

5 April 2023

<b>Application Number:</b>	P/FUL/2022/03050		
<b>Webpage:</b>	<a href="https://planning.dorsetcouncil.gov.uk/">https://planning.dorsetcouncil.gov.uk/</a>		
<b>Site address:</b>	Battle Farm Throop Dorchester DT2 7JD		
<b>Proposal:</b>	Change of use of agricultural buildings at Battle Farm to use Class B8 (storage or distribution)		
<b>Applicant name:</b>	Mr Philip Trim		
<b>Case Officer:</b>	Diana Mezzogori-Curran		
<b>Ward Member(s):</b>	Cllr Beddow and Cllr Wharf		
<b>Publicity expiry date:</b>	25 June 2022	<b>Officer site visit date:</b>	31 May 2022
<b>Decision due date:</b>	6 April 2023	<b>Ext(s) of time:</b>	6 April 2023

**1.0** The application has been referred to committee by the nominated officer.

**2.0 Summary of recommendation:**

GRANT subject to conditions

**3.0 Reason for the recommendation:**

- Para 11 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise
- The reuse of the existing buildings and location is considered to be sustainable and the proposal is acceptable in its design and general visual impact.
- The impact of the proposal on the amenity of neighbouring residents and the village can be made acceptable by the imposition of planning conditions.
- It is not considered that the proposal will result in any severe impact on the highway network.
- There are no material considerations which would warrant refusal of this application

**4.0 Key planning issues**

<b>Issue</b>	<b>Conclusion</b>
Principle of development	In accordance with policies
Scale, design, impact on character and appearance	Acceptable as reusing buildings

5 April 2023

Impact on highway safety	Acceptable in light of baseline unfettered agricultural use and delivery of passing place on Throop Hollow
Impact on amenity	Acceptable subject to condition limiting hours of operation and external lighting
Impact on landscape or heritage assets	No harm
Impact on biodiversity	Benefit from loss of poultry use. Biodiversity enhancement by installing tree bat box within the site

## 5.0 Description of Site

- 5.01 The site comprises approx. 1.57ha of land east of Throop Hollow (a D road) which runs through Throop and through Briantspuddle. The Battle Farm site houses 6 former poultry buildings for egg production. The buildings currently lie vacant, the former poultry enterprise having ceased in March 2021. The agricultural buildings on site have a total internal floor area of approx. 5190m<sup>2</sup>.
- 5.02 The site is accessed via a 300m long (approx.) private drive which is shared with two other properties, a residential dwelling known as 'The Bungalow' and an agricultural worker's dwelling associated with Throop Hollow Farm, an adjacent farm holding. Throop Hollow Farm, is served by a smaller group of agricultural barns forming a farm courtyard, to the south east of the application site. Both 'The Bungalow' and Throop Hollow Farm are in the ownership of the applicant.
- 5.03 The site is situated to the south of the village of Throop and is located in an area characterised by pastureland interspersed with hedgerows and trees. The local road network, where roads have verges but no pavement, contributes to the rural character. The site is located in open countryside and is close to, but outside, the Piddle Valley conservation area.
- 5.04 The site is on a hillside. The land on which the buildings are sited is lower than the site entrance and the site benefits from tree and hedge screening, although glimpsed views are possible from the south-west from public right of way SE4/14 and from the east along the access drive. The buildings are positioned within an enclave of trees, comprising a woodland group designated as a Site of Nature Conservation Interest (SNCI), closed off from the north and west, and partially to the east, but open to the south with a more modest screen to the southern side of the farmyard.

## 6.0 Description of Development

- 6.01 It is proposed to change the use of the six existing poultry buildings on the site from agricultural to use class B8 (storage or distribution).

All measurements approximate	Length	Ridge Height	Floor area	Materials
Building 1	105.4m	11.5m	2639m <sup>2</sup>	Steel portal frame with profile clad elevations and a profile roof

5 April 2023

Building 2	45.5m	7m	535m <sup>2</sup>	Steel portal frame buildings with block and steel profile cladding
Building 3	45.5m	7m	499m <sup>2</sup>	Steel portal frame buildings with block and steel profile cladding
Building 4	45.5m	7m	505m <sup>2</sup>	Steel portal frame buildings with block and steel profile cladding
Building 5	31.5m	7m	475m <sup>2</sup>	Profile clad steel frame building
Building 6	45.5m	7m	537m <sup>2</sup>	Steel portal frame buildings with block and steel profile cladding
Total			5190m <sup>2</sup>	

- 6.02 26 parking spaces are proposed for future staff and customers, provided on existing hardstanding east of Building 6 and on the northern boundary between Building 6 and woodland. Three HGV parking spaces will be provided on existing hardstanding east of Building 1. It is anticipated that the development could employ approximately 0.25 full time employee for maintenance, upkeep and general management, however, the development will provide an opportunity for tenant businesses (i.e. those occupying the buildings) to employ people to manage their storage/distribution business. The site also allows for turning and manoeuvring for larger vehicles.
- 6.03 The submitted information indicates that all buildings are of modern, permanent, sound, substantial construction and are considered appropriate for B8 use without significant adaptation or refurbishment.

## 7.0 Relevant Planning History

Application	Description	Decision	Date
6/1976/0473	Erect 3 additional poultry houses	Granted	19/08/1976
6/1976/0890	Erect 3 additional poultry houses	Granted	19/05/1977
6/1982/0744	Erect 3 additional poultry sheds	Granted	05/04/1984
6/2006/0779	Demolish eight redundant farm buildings and erect one replacement farm building	Granted	31/10/2006
6/2012/0013	Installation of solar voltaic modules on south-west facing roof slope	Granted	06/03/2012

Eastern Area Planning Committee

5 April 2023

## 8.0 List of Constraints

Dorset Heathlands - 5km Heathland Buffer

Nutrient Catchment Areas

Site of Special Scientific Interest (SSSI) (400m buffer): Turners Puddle Heath;

Poole Harbour Catchment Area

## 9.0 Consultations

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

### Consultees

#### **Natural England** (Received 22.06.2022)

- No objection

#### **Dorset Council - Highways** (Received 08.06.2022)

- Further information required – DEFER

(Received 15.09.2022)

