising during the redevelopment of no.14 affecting a disabled neighbour reliant on care visits. Conditions requiring a construction method statement including controls on working practices will help limit adverse effects on nearby residents, including those who may be more sensitive to disturbance due to age or disability.

There is no identified evidence that the proposal would result in unlawful discrimination or a disproportionate adverse impact on persons with protected characteristics that cannot be appropriately mitigated. Conversely, elements of the scheme, including accessibility features and its sustainable location contribute positively to advancing equality of opportunity.

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 housing land supply in a sustainable location	8 x two bedroom dwellings (loss of 1 house)
New Forest Habitat Mitigation contribution	£2,800
Non material considerations	
Council tax	£14,384- Based on 8 band B flats minus one band D house
CIL	c. £168,776.22

14. Planning Assessment

Principle of development

- 14.1 The application site is within the urban area of Ferndown where the principle of residential development is acceptable under Policy KS2 of the Local Plan.

Scale, design, impact on character and appearance

- 14.2 The Town Council has raised concerns about harm from increased development density and that the design is uncharacteristic. Policy LN2 and the NPPF require the efficient use of land and proposals should maximise the density of development to a level which is acceptable for the locality.
- 14.3 Policy HE2 requires that development should ‘respect the identified features and characteristics of Special Character Areas’. The New Road Special Character Area (SAC) SPD identifies that the area is characterised by large, detached dwellings situated within large plots affording a sense of spaciousness, with extensive landscaping and boundary hedging providing a soft, informal character to the road frontage. The SPD identifies that there are a number of flat developments that have been constructed over the last 40 years or so with varying degrees of success. The proposal has been assessed against the development criteria:
- 1. New development must reflect the rhythm and spacing of existing dwellings. It is important that the feeling of space and the quality of landscape of that space –all of which characterises the area- should be maintained. Generally, the aim should be to improve spatial relationships with neighbouring dwellings.*
- 14.4 The existing property at 12 Golf Links Road comprises a pitched roof bungalow with flat roofed attached garaging which together extend across the majority of the width of the plot. Views of the dwelling and its parking area in front of the garaging are currently limited by screening vegetation. The proposed block of flats will have a narrower frontage than the existing dwelling, expanding in width further into the plot but maintaining the rhythm of the built form in the street scene. The increased height and depth of development will be evident in the street scene and will reduce separation from properties to the west (rear), but its set back from the highway will remain similar to the existing built form. It is recognised that the landscape quality to the front of the site will be somewhat diminished by the expansion of hard surfacing to provide off-street parking and the introduction of a bin store, but the retention of some of the frontage trees and new hedge planting would provide softening in an appropriate manner.
- 2. There should be no sub-division of gardens if this adversely affects the pattern of development, loss of amenity space and/or the loss of trees and/or boundary hedges.*
- 14.5 The site plan proposes that the rear garden would be sub-divided to provide amenity space for the two rear ground floor units. This would secure privacy for future occupants but to avoid harm to the character of the area it is important to ensure that planting is the main form of screening. This can be secured by condition.
- 3. The amalgamation of plots will not be discouraged provided that the pattern of development of the area is maintained and/or this allows more space for significant additional tree-planting and/or boundary planting.*
- 14.6 This criterion is not applicable.
- 4. New development must not adversely affect the character of the street scene, as a result of being sited too close to the road, of inappropriate massing and form, of excessive height,*

or causing the loss of soft landscape features or other factors contained in these design criteria.

5. The scale, massing and height of proposed development must be generally consistent with neighbouring dwellings.

- 14.7 The proposed building would not extend forward of the existing building line of the bungalow. It would be $2\frac{3}{4}$ storeys (with apartments in the roof) equating to an increase in height of approximately 4m to approx. 9.3m. This is a significant increase in height, however it is equivalent to the height of the block of 6 flats at 14 Golf Links Road immediately to the south. It is considered that the additional height can be accommodated on the plot without detriment to the character of the area in which there is a variety of bungalows and taller dwellings.
- 14.8 The building is of substantial bulk which is greater than neighbouring dwellings- nos. 10 Golf Links Road to the north and properties to the west are bungalows/chalet bungalows- but it has been designed so that it would generally appear as a single dwelling retaining a domestic character despite the additional storeys and significant depth. The architectural features include appropriate articulation of the elevations to reduce the visual impact of the mass of the property to an acceptable degree so that it will avoid an overbearing impact within the streetscene.
- 14.9 The landscaped area to the rear would generally be retained. Although opportunities for planting in front of the building would be reduced and a 2m high bin store will be created at the front of the site, the existing verge planting and new boundary planting would assist in maintaining a verdant frontage. Although Cypress and Cedar hedging along the eastern boundary is to be removed to facilitate the development, replacement hedging would be secured by condition to help reinforce the sense of enclosure characteristic of the SCA.

6. In order to promote and reinforce local distinctiveness, any redevelopment proposal must demonstrate that it has taken cognisance of the scale, form, proportions and materials of the original dwellings.

The existing dwelling on the site is a bungalow of little architectural merit. The dwellings identified by the SCA planning guidance that contribute to the character of the area are large, detached dwellings situated within large plots which the design seeks to reflect. The use of render is appropriate within the SCA.

7. New developments must sit comfortably in relation to neighbouring dwellings. The depth of proposed buildings must relate with adjacent buildings. Cognisance must also be made to the amenities of neighbouring gardens in respect to potential overlooking and any possible reduction in sunlight.

- 14.10 The proposed block of flats has a similar depth to the block of flats to the south, although that includes a single storey element to the rear, whereas the current design is $2\frac{3}{4}$ storeys tall for the whole footprint. The block is significantly deeper than the no. 10 to the north but it is judged that the articulated design can be accommodated without harm arising from loss of sunlight and overlooking; the impacts on neighbouring amenity can be controlled by condition. These matters are considered in more detail below.

8. Three-storey development will only be permitted where it can be demonstrated that there is no adverse impact on adjacent dwellings or on the street scene, and where its bulk is sufficiently articulated in order to allow views into the site and backdrop tree-scape. Massing and floors-space must diminish at second floor level, as should the number of window openings.

- 14.11 Three storeys are proposed but the two top floor flats are contained within the roof space in a similar manner to other blocks of flats on Golf Links Road. The dormers on the southwest side and rear elevations are appropriately sized within the roof and the number of windows at second floor level are reduced. The main trees are to the front of the site.

9. New developments should contribute to the public realm by facing onto it behind landscaped amenity space, rather than being separated from it by utility buildings. Single or multiple garages, and associated hard-standings, should be discreetly sited at the side and/or rear.

- 14.12 The parking area in front of the block of flats and the position of the bin store close to the front boundary are contrary to this criterion, however it is noted that other properties in the vicinity are similarly served by frontage parking and the proposed hedge planting will achieve an appropriately softened appearance.

10. Access and hard-standings must not dominate the site or adversely affect existing amenity vegetation. It is important that the majority of the site (net of the building/s) remains as amenity space.

