

Application Number:	P/FUL/2024/07169
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land Adjacent Piddlehinton Enterprise Park Church Hill Piddlehinton
Proposal:	Permanent retention of gypsy & traveller transit site for 25no. caravans
Applicant name:	Dorset Council
Case Officer:	Cass Worman
Ward Member(s):	Cllr Haynes

1. Reason application is going to committee:

- Dorset Council owned land
- Dorset Council is applicant

2. Summary of recommendation:

GRANT subject to conditions

3. Key planning issues

Issue	Conclusion
Principle of development	The need and justification for a permanent transit site at this location has been satisfactorily demonstrated
Scale, design, impact on character and appearance	Acceptable within the context of the adjacent Enterprise Park
Impact on the living conditions of the occupants and neighbouring properties	Acceptable – site is not within a residential area
Flood risk and drainage	Acceptable – site at low risk of all types of flooding. Surface water runoff from the site drains naturally and infiltrates into the ground. No built development or impervious areas are proposed.
Highway impacts, safety, access and parking	No adverse impacts
Impact on trees	No adverse impacts
Biodiversity	Mitigation and Biodiversity Net Gain enhancements secured via conditions

Issue	Conclusion
Nutrient Neutrality	Waste from on-site portaloos is to be taken to Bournemouth Disposal Depot, therefore no increased inputs into the Poole Harbour Catchment

4. Description of site

The site lies to the southeast of the settlement of Piddlehinton on the southeastern edge of the Piddlehinton Enterprise Park. It is outside the Enterprise Park employment area boundary and the boundary of the Dorset National Landscape/Area of Outstanding Natural Beauty lies approximately 1.2km to the site's northwest.

The site formed part of a military camp during the Second World War. There were huts on the proposed development site at this time and these remained in place in 1972 but had been removed by 1997.

Due to the sites elevated and open position distant views of the site are possible from elevated sections the B3143 to the site's south and Rectory Road and Public Rights of Way to its west within the AONB. Middle distant and more open views of the site are possible from Public Rights of Way on the elevated northeast facing slopes of the River Piddle Valley to the site's south. Close views are possible from the byway to the sites east, though these views are filtered and screened by the existing scrubby woodland along the sites eastern boundary

5. Description of development

Permanent retention of gypsy & traveller transit site for 25no. caravans between 1st April and 30th September

This is an application for permanent retention of the gypsy and traveller transit site, following previous temporary permissions (P/FUL/2024/00163 and WD/D/20/001203) for a gypsy and traveller transit site in this same location.

6. Background and relevant planning history

1/D/12/000150 - Decision: NOB - Decision Date: 29/02/2012 To create a temporary gypsy and traveller site for a nine week period for the duration of the London Olympics 2012

1/D/12/000593 - Decision: NOB - Decision Date: 10/05/2012 Variation of Conditions 5 & 6 of planning permission 1/D/12/000150

1/D/2012/000150 - Decision: TEM - Decision Date: 16/04/2012 To create a temporary gypsy and traveller site for a nine week period for the duration of the London Olympics 2012

1/D/12/000593_1 - Decision: TEM - Decision Date: 20/06/2012 Variation of conditions 5 & 6 of planning permission 1/D/12/000150 - To create a temporary gypsy and traveller site for a nine week period for the duration of the London Olympics 2012

WD/D/14/000368 - Decision: NOB - Decision Date: 05/03/2014 To create a temporary gypsy transit site for three years including August 2016 for 25 caravans. To start March 2014 and end August 2016 inclusive for six months a year

WD/D/14/000368_1 - Decision: TEM - Decision Date: 05/06/2014 To create a temporary gypsy transit site for three years including August 2016 for 25 caravans. To start March 2014 and end August 2016 inclusive for six months a year.

WD/D/16/001217_1 - Decision: TEM - Decision Date: 01/08/2016 Variation of condition 2 of planning permission WD/D/14/000368 to allow for the continued use of the temporary transit site for up to a further three years, to end 31 August 2019, for six months a year.

WD/D/20/001203 - Decision: GRA - Decision Date: 26/03/2021 Create a temporary gypsy and traveller transit site for 3 years for 25 caravans to start 1st April 2020 and end 31st August 2023 inclusive for five months a year

P/FUL/2024/00163 - Decision: GRA - Decision Date: 16/04/2024 One year retention of gypsy & traveller transit site for 25no. caravans between 1st April and 30th September 2024

7. List of constraints

ENV 2; Natural England Designation - Nutrient Neutrality Catchments - Poole Harbour Nutrient Catchment Area; Poole Harbour - Distance: 0

Groundwater Source Protection Areas; LOWER MAGISTON - Distance: 0

Landscape Chara; Chalk Valley and Downland; Cerne and Piddle Valleys and Chalk Downland - Distance: 0

Wessex Water Treatment Works Catchment - Distance: 0

Wessex Water Risk of foul sewer inundation 2023 High Risk of Foul Sewer Inundation - Distance: 0

Wessex Water Sewage Treatment Works 2023 - Distance: 0

Existing ecological network (Polygons) - Distance: 0

Higher Potential ecological network - Distance: 0

Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

Minerals and Waste Safeguarding Area/ Waste Consultation Area - Name: PIDDLEHINTON; - Distance: 0

8. Consultations

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

Consultees

Piddle Valley Parish Council – No objection subject to conditions:

- the security arrangements are maintained
- site will not be in operation all year round
- conditions in the 2014 Management Plan are applied
- CCTV is operational and that Security should be required permanently when there are a minimum of 2 transits on site.