- Further to receipt of amended Transport Statement and Technical Note no objection subject to conditions

(Received 11.01.2023)

- Further to constraints update limiting passing place provision DC Highways accept that providing a passing place is a betterment therefore providing only one passing place is acceptable

(Received 02.03.2023) – Final comments

- No objection subject to conditions

#### **Dorset Council – Minerals & Waste Policy** (Received 19.05.2022)

- No objection

#### **Dorset Council – Planning Policy**

- No comments received

#### **Dorset Council – Environmental Services – Protection**

- No comments received

#### **West Purbeck Ward Members**

- No comments received

5 April 2023

**Affpuddle & Turnerspuddle Parish Council** – (Received 24.06.2022)

**Objection**

- The proposal would have a serious detrimental impact upon individuals and cumulatively on the environment, visually, and ecologically, arising from significantly increased traffic movements and the size of vehicles on site and using the surrounding country lanes.
- The application is lacking in detail and contains inaccuracies (Transport Statement)
- Biodiversity and Geology – This site is adjacent to and in close proximity to Turnerspuddle Heath and Oakers Bog SSSIs (also SPA, SAC and Ramsar)
- Loss of habitats
- Widening of the dividing roads, increasing the impact of fragmentation of the habitats and species
- Erosion of the verges which are an integral part of the heathland, sometimes supporting species less frequently found within the main heathland areas. This is likely to occur with or without the provision of passing places
- Enrichment of the nutrient poor habitats by dust
- Disturbance to sensitive species
- Mortality of vulnerable species by increased traffic movements
- Danger to grazing livestock
- No information on operating hours – nuisance to residents
- The application states that the proposal does not involve carrying out industrial or commercial activities, which appears inaccurate
- Site is within countryside
- Surrounding lanes, C-class and lower not suitable for increased size and quantity of vehicles and HGV's
- Unsustainable location for storage and distribution uses
- No traffic assessment made about increased traffic as a result of the fodder storage and distribution contracting business operating from Throop Hollow Farm or 'temporary campsite' for 100 pitches used for 28 days in August under PD rights
- Loss of amenity/change of character of the area due to increased traffic
- Inappropriate use of an open, elevated, and rural setting easily visible from the Conservation Area
- 400m from heritage asset – Throop Clump

Further comments received on 22.09.2022 after additional highways information submitted:

- Still lacking any real detail of what is proposed and how this will impact upon the local highway network
- No information provided on the impact on the roads

5 April 2023

- Transport Statement does not address the impact on vulnerable road users – pedestrians, cyclists, and equestrians
- Traffic survey was conducted in January when vehicles under the control of the applicant are the main user of the road. It does not show the varied use that occurs at different times of year such as the campers in the adjacent camp sites and other tourists
- There is no mention or analysis of the impact upon the highway network beyond this junction
- The planning application is not limited to one particular route it should be assumed that vehicles could travel in different directions when leaving the site
- To date all that has been provided is signposting to turn right out of the site and two inadequate passing places
- No information has been provided for the following:
  - Visibility splays at the C79 Wareham Road junction addressing particular concern of limited visibility to the left when exiting onto Wareham Road
  - Visibility splays at the Yearlings Drove junction with the B3990 addressing concern of limited visibility to the right when exiting onto the B3990
  - Visibility splays at the Yearlings Drove junction with Rye Hill
  - Visibility splays at the Throop Clump Junction addressing concerns in all directions
  - The extent of adequate formal passing spaces and carriageway widths along both the C79 and Yearlings Drove
- The change of use application would irredeemably change the rural character of the area
- A site visit should be conducted, and the Parish Council would request that it is invited to send representatives to attend the meeting. The site visit must include the concerns raised about highways and as such the Highways Department must also be in attendance
- Given a strong local feeling the only acceptable way forward should amendments be proposed is for a fresh application to be made

Further comments received on 03/10/2022 following the Highways submission dated 15/09/2022;

The following documents have been submitted in support of submitted comments:

- ✓ Consulting Engineers report (landscape survey)
- ✓ Tree preservation order dated 1972
- ✓ Plan showing the location of oaks
- The change of use will result in a much more intensive number of trips than the single holding poultry farm use. The adverse impact on the surrounding highway network will be seriously detrimental, which cannot be mitigated

5 April 2023

- Unsuitable local road network
- Traffic Management Statement must be implemented and adhered to for the full duration of the development. Apart from two signs the TMS gives nothing to implement. There is nothing to adhere to as the Applicant will only 'remind' and 'consider' when vehicles repeatedly use the road 'immediately to the north'
- Neither the TMS nor the planning conditions can control the use of the highway
- We believe that if the Highways Authority had had the benefit of considering the recent representations by the Parish Council, and other representations on behalf of residents on the TMS they would have made a different recommendation
- The volume and quality of data provided by the Parish Council and its residents far exceeds the scant and poor information from the Applicant
- We trust the Highways Authority will reconsider in light of this information

Further comments received on 06/02/2023 - not already listed in previous comments

- Outstanding application P/FUL/2021/05005 (Throop Hollow Farm) and current application (Battle Farm) are linked and should be combined for the purpose of planning assessment
- The applicant is in breach of planning conditions
- Incorrect information submitted leading to misleading picture of movements/use at Throop Farm (Agricultural Appraisal for Throop Farm application; The Manure Management Plan and Nutrient Management Plan)

Further comments received on 26.02.2023

The Parish Council requests site visit by the elected members of the Eastern Planning Committee. With this request Parish Council has submitted letter stating the reasons for site visit by committee members.

**Dorset Wildlife Trust** (Received 24.06.2022) – Comments

- DWT consider it unlikely that the development will have any adverse impacts upon the Site of Nature Conservation Interest (SNCI) due to the nature of the proposals and agree with the information provided as part of the Planning Statement that the cessation of poultry activity on the site will result in environmental benefits in relation to the reduction of ammonia and nitrogen emissions locally.
- Potential implications for biodiversity of any modification to the road network
- Any road widening, creation of increased visibility splays etc are required, this should be subject to full ecological assessment prior to the application being decided.
- A Biodiversity Plan might be required in line with the Dorset Biodiversity Action Plan (DBAP) to ensure adequate biodiversity mitigation, compensation and net gain.