- 14.13 The existing hard-standing area in front of the property will be expanded to serve the additional units on the site, but the Council's tree officer is satisfied that the trees on the site can be appropriately protected and the majority of the site (net of the block of flats) will provide amenity space.

11. Existing narrow entrances and driveways should remain, as these maintain the street scene as well as reinforcing enclosure and privacy.

- 14.14 The proposal maintains a 2.5m (approx.) wide access.

12. Existing boundary vegetation must not be adversely affected by new development. Hedging must not be replaced with fences or walls. However, where hedging is absent a combination of hedging and walls or fencing may East Dorset District Council Policy Planning Division Supplementary Planning Guidance No. 27 (October 2005) be considered provided the hedging predominates. Evergreen hedging species should be used.

- 14.15 It is proposed that the front boundary will remain predominantly hedging except for a 3.6m (approx.) wide 2m high bin store to the south of the entrance which is anticipated to be screened by vegetation within the verge. Landscaping will be secured by condition.

13. A comprehensive landscape plan must accompany any application for redevelopment that follows the advice contained in SPG 20, 'Design Requirements for Landscaping Residential Areas'. In order to sustain the special character of the area it is vital that sufficient space is allocated for high quality amenity landscaping. This may include substantial

additional tree and under-storey plantings to reinforce the landscape around and within the site. This will be in addition to high quality landscape design around the new buildings, access and other hardstandings.

- 14.16 The application is accompanied by a plan identifying landscaping for ecology which shows the retention of the rear and northern hedging and trees on the site and the establishment of native species rich hedging at the front of the site. The scheme offers limited space at the front of the site for any additional planting, but a soft landscaping plan will be secured by condition to include new tree planting to the rear of the site to replace garden trees that are to be removed.

14. The initial site planning must include a detailed tree survey that identifies their exact location, species, height, spread and condition. An assessment of their age, amenity value and longevity should also be made and this information will help determine the location of new development. It is important that sufficient space is reserved for all trees to develop without causing problems for residents.

- 14.17 A detailed tree survey has been provided. The five Oak trees to the front of the site contribute to the character of the area but oak tree 001 identified for felling is category U with a life span of less than 10 years. To the rear seven category C trees- mostly silver birch are to be removed, with two silver birch retained. The submitted tree information has been considered by the Council's tree officer and highway tree officer who have raised no objection to the proposal subject to conditions relating to the protection of trees during the build.

15. Opportunities for the regeneration of similar major amenity trees must be identified on each development site. These may include planting groups of Scots and Monterey Pine and/or deciduous species such as oak, sweet chestnut and birch.

- 14.18 The ecology report identifies the planting of 6 new trees with a girth of 16-18cm to the rear of the site. A landscaping condition is proposed to secure appropriate species. The tree officer has suggested that Whitebeam be incorporated so an informative note is added.

16. It is important to preserve the soft landscape adjacent to the highway and avoid a 'fortress' appearance caused by high walls, entrance pillars and gates. Site entrances should remain low-key, retaining or restoring period features such as old gates if possible. Additional security measures should be discreet.

- 14.19 No gates are proposed as part of the application.

Summary

- 14.20 It is recognised that the depth and the bulk of the proposed development is greater than neighbouring properties so will not achieve an improved spatial relationship with neighbouring dwellings which is an aim of the New Road Special Character Area development criteria. Nevertheless, officers consider that the building scale is not inappropriate; the proposal will make efficient use of land in a manner which is sympathetic to the Special Character Area as the design will reference a substantial dwelling set back from the highway within a sylvan setting. It is recognised that the scale of the proposal reduces opportunities for high quality landscaping and replacement tree planting but, on

balance, taking into account the immediate context and proposed boundary and garden planting to be secured by condition, the scheme is judged to appropriately respect the identified features and characteristics of Special Character Area so complies with Policy HE2 of the Local Plan in this regard.

Impact on neighbour amenity

- 14.21 Policy HE2 requires that development should minimise general disturbance to amenity and NPPF paragraph 135 requires development to promote well-being and provide a high standard of amenity for existing and future users.
- 14.22 No. 10 Golf Links Road, to the north is a bungalow and to the west (482, 484 Ringwood Road) properties are single storey in height with first floor accommodation, while to the south, no. 14 has been developed with six flats in a similar 2³/₄ storey property. As noted above, the proposal would have an increase in height by approximately 4m and result in an additional 2 storeys of accommodation (one in the roof). The proposal would reduce the vegetation screening and introduce a development with significantly increased bulk so is likely to be perceived negatively by neighbours.
- 14.23 The proposed block of flats will extend across the site close to the northern boundary. At its closest it will be located approximately 2.5m from the garage of no. 10, but the depth of this closest element mirrors the depth of the garage and comprises a sloping roof which pulls the bulk away from the shared boundary. The building will have a substantial bulk and associated presence in views from number 10, especially at the front of the plot where the development extends approximately 10m forward of number 10 and lies approximately 4m from the boundary; at this point the plot is narrower, but with eaves and ridge heights equivalent to a two storey house the impact is not judged harmful.
- 14.24 A minimum separation distance of 4.5m is retained between the flank wall with no. 14 to the south and approximately 23.5m to the dwelling 484 Ringwood Road to the rear (west). Overall, the articulation and 5.6m high main eaves height and part pitched roof will help to avoid an overbearing impact and harmful overshadowing.
- 14.25 The proposal introduces windows on the first and second floors together with an increased intensity of use, but with a minimum distance of over 15.5m to the rear boundary and intervening boundary treatment, albeit reduced from the existing tree screening, it is not considered that the proposal would be demonstrably harmful in terms of overlooking and loss of privacy to the properties to the rear.
- 14.26 Some overlooking into the front garden of no. 10 is anticipated, but this area offers parking space and, adjoining the highway, it already has limited privacy. Although no. 10 has an attached garage on its southern side closest to the proposal this has a flat roof so it will not provide effective screening of the windows in the front and side elevations and it is considered necessary that the windows serving the en-suite in flat 6 and bedroom 2 in flat 5 should be obscured up to a height of 1.7m; the bedroom window wraps around so the part on the front elevation could provide outlook.
- 14.27 Rooflights will face onto the side of no. 10 which limit opportunities for harmful overlooking. To the rear, the flank wall is set in from the northern boundary approximately 13m which is

sufficient distance to avoid demonstrable harm to amenity for the occupants of no. 10 from views into their private garden space. A privacy screen on the balcony serving flat 5 positioned approximately 6.5m from the shared boundary is judged necessary to avoid direct overlooking of no. 10.

- 14.28 No. 14 to the south has first floor windows facing the application site serving living areas. Three of these are obscure glazed but the rear window is not obscured. As the flank walls will be less than 5m apart with opportunities for overlooking into ground floor windows and rear garden, it is necessary for the windows at first floor level to be obscured up to a height of 1.7m. Due to the angles involved, at second floor level obscuring the windows to 1.5m from finished floor level is judged sufficient to avoid harmful overlooking. The windows serve living and non-living spaces, and it is considered that this partial obscuring arrangement will provide the necessary balance between securing privacy and providing reasonable outlook for future occupiers. The ground floor window serving the communal access also needs to be obscured to prevent intervisibility with the first floor window serving no. 14.
- 14.29 Given that the site is located within the urban area, the increase in the number of residential units is not considered to result in demonstrable harm through disturbance and noise.
- 14.30 Subject to conditions the proposal is considered to comply with Policy HE2 in terms of the impact on neighbour amenity.

Parking and impact on highway safety

- 14.31 The Town Council and neighbours have objected on the grounds of road safety and insufficient parking. It is proposed that the parking to the flats would be to the front of the building. Objectors are concerned that the 10 spaces provided for the 8 flats is insufficient and will result in more on-street parking increasing danger for highway users. The provision of 8 unallocated parking spaces accords with the Council's residential parking standards so there is no conflict with policy KS12. A condition is proposed to require the provision of both vehicle and cycle parking and that the car parking shall remain unallocated. If parking does occur on the street, then it is reasonable to assume that it was be undertaken lawfully and although it is recognised that this can impact on visibility for vehicles entering the highway from private drives, on street parking can also act as traffic calming, reducing speeds. No demonstrable reduction in highway safety is anticipated from the proposal. If changes to the highway layout such as traffic calming is required, then this is a matter separate to this planning application.
- 14.32 Officers recognise that the replacement of single dwellings in the street with multi-occupancy units has increased traffic levels over the years, but the additional traffic from the proposed dwellings is not considered to have a significant adverse impact on the highway network. The road is served by a pavement for pedestrians, albeit only along its eastern extent north of the junction with Pringles Drive. The highways officer has raised no objection to the proposal subject to conditions which would be imposed.
- 14.33 It is understood that issues have arisen with parking and deliveries during development at number 14 Golf Links Road. A condition securing details of proposed construction method

statement is considered reasonable requiring the developer to identify details relating to site operative parking and deliveries.

- 14.34 The proposal accords with paragraph 115 of the NPPF and Policy KS11 of the Local Plan and is acceptable in highway safety terms.

Flood risk and drainage

- 14.35 Objectors have raised concern that the site suffers from surface water flooding. Dorset Council's Strategic Flood Risk Assessment suggests that the site is at risk of groundwater flooding while during the course of the application the Environment Agency's mapping was updated and shows potential surface water flood risk to the rear of the site in a 1 in 100 year event.
- 14.36 Trial pit testing has been undertaken on the site and this evidence supplemented by borehole testing on the adjacent site has demonstrated that the site itself is at a low risk of flooding from this source. A conceptual drainage scheme has been provided demonstrating that surface water can be appropriately managed using permeable paving and routing run off to a combined public sewer, thereby avoiding any increase in flood risk. Wessex Water has confirmed that they could accommodate the proposed run-off. Surface water management would be conditioned on a grant of permission.
- 14.37 The NPPF states that the sequential approach should be taken, with development located in areas with the lowest risk of flooding and the sequential test used where built development is located on an area that would be at risk of flooding. Officers requested further information about the risk of surface water flooding to the rear part of the site and were provided with supplementary details which confirmed that the surface water flooding could be up to 10cm deep in affected areas.
- 14.38 Planning Practice Guidance (PPG) expands on NPPF paragraph 175 explaining that a proportionate approach should be taken. *'Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.'*
- 14.39 The Council's flood risk management engineer has confirmed that subject to conditions securing the proposed surface water management scheme and finished floor and ground levels, they do not envisage any flood risk on the site, nor is the development anticipated to increase flood risk elsewhere. A conceptual drainage scheme has been provided, and the submission of and adherence to a detailed drainage scheme would be conditioned on a grant of permission. The proposal is therefore considered acceptable in terms of flood risk and drainage as it accords with the aims of policy ME6 of the Core Strategy and the more recent flood risk policy contained in the NPPF and PPG.

Impact on Habitat Sites

- 14.40 The site lies beyond 400m but within 5km of heathland which forms part of the internationally protected Dorset Heaths Special Area of Conservation (SAC) and Dorset Heathlands Special Protection Area (SPA) and Ramsar site. The proposal would represent a net increase in dwellings, associated with significant effects on the heathland as set out in the Dorset Heathlands Planning Framework Supplementary Planning Document (SPD) and the Dorset Heathlands Interim Air Quality Strategy.
- 14.41 Additionally, the site lies within 13.8km of sites which make up the New Forest SAC and SPA. Within this proximity a net increase in residential units is anticipated to result in harm from recreational impacts as set out in the New Forest Strategic Access Management & Monitoring (SAMM) Strategy 2023 report.
- 14.42 An appropriate assessment has concluded that mitigation can be secured in accordance with the Dorset Heathlands SPD and the Interim Air Quality Strategy via the Community Infrastructure Levy. A planning obligation will be required to secure the New Forest SAMM mitigation identified by the draft New Forest SAMM strategy. Mitigation for impacts on Dorset Heathlands will be taken from CIL. Subject to securing this mitigation the application accords with policies ME1, ME2, and NPPF paragraph 193.

Impacts on Biodiversity

- 14.43 The application is supported by an Ecology assessment certified by the Council's Natural Environment Team. This identifies that the demolition of the dwelling will result in the loss of three day roosts for individual brown long-eared, common pipistrelle and soprano pipistrelle bats. The work will take place under a European Protected Species licence. Temporary bat boxes will be required to be erected on site prior to works commencing and a replacement bat loft will be provided within the cycle store roof space together with new bat tubes in the block of flats. External lighting will be controlled to mitigate impacts on bats.
- 14.44 Other species with the potential to be affected are nesting birds, reptiles and common amphibians and hedgehogs. Mitigation to be provide will include native trees, hedgehog holes in fences, nest boxes and a reptile hibernacula in the grassland area near the cycle store. Additional enhancement includes bee bricks and sparrow terraces.
- 14.45 As the application was received valid prior to the requirement to provide Biodiversity Net Gain (BNG) it is exempt from the need to provide BNG.

Other matters

- 14.46 Disruption for neighbours during construction would be for a temporary period and therefore is not a material planning consideration that can be given any weight in the assessment.
- 14.47 It has been claimed that there is no need for the development as other flats in the area are not selling. The financial viability of the development is not a material planning consideration and therefore would not constitute a reason for refusal.
- 14.48 Officers have checked the submitted site plan against the Land Registry polygons and have not identified any discrepancy. Boundary disputes are not a material planning consideration.

- 14.49 Concerns have been raised by the town council about fire risk. Dorset and Wiltshire Fire and Rescue were consulted on the application and have identified that the development will be required to meet Building Regulations which is a matter separate to planning.