5 April 2023

### **Representations received**

The application was advertised by means of a site notice. Representations received from third parties are summarised below.

<b>Total – Objections</b>	<b>Total - No Objections</b>	<b>Total – Comments</b>
91	1	92

Third party objections relate to the following:

- Increased volume of traffic through the village
- Highway danger- inappropriate roads, no pedestrian provision, school bus route with no formal stops, inappropriate for large vehicles, trip rates anticipated to increase compared to existing
- Impact on amenity- noise and disturbance for residents especially those adjoining the access
- Inappropriate development harmful to the character of the area- not a sustainable location for intensity of use proposed
- Light pollution
- Air pollution
- Site close to Conservation Area and Listed Buildings – increased traffic of large vehicles on roads with no pavements will cause a risk of structural damage to houses and damage to roads from lorry movements
- Harm to wildlife
- Widening the road will impose a greater barrier and permanently increase the degree of habitat fragmentation and thus be in direct conflict with ambitions for biodiversity recovery in Dorset
- A huge variety of space available to rent in what amount to light industrial units in and around Dorchester, Weymouth, Blandford and Poole, not to mention possibilities at the Dorset Innovation Park – more appropriate location than Battle Farm
- Increased pollution would damage fragile environments, adjacent SSSI and nearby River Piddle
- Submitted Transport Statement is misleading and inaccurate data used for historical traffic movements



5 April 2023

- There is no ban on the use of 'enriched cages' in poultry farming hence there is no legislative reason for the Battle Farm buildings to be redundant

Further objections received after 15<sup>th</sup> September 2022 as a result of DC Highways final comments and submission of amended Traffic Management Statement.

- Estimated level of traffic has been accepted by DC Highways without any description of the type of traffic and assurance the traffic won't be going through Throop and village of Briantspuddle. No objection received from DC Highways is made without the actual site visit.
- The proposed signage not adequate and will achieve little as no legal enforcement is possible. Previous experience of farm vehicles turning north despite applicant's reassurance this wouldn't happen and issues with the camping site increasing the traffic through the village; likely that the same issues will be experienced
- The roads to the south of the site are not suitable for heavy traffic or heavy goods delivery vehicles
- The proposed signage not adequate and will achieve little as no legal enforcement is possible
- The widening proposed only relates to the small length of lane leading to the South from Battle Farm. After the crossroads all three lanes leading from that are equally narrow and difficult to negotiate
- HGVs will damage visual and ecological landscape – will required tree canopy pruning and verges will be overrun and degraded
- Inadequate detail of passing places
- Concerns about increase in traffic movements: TRICS data supplied by the Applicant suggests very significant increase in traffic movements, when considering the 154 trips per day scenario. Data from previous Planning Applications for Battle Farm (2006 – ref. 6/2006/0779) and a similar poultry operation, Walston Poultry Farm, Gaunt's Common (2021 – ref. 3/21/0935/FUL), suggest that use of the two sites, as poultry farms, generated between 20 and 30 trips per day (only 20% to 30% of the trips that the Applicant claims Battle Farm generated). The number of vehicles listed is far in excess of the actual number - it is a quiet country lane.
- Insufficient evidence to demonstrate that there will not be highways consequences which are severe (including conflict with other road users and accidents) in conflict with Policy IAT of PLP1 and paragraph 111 of the NPPF
- Carriageways are heavily used by pedestrians, cyclists, and equestrians and there are no footways.
- Concerns about the speed of vehicles exiting up and down the hill onto the public highway (suggested 34- 36 mph) due to the steepness of the hill, the C class road and surface.

5 April 2023

- The number of vehicles listed is far in excess of the actual number - it is a quiet country lane and is used by pedestrians (long and old) and also a consider number of horse and bike riders.
- Impact of increased movement of heavy commercial vehicles driving over the existing drain located on the corner of Throop.
- Contrary to planning policy – CO, LHH of the Purbeck Local Plan Part 1 (2012) (PLP1) and paragraph 174 of the NPPF

## **10.0 Relevant Policies**

### **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.

### **Development Plan policies**

#### **Adopted Purbeck Local Plan Part 1:**

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

Policy SD – Presumption in favour of sustainable development

Policy NW – North West Purbeck

Policy LD – General location of development

Policy D – Design

Policy LHH – Landscape, Historic Environment and Heritage

Policy CO – Countryside

Policy BIO – Biodiversity and Geodiversity

Policy DH – Dorset Heaths International Designation

Policy E – Employment

Policy IAT – Improving Accessibility and Transport

### **Other Material Considerations**

#### **Emerging Local Plans:**

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

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

5 April 2023

- 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 Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

**The Purbeck Local Plan (2018-2034) Submission January 2019** ('the Submitted Draft Purbeck Local Plan') was submitted for examination in January 2019. At the point of assessing this application, examination of the Submitted Draft Purbeck Local Plan is ongoing, hearing sessions and consultation on Proposed Main Modifications and additional consultation on Further Proposed Main Modifications having been undertaken and a further public hearing session held on 19 July 2022. Updates on the latest position on the plan's examination and related documents (including correspondence from the Planning Inspector, Dorset Council and other interested parties) are published on Dorset Council website ([www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/approx.-local-plan/approx.-local-plan-latest-news](http://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/approx.-local-plan/approx.-local-plan-latest-news)).

Having regard to the plan's progress through the examination and Dorset Council's position following consultation on the Proposed Main Modifications and the Further Proposed Main Modifications, at this stage only limited weight should be given to the Emerging Draft Purbeck Local Plan.