Environmental implications

- 14.50 The application is accompanied by a sustainability assessment which confirms the applicant's intentions to exceed the building regulations in relation to energy efficiency. Allowances have been made for the installation of air source, ground source and photovoltaic renewable energy provision but none are currently shown on the plans; a more detailed energy report is proposed to be commissioned prior to construction.

15. Summary of issues and the planning balance

The proposed development would deliver a net increase of seven residential units within an established and sustainable urban location. In the context of the Council's housing supply position, this carries moderate weight as a public benefit. The proposal also makes efficient use of previously developed residential land and would contribute to the maintenance of housing delivery within the settlement.

When applying the tilted balance required by paragraph 11(d) of the NPPF, it is necessary to weigh these benefits against the adverse impacts identified. While the proposal gives rise to some harm in respect of character and intensity of development within the Special Character Area, that harm has been assessed as limited and does not engage policies in the Framework that indicate development should be refused.

Taken as a whole, the adverse impacts of the proposal do not significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework. Accordingly, having regard to the presumption in favour of sustainable development, it is concluded that planning permission should be granted subject to conditions and the completion of the required legal agreement to secure New Forest Habitat Site mitigation.

16. Recommendation

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

- New Forest SAMM Mitigation in the form of £400 per unit

And the following 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:

1877R1/101 Location plan & block plan
1877R1/104 F Proposed floor plans
1877R1/106C C Proposed cycle store floor plans & elevations
1877R1/107a P Proposed bin store floor plans & elevations
1877R1/108b P Proposed outbuilding floor plans & elevations
1877R1/105 F Proposed Elevations
1877R1/109 P Site Sections

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

3. Prior to the commencement of development, a detailed surface water management scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall
- (a) be based upon the site specific hydrological and hydrogeological context of the development
 - (b) incorporate sustainable drainage principles in accordance with the current DEFRA non-statutory technical standards for Sustainable Drainage Systems (SuDS)
 - (c) demonstrate that surface water will be managed during construction and for the lifetime of the development without increasing flood risk on or offsite and
 - (d) include details of future maintenance and management arrangements.

The approved scheme shall be implemented in full prior to first occupation and thereafter maintained in accordance with the approved details. Reason: To prevent the increased risk of flooding and to protect water quality and to take into account current national standards for SuDS.

4. Prior to the commencement of development, a Construction Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority. The CMS must include:
- the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - Routing of construction and delivery vehicles.
 - Measures to control dust, noise and vibration; and
 - Hours of demolition and construction work.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

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

5. Prior to development above damp course level, a soft landscaping and planting scheme including trees 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. If any plants are found to be damaged, dead or dying within the first 5 years then these shall be replaced in the next planning season.

Reason: In the interest of visual amenity and the character of the area.

6. Before any equipment, materials or machinery are brought onto the site for the purposes of development, a pre-commencement site meeting between the Tree Officer, Arboricultural Consultant and Site Manager shall take place to:

a) confirm the protection of trees on and adjacent to the site in accordance with the Arboricultural Impact Appraisal and Method Statement prepared by Hayden's Arboricultural Consultants ref: 10597 dated 20.12.2023, and

b) agree the contents of an arboricultural supervision statement including notification requirements.

The tree protection shall be positioned as shown on the Tree Protection Plan, ref: 10597-D-AIA dated 15.12.2023 before any equipment, materials or machinery are brought onto the site for the purposes of the development

Reason: This meeting is required prior to commencement of development in the interests of tree protection.

7. The tree protection shall be retained on site until the development is completed. Nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority. The development shall be undertaken in accordance with the arboricultural supervision statement approved at the pre-commencement meeting which shall be submitted to and approved in writing by the Local Planning Authority on completion of development.

Reason: In the interests of tree protection.

8. The development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements in the ecology report titled Ecology & Biodiversity Net Gain Assessment by ABR Ecology dated 8 October 2024, and certified by the Dorset Council Natural Environment Team on 10 June 2025.

The development hereby approved must not be first brought into use unless and until:

i) the recommendations detailed in section 5 of the approved ecology report have been completed in full, in accordance with any specified timetable, unless otherwise agreed in writing with the Local Planning Authority (LPA), and

ii) written evidence demonstrating compliance has been submitted to and approved in writing by the LPA.

The development shall subsequently be implemented entirely in accordance with the approved ecology report and thereafter the approved mitigation, compensation and enhancement measures must be permanently maintained and retained in accordance with the approved details.

Reason: To mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

9. Before the development is occupied or utilised the first 5.00 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing - see the Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

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.

10. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number 1877R1/100 rev I must have been constructed. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified. Parking spaces must remain unallocated.

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

11. Before the development is occupied or utilised the cycle parking facilities shown on Drawing Number 1877R1/100 rev I must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

12. Notwithstanding the notation on the approved elevation plans, prior to first occupation the glass in the following windows shall be obscured to a minimum equivalent of industry standard level 3 up to 1.7m in height from the finished floor level of the room the window serves:

- i) the ground floor window on the southwest side elevation serving communal space
- ii) all first floor windows in the southwest side elevation
- iii) the first floor window on the northeast side elevation serving bedroom 2 of flat 5
- iv) the first floor window on the northeast side elevation serving the ensuite of flat 6

And glass in the following windows shall be obscured to a minimum equivalent of industry standard level 3 up to 1.5m in height from the finished floor level of the room the window serves:

- v) the second floor dormer windows in the southwest side elevation

All the windows listed above shall be fixed shut or hung so that they open in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The windows shall be retained to accord with this condition thereafter.

Reason: In the interests of neighbouring amenity

13. Prior to the first occupation of the balcony serving flat 5, a 1.8m high obscure glazed privacy screen shall be installed along the depth of the northeast side elevation of the balcony. The screen shall thereafter be retained.

Reason: To limit the impact of overlooking on neighbouring amenity

14. There shall be no external lighting of the site unless a lighting scheme that accords with details set out at 4.30 of the ecology report titled Ecology & Biodiversity Net Gain Assessment by ABR Ecology dated 8 October 2024 has first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of protected species

Informative notes

To include:

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 development of land in England is deemed to have been granted subject to the condition (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 in full in a subsequent informative below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply.

- The permission which has been granted is for development which is exempt being:
- Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
 - i) the application for planning permission was made before 2 April 2024;

Read more about Biodiversity Net Gain at <https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

2. The applicant is advised that trees T003 and T004 are confirmed highway trees. Management of the trees has already been identified and no works will be required by the developer.

To ensure compliance with statutory protections, the developer must not store materials, plant, or park vehicles on the highway verge during construction or during any consented tree works, as this could result in damage to the root protection areas of both highway trees and protected trees, contrary to:

- Regulation 5 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012, which prohibits damage to protected trees, and
- Section 148 of the Highways Act 1980, which protects highway land from obstruction and damage.

Any access required from the public highway, specifically if needed for the removal of T001, would require the developer to obtain the appropriate Road Space Licence from the Dorset Council Traffic Team, in accordance with the New Roads and Street Works Act 1991.