In the preparation of this report, account has been taken of the following draft policies of the Emerging Draft Purbeck Local Plan, but for the reasons set out above these policies should be accorded little weight in the determination of the application:

E1: Landscape

E2: Historic Environment

E12: Design

E4: Assessing flood risk

E10: Biodiversity and geodiversity

I2: Improving accessibility and transport

### **Supplementary Planning Document/Guidance**

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

### **National Planning Policy Framework:**

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant

5 April 2023

policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

Other relevant NPPF sections include:

- Section 4. Decision taking: Para 38 – 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 84 and 85 ‘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 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 126 – 136 advise that:

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

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

- Section 14 ‘Meeting the challenges of climate change, flooding and coastal change’
- Section 15 ‘Conserving and Enhancing the Natural Environment’- In Areas of Outstanding Natural Beauty great weight should be given to conserving and

5 April 2023

enhancing the landscape and scenic beauty (para 176). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 178). Paragraphs 179-182 set out how biodiversity is to be protected and encourage net gains for biodiversity.

## **11.0 Human rights**

Article 6 – Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

## **12.0 Public Sector Equalities Duty**

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

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

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

The proposed storage or distribution use of the site is not judged to result in any disadvantage to persons with protected characteristics.

## **13.0 Environmental Implications**

13.01 The proposal will result in a reduction of ammonia and nitrogen discharge and vehicle trips associated with the poultry farming. Vehicular trips to the storage or distribution units utilising vehicles reliant on fossil fuels are anticipated but the proposal will result in no significant additional environmental implications having regard to the poultry farm.

## **14.0 Financial benefits**

What	Amount / value
Non Material Considerations	
Business rates	Rating assessment to be undertaken by Valuation Office Agency. No estimate available.

## 15.0 Planning Assessment

15.01 The proposal seek approval to change of use of the six existing buildings on the site from agricultural to use class B8 (storage or distribution). The main planning issues for this application are:

- Whether the development is acceptable in principle
- Impact on highways and character of the area
- Impact on residential amenity
- Impacts on biodiversity

These and other issues will be considered below.

### The principle of development

15.02 The current application seeks to reuse existing chicken sheds for storage or distribution purposes (Use Class B8). The supporting statement explains that the poultry industry has undergone significant change as a result of regulation and the buildings are no longer considered to provide a suitable environment for modern poultry farming methods and thus an alternative use of the land is sought. The supporting information and an officer site visit have confirmed that the buildings are permanent and capable of re-use.

15.03 The application site is located outside of any settlement boundary and is therefore defined in the Purbeck Local Plan Part 1 (PLP1) as being within the open countryside. Policy LD (Location of Development) identifies that development will be directed towards the most sustainable locations in accordance with the identified settlement hierarchy. The policy states '*Land outside of settlement boundaries is classed as 'countryside' where development will be permitted only in exceptional circumstances as set out in Policy CO: Countryside*'.

15.04 Policy CO of the PLP1 clarifies that development within the countryside will be permitted where it does not have a significant adverse impact, either individually or cumulatively on the environment, visually, ecologically or from traffic movements and only where it complies with a defined list of exemptions. The exceptions include the reuse of a rural building or where development comprises a farm diversification scheme.

15.05 The policy provides further direction on the re-use of rural buildings, noting that the buildings themselves must be of permanent and substantial construction, and that they

5 April 2023

should be for employment, tourist accommodation or community facilities predominantly; albeit housing is also supported. Within the frame of 'employment' uses, B1, B2 and B8 uses are supported. In principle the proposal can accord with policy CO provided it does not result in any significant adverse impacts. This is considered further below.

- 15.06 Policy E (Employment) of PLP1 seeks to ensure that employment provision is located at the most sustainable locations in accordance with policy LD. It states that '*In rural areas, small scale employment uses will be encouraged to help rural regeneration and improve the sustainability of communities in accordance with Policy CO: Countryside.*' This aim accords with Policy NW: North West Purbeck which notes that '*Small scale proposals for rural economic regeneration*' in countryside within North West Purbeck will be encouraged.
- 15.07 Although there is no definition of 'small scale' in the policies mentioned, policy E refers to schemes exceeding 0.5ha as '*Larger employment developments*'. Officers consider that the proposal does not represent a 'small scale' enterprise envisaged by policy E; the site exceeds 1ha and the floor space, which is in excess of 5000m<sup>2</sup>, is significant.
- 15.08 Local objection is predominantly based on perceived inaccessibility of the site for a use which is associated with potentially significant trip rates. NPPF Paragraph 105 seeks to focus significant development to locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. This aim is reflected in Employment Policy E and Improving Accessibility and Transport Policy IAT which requires development to be in accessible locations. It is acknowledged within the Framework that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, but the application site is particularly remote from any public transport and is served by unclassified roads.
- 15.09 The proposed B8 storage or distribution use has not been further defined. A distribution use has the potential to be associated with significant vehicle trip rates. The site lies approx. 2.7km from any urban area and all routes to the site require travel along unclassified roads without pavements for at least 2.5km. Although the proposal would re-use existing buildings, the isolated location of the site weighs against its use for the nature and scale of operation that is proposed.
- 15.10 The supporting statement claims that the proposal for 6 Use Class B8 (storage or distribution) units is appropriately located to provide diversified income to an existing agricultural business and encourage sustainable economic growth in the rural area by creating premises for local businesses. Officers recognise the economic benefits that the scheme offers in the light of the closure of the poultry farm business, this is given some weight in favour of the proposal.
- 15.11 Objectors claim there is a huge variety of space available to rent in what amount to light industrial units in and around Dorchester, Weymouth, Blandford and Poole and premises at the Dorset Innovation Park as an alternative location for the proposed use. As there is no policy basis for restricting provision of employment premises other than



5 April 2023

where harm would arise, it is necessary to consider the application that is before the Council on its merits.

- 15.12 The proposal is to convert 6 buildings for either storage or distribution purposes. All of the buildings are large; Building 1 is the largest at approx. 2639m<sup>2</sup>. The rest of the Buildings 2-6 are smaller but still range between 475m<sup>2</sup> - 537m<sup>2</sup> internal floor space. There is ample hard surfacing to accommodate vehicle parking associated with the uses. Each building would be capable of accommodating commercial or private storage or distribution uses.
- 15.13 Objectors claim that the site, once permitted, could be used as a builder's yard or as an expansion to applicants' contract farming business but these are sui generis uses for which a new planning permission would be required. The proposal is for storage or distribution uses under Use Class B8.
- 15.14 Policy LD seeks to direct development towards sustainable locations. The scale of the proposed business use exceeds that anticipated in rural areas by policy E which reads: *'In rural areas, small scale employment uses will be encouraged to help rural regeneration and improve the sustainability of communities in accordance with Policy CO: Countryside.'*
- 15.15 This is a positively worded policy which does not explicitly prevent larger employment use of existing buildings. The reuse of rural buildings and farm diversification is permissible in principle as confirmed by policy CO, so the main policy requirements is that the proposal should avoid 'significant adverse impacts'.
- 15.16 The rural location of the buildings means that they are unable to accord with the policy E aim of ensuring that new employment uses are accessible by sustainable transport mode. However, the application site has previously been used for employment, albeit agricultural rather than in B class use so less weight can be given to this departure from local policy.
- 15.17 Paragraph 152 of the National Planning Policy Framework (NPPF) requires that the planning system should support the transition to a low carbon future. This includes encouraging the reuse of existing resources, including the conversion of existing buildings as currently proposed. NPPF Para 84(a) requires planning decisions to enable *'the sustainable growth and expansion of all types of businesses in rural areas, both through conversion of existing buildings and well-designed new buildings'*.
- 15.18 The application site comprises six large buildings, five of which are no longer compliant with modern agricultural standards and legislation which has made them redundant. The proposal to reuse the redundant agricultural buildings is acceptable in principle provided that there is no significant adverse impact on the environment, visually, ecologically or from traffic movements to accord with policy CO as well as other policy requirements which are considered below.

#### Impact on highway safety



5 April 2023

- 15.19 The site is located in a rural area which is largely served by unclassified roads which have verges but no pavements.
- 15.20 The site is accessed via an agricultural track which runs westwards from the public highway, Throop Hollow. The public highway comprises a single track, country lane with no formal passing places. It is used by vehicles as well as pedestrians, cyclists, and horse riders and provides access to a Public Right of Way to the south which runs through the Turners Puddle Heath. The Heath is a designated Site of Special Scientific Interest (SSSI), a Special Protection Area (SPA) and Special Area of Conservation (SAC) located some 390m distance from the site.
- 15.21 Highway danger is a significant concern in the majority of the objections received by the Council against this application.
- 15.21 The application is accompanied by a Transport Statement (TS) and an additional Highway Technical Note (TN) which seeks to demonstrate that the likely trip rates arising from the proposed use would represent either a reduction if the site was used for commercial storage and distribution or a 'slight' increase if used for self-storage (usually associated with a larger number of smaller units) compared to the potential trip rates achievable under the current lawful agricultural use. The TS and additional TN provide data which was requested by the Highways Officer in relation to anticipated trip rates per day.
- 15.22 The Highway Officer originally commented that: *"Within the submitted Traffic Assessment, para 4.2 states that current daily trips are estimated at 95. In respect of the proposal, 4.7 suggests that the "worst case" scenario of the proposed buildings being used for self-storage could generate 154 daily trips. It is this scenario that the Highway Authority must work to. This would be an increase of 59 extra trips on the highway network. Therefore, the Highway Authority does not consider this to be a "slight increase" as stated in 5.7 (representing a 62% increase in daily traffic movements)"*.
- 15.23 The Technical Note confirms that two sets of TRICS data were submitted, one relating to a Commercial Warehouse use and a second for a self-storage use. The Highway Officer comments were based on the "worst case" scenario which results in an increase of an additional 59 daily movements. However, the table within para 4.2 of submitted TS (below) identifies the potential traffic generation that could be associated with the current lawful agricultural use if the farm was producing, grading and packaging eggs in existing buildings. Although by 2006 the use of the site was limited to egg production this was a commercial decision and not controlled by planning condition therefore, although hypothetical, the trip rates are considered represent a reasonable baseline.

Battle Poultry Farm Traffic Generation		
Activity	Description	Typical Daily Trips
Staff Commuting	Poultrymen, Graders and Packer	80
Eggs Out	5 Lorries per day	10
Feed in	1 Lorry per day	2
Manure Out	2 lorries per week	0.29
Senior Management Visit	2 per week	0.29
Gas Delivery	1 Lorry per week	0.14
Annual Restocking	88 loads / year	0.25
Deadstock Removal	1 Bin collected every 12 days	0.17
Packaging Deliveries	1 Lorry / 14 days	0.14
Maintenance Contractor	1 Visit per week	0.14
Pest Control	1 Visit per week	0.14
Farm Assurance	1 Visit per month	0.03
Vet Visits	1 Visit per month	0.03
<b>Total Daily Movements</b>		<b>95.22</b>

15.24 When operating as a poultry farm including grading and package of eggs, most trips would have been concentrated within the AM (7:30 – 8:30) and PM (16:30 – 18:00) peak periods when the Poultry workers arrived in the morning and departed in the evening resulting in a total of some 80 two-way traffic movements. When a full day of trips is considered, based on the figures provided in above table, the number of movements associated with the poultry use could be considerable, at approximately 95 per day. It is recognised that the majority of these were staff related with the number of likely lorries limited to approx. 15 lorries per day. Local objectors have referred to low current traffic levels due to the poultry use having ceased in 2021, but it is recognised that access to the agricultural site is unfettered for planning purposes and if farming operations were re-established then significant trip rates could currently take place without the need for planning permission.

15.25 To determine the net impact of the proposed development in traffic generation terms, the applicant has used TRICS data that was submitted as part of the application for a similar proposal for a change of use of a former poultry farm to a B8 storage use at Walston Poultry Farm some 7 miles north of application site. The location characteristics are very similar and the data has now been accepted by the Highway Authority as providing a reasonable parallel. Two sets of TRICS data were submitted, one set for a Commercial Warehouse and a second set for self-storage.

15.26 Based on the submitted TRICS data, the proposed commercial warehouse use would generate 8 traffic movements per hour in the AM peak, 3 per hour in the PM peak and a daily average of 85 two-way trips over the course of a day (05:00-21:00). For the self-storage warehouse use using the agreed TRICS data, the proposed self-storage use would generate 11 traffic movements per hour in the AM peak, 10 per hour in the PM peak and a daily average of 154 two-way trips over the course of a day (05:00-21:00).