For avoidance of doubt, all works must also adhere to the principles of BS 5837:2012, Trees in relation to design, demolition, and construction, particularly in respect of root protection areas and construction impacts.

3. In relation to condition 5, it is anticipated that the trees to be planted will include a Whitebeam.

OR

B) Refuse permission for the reasons set out below if the agreement is not completed by 20 November 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Eastern Area Development Management Area Manager.

1. The site is within the recreational impact zone for the New Forest Special Area of Conservation (SAC), Special Protection Area (SPA), and Ramsar where the proposed additional residential accommodation, in combination with other development, is likely to have a significant effect on the integrity of the protected sites. A commuted sum secured via a s106 legal agreement is required to accord with the New Forest SAMM Strategy 2025. No legal agreement has been signed and in the absence of mitigation, the Council cannot be satisfied that there would be no harm to the New Forest SAC, SPA, and Ramsar so the proposal is contrary to policy ME1 of the Christchurch and East Dorset Local Plan and paragraph 193 of the National Planning Policy Framework.

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Application Number:	P/FUL/2025/06825
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	168 Springdale Road Corfe Mullen BH21 3QN
Proposal:	Change of use of an existing residential bungalow (Use Class C3) to a Children's Day Nursery (Use Class E(f)) including erection of secure boundary fencing to rear
Applicant name:	Mr Paul Spencer
Case Officer:	James Brightman
Ward Member(s):	Cllr Florek and Cllr Sowry-House

1. Reason application is going to committee:

At the request of the Chairman of the Eastern Area Planning Committee.

2. Summary of recommendation:

GRANT subject to conditions as set out at the end of this report.

3. Key planning issues

Issue	Conclusion
Principle of development	The site is in the urban area and is acceptable in principle.
Highway impacts, safety, access and parking	The applicant has demonstrated that the proposal would not result in a harmful impact on highways safety
Impact on the living conditions of the occupants of neighbouring properties	No adverse impacts on the living conditions of the occupants of neighbouring properties are foreseen given the mitigation measures proposed
Impact on the character of the area	No significant changes to the site and no adverse impact on the character of the area would result
Impact on protected heathland	The need for an appropriate assessment under the Habitats Regulations has been screened out as the proposal would not have a significant impact on the protected heathlands.

4. Description of site

- 4.1 The application site comprises an existing residential bungalow and garden. It is in the urban area of Corfe Mullen to the north of Upton Heath and in a predominately residential area. There is no flood risk on the site.
- 4.2 Access is onto Springdale Road and the site is close to the Springdale Road junction onto the Wareham Road and close to housing. Properties fronting Springdale Road vary in scale and design and there is a mix of bungalows, houses and chalet bungalows.
- 4.3 The site has a common boundary with the dwellings at 166, 170 & 177 Springdale Road and the dwellings at 24-54 Victoria Close to the rear.
- 4.4 A 1.8m approx. high hedge grows on the front boundary and boundary with 168 & 177 Springdale Road with trees and vegetation on the rear boundary and a 1.8m approx. hedge on the southern section of the boundary with 166 Springdale Road.
- 4.5 The site is accessible by walking, cycling and public transport and is considered to be in a sustainable location.

5. Description of development

- 5.1 It is proposed to change the use of the existing 3 bedroom bungalow (Use Class C3) on the site to a Children's Day Nursery (Use Class E(f)) and erect secure boundary fencing to contain the outside play area at the rear of the bungalow.
- 5.2 There would be approx. 2m high acoustic fencing within the site to enclose the outside grassed play area with some fencing of approx. 1.4 m separating the car park from the outdoor play area.
- 5.3 No changes to the site access are proposed and there would be 7 on-site parking spaces provided with spaces provided to the rear of the bungalow for staff working at the nursery.
- 5.4 The Design & Access Statement submitted advises that:
 - The proposal would provide high-quality early years childcare within the local community, in a safe, accessible and stimulating environment that meets current standards and Ofsted requirements while maintaining the residential character of the area.
 - Up to 24 children will be accommodated at any one time, consisting of 16 children aged 2–5 in a main activity area and 8 babies (under 2) in a separate baby room
 - 5 full-time and 1 part-time member of staff will attend the nursery
 - Hours of operation will be 08:00 to 18:00 Monday to Friday, with no use proposed at weekends or overnight stays
 - The rear garden will be adapted to form a secure, outdoor play area with appropriate fencing and surfacing and use of this area will be restricted to between 09:00 and 17:00 and will be managed and supervised to mitigate any potential disturbance to neighbours

- 7 parking spaces are to be provided on the existing hard surfaced areas on the site with space to turn vehicles
- No building works or changes to the outward appearance of the existing dwelling are proposed and the detached outbuilding at the rear of the site is to be retained and fenced off from the outside play and parking areas
- Signage will be discreet and in keeping with the residential character of the area
- A designated turning and short-stay drop-off area will be created to allow parents to safely drop off and collect children without obstructing the highway
- The proposed arrangement will reduce potential on-street parking and improve overall safety
- Pedestrian access will remain via the existing front entrance. The pathway will be level and wheelchair accessible. Secure gates and child-safe fencing will ensure controlled access for all users
- Waste storage will be contained within the existing side/rear garden area in appropriate bins for regular collection

6. List of constraints

Settlement Boundary; Corfe Mullen

Dorset Heathlands (400 metre buffer)

Wessex Water Treatment Works Catchment

Medium pressure gas pipeline 12.5m or less from 12.5m Buffer on Regional Medium Pressure Pipelines (75 mbar – 2 bar);

Higher Potential ecological network – doesn't cover application site, but land to the south across Springdale Rd

Groundwater Source Protection Zone

Radon: Class 1: Less than 1% (low risk, protective measures not required)

7. Consultations

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

Consultees

1. Wessex Water

No comments rec'd

2. Scottish & Southern Electricity (SSE)

Service cable and electricity line enter site from Springdale Rd and run along site's west boundary inside the site. *Officer Note: No works proposed which would affect the cables*

3. Southern Gas Network (SGN)

Map submitted to show medium pressure gas main on south side of Springdale Rd (outside application site)

4. Dorset Wildlife Trust

No comments rec'd

5. Dorset Council (DC) - Highways

The Highway Authority considers that the proposal does not present a material harm to the transport network or to highway safety and has no objection subject to conditions to require the construction of turning/manoeuvring and parking & provision of cycle parking.

6. DC Environmental Protection Officer

There need to be controls in place to ensure that numbers of children outside don't create noise at a level to have an adverse impact on neighbouring residential neighbours.

The submitted Noise Impact Assessment (that includes a Noise Management Plan) is acceptable with the inclusion of the submitted noise complaint form, information on the Mini Munchkins nursery website regarding how to make a noise complaint and the plan to show the outside play area and acoustic fencing position

Suitably worded planning conditions should be imposed to secure the following:

- Hours of operation: Monday to Friday, 08:00–18:00 (no Bank Holidays)
- Hours of outdoor play area use: Monday to Friday, 09:00–17:00 (no Bank Holidays)
- A maximum of 10 children to use the outdoor play area at any one time
- Acoustic fencing, as specified in the Noise Management Plan, to be installed prior to first use
- The Noise Management Plan to be implemented at all times the nursery is in operation and not amended without prior written agreement from the local planning authority.

7. DC - Dorset Waste Team

No objections. No comment at this stage on how many bins would be needed on site but any bin store would need to be hard standing and suitable for the numbers of bins needed. Suggest that bin store would need to be in the same location as the bins are kept now (i.e. adjacent to boundary with No.170 inside the access).

8. DC Early Years

No comments rec'd

9. Corfe Mullen Town Council

Object on the following grounds:

- The property is on a main arterial route in close proximity to Hillview roundabout. Concerns with additional vehicle movements onto Springdale Road and potential of additional on street parking should parents/carers be unable to access designated drop off/pick up bays.
- A Traffic Management Plan should be provided for Dorset Council Highways Officers to understand the impact of additional vehicles movements onto the existing road network, with a recommendation that a Highways Officer conducts a site visit.
- The proposal is contrary to policies HE2; ME2 & KS11 of the Christchurch and East Dorset Local Plan Part 1, Core Strategy (2014)

10. Corfe Mullen Ward Member- Cllr Scott Florek

- The proposal introduces risks to highway safety, pedestrian welfare, and the functioning of the surrounding residential streets.
- The importance of early-years provision within the community is recognised but it is essential that such facilities are located where the supporting infrastructure can operate safely and reliably. In this case, the application does not demonstrate that these conditions can be met.

11. Corfe Mullen Ward Member- Cllr Sowry-House

- Adverse impact on highway safety, insufficient parking provision, risk to pedestrians (especially young children), and non-compliance with relevant national and local planning policy.
- Inadequate mitigation to address impact on road safety.
- Undermines sustainable transport objectives
- Increased traffic will negatively affect residential amenity from noise, disturbance and obstruction (of driveways/pavements)
- Request that this application be refused unless substantial, demonstrable, and enforceable mitigations are presented

Representations received

Total - objections	Total - No objections	Total - comments
1	1 (support in principle)	0

Summary of comments of objection:

- Traffic generation

- Impact on road safety
- Parked vehicles obstruct visibility from driveways
- Impact on the adjacent SSSI
- Concerns about traffic management & safety of other road users and pedestrians

Summary of comments of support:

- Well thought-out development in respect of the childcare element
- the yellow line from outside 170 through to the curtilage of 150 needs to be extended to increase the safety for existing residents of these properties to safeguard the safety of all and any pedestrians and attendees at the day nursery

8. 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.

9. Relevant policies

Development plan

In this case the development plan comprises:

Adopted Christchurch and East Dorset Local Plan:

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

KS1: Presumption in favour of sustainable development

KS2: Settlement hierarchy

KS11: Transport and development

KS12: Parking provision

LN7: Community services & facilities

HE2: Design of new development

ME1: Safeguarding biodiversity and geodiversity

ME2: Dorset heathlands

Saved Policy DES2 of the **East Dorset Local Plan 2002** - Criteria for development to avoid unacceptable impacts from types of pollution:

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

Made Neighbourhood Plans

None relevant

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 Corfe Mullen Neighbourhood Plan- In preparation – limited weight applied to decision making

Local Nature Recovery Strategy (LNRS)

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.

- Only land to the south across Springdale Rd is shown as part of the LNRS.

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, through conversion of existing buildings, the erection of well-designed new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.

- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

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

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.
- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Other material considerations

National Planning Practice Guidance

Inc. Determining planning applications

Supplementary Planning Documents

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

Dorset Heathlands Interim Air Quality Strategy 2020-2025

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.

10. 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.

11. 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 characteristic most directly engaged by this proposal are:

- Age including older persons who may have a preference or need for single-storey accommodation such as bungalows and young children who would attend the proposed day nursery/pre-school.
- Disability including older persons and others with mobility impairments who may benefit from step free housing as well as children and adult with disabilities who may require accessible childcare provision.
- Sex and Pregnancy and maternity in so far as access to local childcare supports parents and carers including those returning to work.

The proposal would result in the change of use of an existing occupied bungalow, which is a form of accommodation often favoured by older persons and by individuals with mobility impairments due to its step-free nature. The loss of a single bungalow is recognised as a potential equality consideration insofar as it marginally reduces the stock of that housing type within the settlement. However, it is noted that the application does not involve the loss of specialist or designated accommodation for older persons or disabled individuals, and there is no evidence that the property is uniquely required to meet an identified local need that cannot be met elsewhere within the existing housing stock of Corfe Mullen.

Balanced against this, the proposal would deliver a children's day nursery providing early years and pre-school education in a sustainable location. Access to affordable, local childcare disproportionately benefits certain protected groups, including young children, parents (particularly mothers and those with caring responsibilities), and families with disabled children who may require structured and accessible early years provision. The nursery would support social inclusion, child development and the ability of parents and carers to participate in employment and community life.

The potential impact of the proposed use on neighbouring residents, including those who may be elderly, disabled or housebound and therefore more sensitive to environmental disturbance, has also been considered. In this regard, conditions are proposed which require the installation and retention of acoustic fencing and the implementation of a Noise Management Plan, with controls over hours of use and outdoor activity. These measures are intended to mitigate noise impacts arising from the operation of the nursery and to safeguard the living conditions of surrounding residents, including those who may spend extended periods within their homes.

The application site is relatively flat, and the proposal would allow people with disabilities or mobility impairments or pushing buggies to readily access the facility. This would assist in meeting the needs of children, parents and carers with disabilities or mobility impairments.

Conclusion on the Public Sector equalities duty

Taking all matters into account, it is concluded that while the proposal gives rise to limited impacts in relation to age and disability through the loss of a single bungalow, these impacts are not of such weight as to outweigh the significant equality benefits arising from the provision of accessible early years childcare. The proposal would therefore comply with the Public Sector Equality Duty and would not result in unlawful discrimination or failure to advance equality of opportunity.

12. 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	
Employment (it is intended to retain the existing nursery in Corfe Mullen so the proposal would be an additional facility)	5 full-time and 1 part-time job
Non-material considerations	
Community Infrastructure Levy (CIL)	Zero-rated for CIL
Business rates	Unknown

13. Planning Assessment

Principle of development

- 13.1 The site is in the urban area and is acceptable in principle as the proposal complies with Core Strategy Policy KS2: Settlement Hierarchy where Corfe Mullen is identified as a Main Settlement which will provide the major focus for community, cultural, leisure, retail, utility, employment and residential development.
- 13.2 Core Strategy Policy LN7 is also supportive of the proposal as the proposal would provide a facility/service to support existing and future population growth and in the settlement of Corfe Mullen, where access can be by public transport, bike and on foot.