15.27 Utilising indicative existing traffic generation figures and TRICS assessment to indicate the proposed development traffic generation, the proposal might generate a decrease of 10 traffic movements or an increase of 59 daily traffic movements, depending on the nature of the future use. Officers recognise that these figures can only be

5 April 2023

illustrative as there is current uncertainty about which B8 uses (storage, distribution or both) would be implemented on site should this proposal be approved.

- 15.28 The Parish Council has rejected the conclusions of the submitted Transport Statement as it believes the information within the report is based on inaccurate information and speculative data and its conclusions are unsubstantiated. Officers consider that the trip rates appropriately reflect operations that could lawfully take place on the site from a planning perspective.
- 15.29 It is recognised that the agricultural use of the site can be associated with large and slow moving vehicles such as tractors and HGVs. A change of use has the potential to improve this situation by changing the nature of vehicles using local roads and the site access. In this case, however, it is noted that the majority of the previous trips associated with the poultry use were undertaken by employees in their private vehicles and that the generic storage and distribution use of these large building is likely to result in continued and potentially increased use by HGVs. Officers have therefore considered whether the use would result in highway danger that would necessitate refusal.
- 15.30 The Transport Statement sets out the previous traffic generation from when the site was in operation as a fully functioning egg production unit and using TRICS Data (Industry standard system of trip generation analysis), predicts the likely traffic impact from the proposed use. The Council's Highway Team has confirmed that the information submitted in Transport Statement and additional Technical Note, including TRICS data is appropriate for this proposal.
- 15.31 The original comments provided by the Highways Officer confirmed that they would not support additional HGV movements through the villages and could only support traffic movements travelling south along Throop Hollow, towards the A35 (located to the north-east). Further, they required that a detailed analysis of the route from the south to the site (Throop Hollow and Yearlings' Drove) should be undertaken to confirm visibility, carriageway width, passing width, availability and improvement of passing place and identification of the impacts and how these could be mitigated in respect of highways conflicts.
- 15.32 In response to the Highway Officer's comment the applicant has submitted a Traffic Management Statement (Version 2) (TMS) setting out a package of measures to be employed as part of the proposal. This specifies how the suggested measures can be implemented and enforced and includes details of an improved passing place.
- 15.33 For the incoming traffic, it is proposed that the applicants will verbally brief all contractors, tenants, employees and any other visitors prior to their arrival advising on the preferred route to the South and describing the unsuitability of the road network immediately North of Battle Farm. For the outgoing traffic, in order to effectively direct traffic along the preferred route away from Battle Farm i.e. to turn right out of the farm entrance heading South, the applicant is proposing to erect two descriptive signs at the locations shown below.



Appendix 2 – Proposed Sign Design

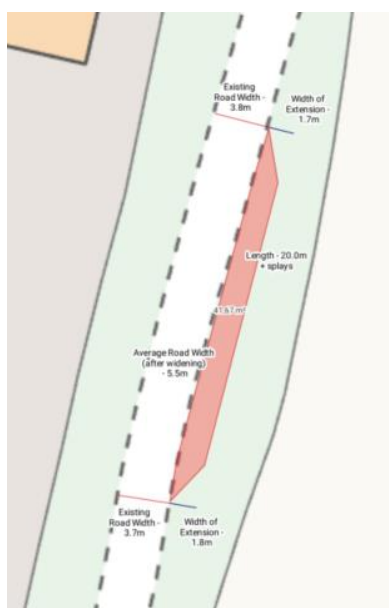


15.34 Officers recognise that it would not be reasonable or enforceable to impose a condition which prevented vehicles exiting the site from travelling north since this is an unrestricted public highway and traffic cannot be constantly monitored. Instead, the application is supported by a traffic management plan which requires measures to effectively direct traffic along the preferred route away from Battle Farm. The actions proposed, which are intended to direct traffic south, will be the responsibility of the site owner/manager and compliance could be evidenced so it is judged that a condition to secure these requirements would be enforceable and the Council's Highway team are satisfied that they will make the development acceptable in relation to highway safety. Officers consider that the proposals will also assist in diverting traffic away from the most sensitive residential dwelling in Briantspuddle.



5 April 2023

15.35 Regarding the requested details for improving of passing place, the applicant has submitted an amended Traffic Management Statement (TMS) (Version 2). Access to the site is by way of a private track leading to a stretch of D road (approx 300m long) followed by approximately 2.5 miles of C road leading to the A35 (Dorchester/Bere Regis Road). The existing private access track has been judged appropriate to serve the proposed use. It has been used by heavy good vehicles when operating as a poultry unit and has sufficient width as shown in the swept path analysis within the Traffic Statement. As an increase in HGV traffic is anticipated to result from the development, the applicant proposes to widen the section of D road to a width of 5.5m as works ancillary to this planning application as shown within TMS under Appendix 3 and below images.



5 April 2023

- 15.36 The proposed passing place which it is proposed to secure by condition 4, is of sufficient length and width to allow 2 HGV's to pass alongside each other (according to the Manual for Streets). The area of road to be widened would improve overall highway safety for all road users, not just those accessing Battle Farm. This is deemed by the Highways team to be sufficient in scale for the required and intended purpose and is not of a scale which will encourage high speed driving.
- 15.37 It is recognised that the lack of pedestrian refuge means that pedestrians using the local highways, including those walking to school or waiting to catch buses, will experience the effects of any additional traffic movements but highway safety would not automatically be compromised by the proposal.
- 15.38 The Council's highway team has considered the site access and internal layout as well as the potential to impact the safe and effective operation of the local highways network. They have raised no objection to the proposals on the basis that the unfettered agricultural baseline prevents them from objecting to a use which would not increase trip rates to such a degree to warrant reason for refusal. Furthermore, with conditions in place to encourage the diverting of traffic movements away from the villages and improving the passing places within the Throop Hollow, the Council's highway team are satisfied that the proposal would not result in harm to users of the highway (Conditions 4, 5 & 6).
- 15.39 A condition has been requested to secure parking and turning areas for those using the storage/distribution facilities; existing hard surfacing areas have been identified for parking and turning/manoeuvring (Condition 3). The Council's Highway Team has advised that subject to compliance with the Traffic Management Statement (TMS) the proposal is compliant with Policy IAT: Improving Accessibility and Transport of PLP1. Paragraph 111 of the National Planning Policy Framework states that '*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*' In this case the applicant has satisfied officers that subject to compliance with the TMS there would be no unacceptable impact on highway safety.

#### Impact on the character of the area

- 15.40 The site is situated on a hillside to the south of Throop, Briantspuddle and is located in a rural area characterised by pastureland interspersed with hedgerows and trees. The site is located in open countryside and is close to, but outside, the Piddle Valley Conservation Area.
- 15.41 The land on which the buildings are sited is lower than the entrance and the site benefits from tree and hedge screening, although glimpsed views are possible from PRow SE4/14 to the south-west and from the east along the access drive. The buildings are positioned within an enclave of trees, comprising a woodland group designated as a Site of Nature Conservation Interest (SNCI), closed off from the north and west, and partially to the east, but open to the south with a more modest screen to the southern side of the farmyard. The topography of the site and the position of woodland to the east, west and north provide a sense of enclosure.

5 April 2023

- 15.42 Concerns have been raised by objectors that the proposed storage/distribution use would be associated with noise, light and traffic which would be harmful to the character of the area. It is considered that limiting the use solely to storage/distribution within the existing buildings and restricting hours of operation would reduce the potential for demonstrable harm from noise when compared to the existing lawful agricultural use (Conditions 7 and 9). External lighting could also be controlled by condition (Condition 8).
- 15.43 The Parish Council objects to this application on the grounds that it would have a serious detrimental impact upon individuals and cumulatively on the environment, visually, and ecologically, arising from significantly increased traffic movements and the size of vehicles on site and using the surrounding country lanes.
- 15.44 As explained above, the Council's Highways Team are satisfied that, subject to the provision of additional passing place and traffic routing, the increased levels of traffic could be accommodated on the highway without danger. In relation to the nature of the traffic and its impact on the character of the area, officers note that there is no opportunity to control the type of vehicles using the highways associated with the former and proposed uses. Concerns have been raised by objectors that an increase in HGV movements associated with the proposal is likely and this is associated with highway tree pruning, verge overruns and loss of tranquillity resulting in harm to the character of the area. Both agricultural and B8 uses can be associated with a range of vehicle types including Heavy Goods Vehicles so officers judge that the degree of harm would not represent a 'significant adverse impact' to the environment referred to by policy CO.
- 15.45 The amended tree report has been reviewed by DC Tree Officer who has confirmed that subject to conditions the proposed passing place on Throop Hollow can be accommodated without harm to the tree rooting area (conditions 11 and 12).
- 15.46 Due to the relatively screened nature of the site, conditions limiting operating hours and controlling external lighting would avoid demonstrable harm to the character of the area (Conditions 7 and 8). The proposal is anticipated to result in an increase in traffic movements but significant harm to the environment has not been identified.
- 15.47 Subject to conditions, the application is therefore considered to be acceptable in terms of impact of the proposal on the character of the area in relation to the requirements of policies CO and D of the PLP1.

#### Impact on residential amenity

- 15.48 Concerns have been raised by nearby residents regarding the overall disturbance from noise, light and pollution arising from the proposed use on the site. The most vulnerable dwellings are those sited along the shared access with the application site: The Bungalow, immediately to the east, and further to the east of the site sits Throop Hollow Farm (both in the applicant's ownership).

5 April 2023

- 15.49 The site benefits from an existing unrestricted agricultural use, albeit on a small scale with the aforementioned chicken sheds. Such a use has no restrictions on scale, timing or frequency of vehicle movements or hours of operation within the site itself and this provides the baseline against which to assess the proposal.
- 15.50 As the proposed use of the site for storage/distribution in 6 units is of a different character to the existing poultry use, introducing access by multiple customers, it is judged reasonable and necessary to restrict the business hours of the new site (Condition 7), thereby controlling the hours of use of the access track (other than trips associated with the bungalow and Throop Hollow Farm) and potential for disturbance which are currently unrestricted for the farming operation. Additionally, it is anticipated that the change of use of the units from agricultural to storage/distribution units would be associated with some improvements to nearby residential amenity through the reduction in farm odour and a lighting condition can be imposed (Condition 8).
- 15.51 It is recognised that the potential increase in HGV movements through Briantspuddle to the west and up to Bere Regis to the east could result in additional noise and disturbance for local residents but with the imposition of condition to control opening hours (condition 7) it is judged that the proposal is unlikely to significantly and demonstrably harm neighbouring amenity when compared to the lawful agricultural use of the site.
- 15.52 The application is therefore considered to be acceptable in terms of neighbouring amenities in relation to the requirements of policies CO and D of the PLP1

#### Impacts on biodiversity

- 15.53 The application site lies adjacent to the Site of Nature Conservation Interest (SNCI); Landshare Coppice, cited for its semi-natural deciduous woodland with associated woodland ground flora. The site and access roads also lie close to Turners Puddle Heath Site of Special Scientific Interest (SSSI). Whilst additional emissions could negatively impact on the SNCI and SSSI, the cessation of poultry activity on the site will result in environmental benefits in relation to the reduction of ammonia and nitrogen emissions locally so overall no adverse impacts are anticipated.
- 15.54 The Dorset Wildlife Trust has noted the application site is greater than 0.1ha which majority of cases would trigger the Dorset Biodiversity Appraisal Protocol (DABP). In this case as the proposal is for the re-use of the existing buildings and the site is largely laid in large buildings surrounded by hardstanding, there was no requirement to submit preliminary Biodiversity Survey or follow the DABP.
- 15.55 During the course of the application the proposal for passing place has been introduced to the scheme. This will result in the loss of a section of verge so a biodiversity survey has been carried out. A Biodiversity Plan certified by the Dorset Natural Environment Team has been received which confirms that there will be no impact on biodiversity as a result of the provision of the proposed passing place.
- 15.56 Policy BIO of the PLP1 encourages development proposals to incorporate any opportunities for biodiversity enhancement in and around the development. In this



5 April 2023

case, the Biodiversity Plan appropriately identifies opportunity for biodiversity enhancement on site, via the installation of a woodcrete tree cavity bat box on a suitable tree within the site. A sympathetic lighting scheme to avoid harm to bats can also be secured (condition 8).