Highway impacts, safety, access & parking

- 13.3 There is an established vehicular access from the site onto Springdale Road which currently serves the existing dwelling and no modification to this is shown.
- 13.4 The proposed nursery is likely to result in a materially greater number of traffic movements to and from the site over the movements generated by the existing dwelling.
- 13.5 The impact of the proposed use on highway safety has been raised by Corfe Mullen Town Council, the two Corfe Mullen Ward members and two occupiers of nearby residential properties, one of whom was formerly a children's nursery operator.
- 13.6 The comments recognise the importance of providing Early Years care but consider the children's nursery use would have an adverse impact on highway safety in the immediate area and lead to additional parking on Springdale Rd that already on occasion obstructs the visibility from the driveways of adjacent dwellings for emerging vehicles.

- 13.7 Concern is also raised over the safety of pedestrians, young children and other users of Springdale Road from the traffic generated by the nursery.
- 13.8 In response to these concerns, and although not requested by the Council's Highways Officer, the applicant has submitted a Traffic Management Plan and advised that:
- around 75% of the drop off & collections of children are staggered which would prevent concentrated traffic increase if all children arrive and leave at the same time (as with a primary school)
 - Several siblings attend the nursery
 - Some parents walk to the nursery and a couple of children are staff children and will arrive and leave with the respective staff member
 - Parents do not come into the site and drop off & collection is at the front door so the turnaround is quite quick and will be advised to use the allocated parking bays for drop off and collection. An allocated time is given for drop off & collection
 - In respect of the pre-school & after-school clubs, the children will leave and return in the nursery minibus transport which is parked on site for all collections & drop offs
 - The applicant prioritises the welfare, safety, education and growth of the children that they are entrusted to care for.
- 13.9 The Council's Highways Engineer has assessed the proposal and notes that Springdale Road is a class C road, is street lit and subject to a 30mph speed limit. There is a 2m (approx.) footway running along the frontage of the site, on the opposite side of the road there is a grass verge and wooded area.
- 13.10 The carriageway is around 7m in width; there are no parking restrictions in the location of the site, there are double yellow lines near to the junction with Wareham Road at the roundabout. There have been no recorded personal injury incidents, or damage only, in the vicinity of the site in the latest 5 years data.
- 13.11 7 car parking spaces, 1 disabled parking space, and 6 cycle spaces are proposed and this level of parking is acceptable and in line with Dorset Council's car parking guidance standards for this type of non-residential use. The dimensions of the parking and turning areas all meet with Dorset Council's recommendations and is deemed acceptable.
- 13.12 There will also be 1 temporary parking space for the nursery minibus for use during nursery operational times and there is adequate space within the site for the minibus to be able to turn to exit the site in a forward gear. This space will also be used to prevent unauthorised access to the rear of the nursery and a member of staff will always be available to move this. Out of hours it will then be parked across spaces 1, 2, and 3.
- 13.13 The nursery is encouraging active travel, recommending that parents in the local area walk to the site. The nursery does not expect a high level of traffic movements to and from the site; the information submitted by the nursery shows that drop off and pick up times are staggered and also grouped, visits to the nursery are not promoted, there should not be lots of comings and goings throughout the day.

- 13.14 The turnaround time is anticipated to be quite short as usually parents would not enter the setting, with drop off and collection taking place at the front door. Therefore, the traffic impact associated with the proposed use would be minimal, especially in the AM and PM peaks, and the traffic impact is not thought to be severe in terms of the National Planning Policy Framework (NPPF) paragraphs 115 and 116 - December 2024.
- 13.15 The access to the site measures approximately 6m in width which is adequate for 2 vehicles to pass each other simultaneously and there is also adequate visibility from the access along Springdale Road and this is acceptable.
- 13.16 There are no parking restrictions along Springdale Road, and in some cases parked vehicles on the highway can act as a natural traffic calming and would help to reduce vehicle speeds. Drivers are expected to adapt their driving to the appropriate type and condition of road they are on; they must not drive dangerously, without due care and attention, or without reasonable consideration for other road users.
- 13.17 The Highway Authority has advised that considering footway provision, visibility, parking provision and the absence of recorded injury collisions in the vicinity, the proposal would not result in a material harm to the operation or safety of the highway network.
- 13.18 While Members and objectors have requested additional measures such as further traffic controls or on-street parking restrictions, it is noted that such measures would need to be justified by demonstrable evidence of highway danger or severe residual cumulative impacts. In this case, the submitted information, accident data and professional highways advice do not identify a level of harm that would warrant refusal of the application or the imposition of off-site highway controls.
- 13.19 In accordance with paragraph 116 of the National Planning Policy Framework, development should only be prevented or refused on highways grounds where the residual cumulative impacts would be severe. For the reasons set out above, that threshold is not met in this instance. Subject to conditions securing on-site parking, turning, cycle parking and operation in accordance with the submitted Traffic Management Plan, the proposal is considered to accord with Core Strategy Policies KS11 and KS12 and national policy.
- 13.20 In order to ensure that the development operates in the manner assessed and that the anticipated highway impacts remain acceptable, it is necessary and reasonable to impose a condition requiring the children's day nursery to operate in full accordance with the submitted Traffic Management Plan dated 5 March 2026. The Traffic Management Plan contains operational measures which are integral to the highways assessment, including staggered drop-off and pick-up arrangements and the use of on-site parking and turning facilities. Securing these measures by condition ensures that the development remains acceptable in highways terms for the lifetime of the use.

- 13.21 The site is immediately adjacent to dwellings at 166, 170 & 177 Springdale Rd and also the dwellings to the north at 49-54 Victoria Close. Noise from the use of the outside play area and from comings and goings to include traffic will have an impact on the occupants of these adjacent properties.
- 13.22 The Council's Environmental Protection Officer (EPO) has considered the details submitted which include a Noise Impact Assessment and noise complaints procedure and advises that there aren't any existing recognised standards for specifically assessing noise from children.

Noise Impact Assessment (NIA)

- 13.23 The submitted NIA evaluates potential noise impacts from outdoor play, traffic and operational activity and states that predicted noise levels demonstrate that, with mitigation, impacts remain within acceptable residential thresholds. Primary sources of noise from the proposal include outdoor play, vehicle movements and occasional deliveries. While there are no nationally adopted quantitative standards for assessing children's play noise, the assessment adopts a proportionate and professional approach and identifies mitigation measures designed to minimise disturbance to neighbouring occupiers.
- 13.24 Outdoor play will only be within the secure fenced boundary area at the rear and side garden area of the site located on the right-hand side of the property when viewed from the road (hatched green below). The front area and left-hand side of the property with space to the rear will be a parking area and driveway. Acoustic fencing will be around the outside play area and rear storage area.
- 13.25 Staff / Children Ratios will always be in line with the requirements of EYFS (Early Years Foundation Stage).