- 15.57 The application can be accommodated without harm to protected species in accordance with local plan policy BIO and NPPF para 180.

#### Other issues

##### Flood Risk and Drainage

- 15.58 The site is located within Environment Agency Flood Risk Zone 1 so is at low risk of fluvial flooding and there is no evidence of surface water flood risk. No additional floor area will be created and the proposed storage/distribution use will not result in any increase in flood risk so accords with local plan policy FR.

##### Balancing judgement

- 15.59 Taking the worst case scenario in the transport note the proposal is anticipated to result in additional traffic generation, which could include large heavy goods vehicles. Officers are mindful of the aims of policy IAT which seeks to improve accessibility within Purbeck and encourages development in accessible locations. The relatively isolated location limits the accessibility of this site but this assessment has found that the development could be accommodated without significant harm to the environment.
- 15.60 The proposal represents the reuse of existing agricultural buildings which is supported by policy CO. Large vehicles can be associated with loss of rural tranquillity, but the baseline use of the site is for agriculture which is not subject to any conditions limiting the number of or size of vehicles. The existing access is already used for residential as well as unfettered agricultural trips, there would be no extension to the built form and parking would be contained within the areas screened by existing buildings.
- 15.61 The permanent cessation of the poultry use could result in localised environmental benefits arising from a reduction in ammonia and nitrogen emissions. The requirement to install a bat box on site is secured by condition to provide a biodiversity enhancement in line with Dorset Council Biodiversity Protocol. Overall, the potential for biodiversity net gain can be given some, limited weight.
- 15.62 Overall, the benefits of continued economic and social roles of the site through diversification, the support of a resilient business sector and generation of job opportunities and some local air quality improvements associated with the cessation of chicken farming is judged to outweigh the potential harm arising from additional vehicle trips on the rural highway network associated with the proposed B8 use.
- 15.63 The benefits of the proposed development outweigh the conflicts with the development plan in relation to policy IAT. Although the site location is rural, there is no objection from the Council's highway team on the grounds of safety and conditions can mitigate the potential impacts by securing a passing place near the access and encouraging

5 April 2023

the routing of vehicles away from Briantspuddle. Officers are mindful of the increases in traffic and associated impacts on tranquillity but do not consider that the development would represent significant adverse impact on the environment. No demonstrable harm that would outweigh the economic benefits arising from the reuse of redundant buildings have been identified. For this reason the recommendation is approval.

## **16.0 Conclusion**

16.01 For the above reasons it is judged that the reuse of the buildings could be reasonably controlled by conditions and on balance, the application accords with Local Plan and national planning policies when considered as a whole.

## **17.0 Recommendation**

### **Grant, subject to 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:

PTBF170322/01 1 Existing elevations

Dated 12.04.2022 Location plan

Dated 12.04.2022 Block plan of the site

NJC 003 Parking Provision

NJC 004 Parking Provision

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

3. Before the development is occupied or utilised the areas shown on Drawing Number NJC-004 for the manoeuvring, parking, loading and unloading of vehicles must be surfaced, marked out and made available for these purposes. Thereafter, these areas must be maintained, kept free from obstruction and available for the purposes specified.

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

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

5 April 2023

Passing place as shown in Appendix 3 of the submitted Traffic Management Statement V2.

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

5. Before the development hereby approved commences all measures set out in the submitted Traffic Management Statement V2 must be implemented and these must be adhered to for the full duration of the development.

Reason: to minimise the likely impact of development traffic on the surrounding highway network.

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

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

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

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

7. There shall be no access to the storage/distribution units by members of the public or by customers and no deliveries to them except between the following hours:

Monday to Friday 08:00-18:00

Saturday 09:00-17:00

Sundays and bank holidays 10:00-15:00

Reason: To protect the character of the area and neighbouring amenity.

5 April 2023

8. There shall be no external lighting of the site unless details are first submitted to and approved in writing by the Local Planning Authority. Any lighting shall thereafter be installed and maintained in accordance with the approved details.

Reason: In the interests of the amenity of the area and to protect biodiversity

9. The storage and distribution use hereby approved shall be limited to internal storage only. There shall be no external storage on the site.

Reason: To protect the character and appearance of the rural locality

10. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 15.03.2023 must be implemented in accordance with any specified timetable and completed in full (including photographic evidence of compliance being submitted to the Local Planning Authority in accordance with section J of the Biodiversity Plan prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved details and the mitigation, compensation and enhancement/net gain measures shall be permanently maintained and retained.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

11. Notwithstanding details already submitted within the Arboricultural Method Statement, no development shall commence on site until the final design and specification of the passing place within the hedge rooting area (to include excavation depths, storage of materials, tree/hedge protection plan) has been submitted to and approved in writing by the Local Planning Authority. The passing place shall then be installed in accordance with the approved documents.

Reason: This information is required prior to commencement of development in the interests of tree protection and to accord with Policies HE2 and HE3 of the Core Strategy.

12. The tree protection shall be positioned as shown on the approved tree/hedge protection plan before any equipment, materials or machinery are brought onto the site for the purposes of the development. The tree protection shall be retained until the development is completed and 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.

Reason: This information is required in the interests of tree protection and to accord with Policies HE2 and HE3 of the Core Strategy.

**Informative Notes:**

1. The highway improvement(s) referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Development team. They can be reached by email at [dli@dorsetcc.gov.uk](mailto:dli@dorsetcc.gov.uk), or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.

2. Informative: National Planning Policy Framework Statement

In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

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

**Background Documents:**

For full details of all papers submitted with this application please refer to the relevant Public Access pages on the Council's website.