Mitigation measures

- 1.8 – 2m acoustic fencing for the outside grassed play area
- Staggered and staff supervised outside play sessions. Morning session 09:30 to 11:30 & Afternoon session 14:00 to 17:00. Sessions will be staggered to reduce the number of children outdoors at any one time.
- No static play equipment installed or used (such as swings or climbing frames)
- Complaint response procedure implemented into the company Terms & Conditions
- No amplified sound equipment permitted
- Implementation of the submitted Noise Management Plan

- 13.26 The submitted NMP is acceptable to the Council's Environmental Protection Officer (EPO) and with a condition imposed to require the nursery to operate in accordance with the NMP and limit the number of children playing outside at any one time to 10, the proposal accords with Saved Policy DES2: Criteria for development to avoid unacceptable impacts from types of pollution of the East Dorset Local Plan (which forms part of the development plan for the area, namely the Christchurch & East Dorset Core Strategy 2014).
- 13.27 A condition is to be imposed to prevent a change of use of the premises to another use under Class E of the Town & Country Planning (Use Classes) Order 2025 to control the impact on the amenity of the occupants of adjacent properties.

Impact on the character of the area

- 13.28 There are no outward changes proposed to the buildings at the site and the existing boundary treatments are to be retained so that the only impacts on character would be parked vehicles within the site and from vehicles associated with drop offs and pick ups which are likely to be materially greater than the existing on-site parking and vehicle movements generated by the existing single dwelling.
- 13.29 The existing approx. 1.8m high hedge on the site's front boundary with Springdale Rd would screen 3 of the onsite parking spaces and the existing bungalow building would screen 3 spaces, and it would not be readily apparent that numerous vehicles were parked on the site and no harmful impact on the street scene would result accordingly.
- 13.30 The boundary vegetation, adjacent buildings and proposed fencing on the other site boundaries would screen parked vehicles when seen from adjacent land.
- 13.31 On the above basis, no adverse impact on the street scene or character of the area would result from the proposal.

Impact on protected heathland

- 13.32 The site lies in close proximity to Upton Heath which is designated as a Site of Special Scientific Interest; Special Protection Area and Special Area of Conservation. The proposal has therefore been considered having regard to the Conservation of Habitats and Species Regulations 2017 (as amended). The proposed use is not residential and so the Dorset Heathlands Planning Framework 2020-2025 does not apply as it only applies to residential uses.
- 13.33 A Screening Opinion under the Habitats Regulations has been undertaken. The proposed development involves the change of use of an existing dwelling to a non-residential community use and would not introduce new residential accommodation or overnight stays. The scale of the proposal is modest, traffic generation would be limited and short-duration, and the use would be confined to daytime hours only. Having regard to the nature, scale

and location of the development, it is concluded that the proposal would not give rise to likely significant effects on the integrity of the SPA, SAC or SSSI, either alone or in combination

- 13.34 On this basis, Dorset Council as the competent authority is satisfied that the proposal does not require an Appropriate Assessment under the Habitat Regulations and the proposal complies with Core Strategy Policy ME1 & ME2

14. Environmental implications

The proposal would generate additional vehicle emissions from the vehicles transporting the children and staff to and from the site. This is difficult to quantify as vehicles dropping off and collecting the children may well be passing the site in any event.

15. Summary of issues and the planning balance

In reaching this recommendation, the local planning authority has carefully balanced the concerns raised in relation to highway safety, residential amenity and impacts on the surrounding area against the benefits of the proposal. While the development would result in an increase in activity when compared to the existing lawful residential use, these impacts have been assessed as limited in scale and capable of being satisfactorily mitigated through conditions.

The proposal would deliver a community facility providing early years childcare in a sustainable location, supporting working families and local employment. As set out in the Public Sector Equality Duty assessment, the proposal has potential equality implications in relation to age and disability through the loss of a bungalow but also delivers positive equality outcomes through the provision of accessible early years childcare. Potential impact on neighbouring residential amenity can be safeguarded by way of acoustic fencing and other mitigation measures.

When assessed against the development plan as a whole, and having regard to all material considerations, it is concluded that there are no adverse impacts which would significantly and demonstrably outweigh the benefits of the proposal. Planning permission is therefore recommended to be granted subject to conditions set out below.

16. Recommendation

- 9.1 It is recommended that planning permission is granted subject to the conditions below:

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 at 1:1250 scale
Amended Block Plan

Drawing No. 168SR/001: Existing & proposed floor plans

Drawing 002: Existing & proposed elevations

Play area, parking and fencing plan

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

3. Before the children's day nursery use hereby approved commences, the mitigation measure of acoustic fencing as set out in Sections 3 & 8 of the submitted Noise Impact Assessment (NIA) by IJO Consulting: Acoustic Report March 2026 shall be erected in the position shown on the submitted Play area, parking & fencing plan and thereafter shall be retained for the lifetime of the use.

Reason: To mitigate against the impact from noise on the occupants of the adjacent properties.

4. The use of the site as a children's nursery must at all times be undertaken in accordance with the mitigation measures and Noise Management Plan set out in Sections 3, 4 & 5 of the submitted Noise Impact Assessment (NIA) by IJO Consulting: Acoustic Report Rev C 24/4/2026, unless any minor variation to this has been submitted to and agreed in writing by the Local Planning Authority.

Reason: To mitigate against the impact from noise on the occupants of the adjacent properties.

5. The use hereby approved shall be operated in accordance with the Mini Munchkins Day Nursery Traffic Management Plan dated 5th March 2026, unless any minor variation to this has been agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of occupants of adjacent dwellings.

6. The premises, building and land shall only be used as a children's day nursery and for no other purpose whatsoever (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 2025, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: The Council considers an unrestricted Class E use may not be compatible with the amenity of surrounding residential properties or highway safety.

7. The premises shall not be attended by children using the children's day nursery outside the hours of 08:00 to 18:00 Mondays to Fridays and at no time on Saturdays or Sundays.

Reason: To safeguard the character and amenity of the area and living conditions of any surrounding residential properties.

8. There shall be no more than 24 children (including babies) in attendance at the nursery for day care at any one time and no more than 10 children playing outside at any one time.

Reason: In the interests of the amenity of the occupants of the adjacent dwellings.

9. Before the site is first used as a children's day nursery, full details of both hard and soft landscape works (to include boundary fencing) shall have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved before occupation unless otherwise agreed in accordance with a programme submitted to the local planning authority.

Reason: In the interests of visual amenity and to ensure the approved landscaping scheme is implemented correctly.

10. Before the development hereby approved is occupied or utilised the parking shown on Drawing Number 168SR/004 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.

11. Before the development is occupied or utilised the cycle parking facilities shown on Drawing Number 168SR/004 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

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 development of land in England is deemed to have been granted subject to the condition (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 in full in a subsequent informative below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply.

The permission which has been granted is for development which is exempt being:

- Development below the de minimis threshold, meaning development which:
 - i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
 - ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

Read more about Biodiversity Net Gain at <https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

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.