Chalk Valleys Ward member – no comments received

Environment Agency – no comment, application falls outside EA remit

Natural England – no objection, NE concurs with the Councils Appropriate Assessment dated 24 Feb 25

DC - Highways – no objection

DC - Gypsy & Traveller Liaison Officer - confirmation that transit site is still required to provide transit accommodation in the Dorset Council area

DC - Natural Environment Team – biodiversity plan certificate issued

DC - Dorset Waste Team – no details of storage/collection of waste provided

DC - Environmental Assessment – appropriate assessment provided concluding no likely significant effect subject to securing off-site disposal of waste

DC - Planning Policy – advice provided (summarised below) - the transit site would positively contribute to the need for transit accommodation in Dorset Council area

DC - Economic Development and Tourism – no objection

DC - Flood Risk Management – no objections and no recommendations re flood & drainage conditions

DC - Environmental Services – Protection – The site should assist in supplying basic amenity for those using the site, conditions recommended

Wessex Water - no comments received

Dorset Wildlife Trust - - no comments received

Ramblers Association - - no comments received

DC - Camping, Caravan and Park Home sites - no comments received

DC - Public Health Dorset - no comments received

DC - Asset & Property - no comments received

DC - Public Transport - no comments received

DC - Highways Asset Manager - - no comments received

DC - Rights of Way Officer - no comments received

DC - Minerals & Waste Policy - no comments received

DC - Trees (North West Weymouth) – no comments received

Representations received

None received

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.

Within setting of Dorset National Landscape/Areas of Outstanding Natural Beauty (AONB boundary lies approximately 1.2km to the site's northwest): Clause 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty)

9. Relevant policies

Development Plan

West Dorset, Weymouth & Portland Local Plan 2011-2031 Adopted October 2015

Relevant policies include:

- o INT1. PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT
- o SUS2. DISTRIBUTION OF DEVELOPMENT
- o ENV1. LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST
- o ENV2. WILDLIFE AND HABITATS
- o ENV5. FLOOD RISK
- o ENV9. POLLUTION AND CONTAMINATED LAND
- o ENV10. THE LANDSCAPE AND TOWNSCAPE SETTING
- o ENV15. EFFICIENT AND APPROPRIATE USE OF LAND
- o ENV16. AMENITY

Piddle Valley Neighbourhood Plan 2018 to 2033, Made 10 May 2018

Relevant policies include:

- o Policy 6. Road safety concerns
- o Policy 7. Development outside development boundaries
- o Policy 10. Enterprise Park
- o Policy 12. The character and design of new development
- o Policy 13. External lighting

Material considerations

Emerging local plans:

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

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

The Dorset Council Local Plan

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

Implications of current position for Local Plan:

The council did not seek a permanent planning permission for the transit site through the most recent applications (P/FUL/2024/00163 & WD/D/20/001203), because of work on the preparation of a new local plan.

Work on the Local Plan has been delayed; the current Local Development Scheme (March 2024) states that 'The Dorset Local Plan will be a new-style local plan prepared under the proposed reforms to the plan-making system.'

As such, as the local plan is delayed (adoption anticipated in May 2027), a permanent application for retention of the transit site is now made.

The draft local plan itself is at its early stages of preparation and therefore does not carry weight as a planning consideration when taking decisions on applications. The updated Local Development Scheme prepared for the February 2025 meeting of the council's Cabinet indicates 'The Dorset Council Local Plan will be taken forward under the current plan-making system.' The emerging strategy for meeting the area's needs for Traveller sites that is presented in the draft Dorset Council Local Plan will need to be reviewed (taking account of the responses to the consultation held in 2021, the latest GTAA published in 2022, the latest information on the delivery of sites in the emerging strategy and any further options for Traveller sites that might have arisen) as part of preparing a new style local plan.

Work on the Dorset Council Local Plan has subsequently been delayed. The amended Local Development Scheme, approved by a Dorset Council Cabinet Meeting 12th March 2024 states that '*The Dorset Local Plan will be a new-style local plan prepared under the proposed reforms to the plan-making system' and outlines a new timeline for adoption of a new local plan, anticipated that Examination would take place in November 2026 with adoption in May 2027.*

The report to Cabinet 12th March 2024 also clarified that:

The Dorset-wide Gypsy, Traveller and Travelling Showpeople Site Allocations Joint Development Plan Document (DPD) which was being prepared by the former local planning authorities in Dorset, will no longer be taken forward. Any policies relating to, and allocations needed for, Gypsies, Travellers and Travelling Showpeople in the Dorset Council area will be included within the Dorset Council Local Plan.

The emerging strategy for meeting the area's needs for Traveller sites that is presented in the draft Dorset Council Local Plan will need to be reviewed (taking account of the responses to the consultation held in 2021, the latest GTAA published in 2022, the latest information on the delivery of sites in the emerging strategy and any further options for Traveller sites that might have arisen) as part of preparing a new style local plan.

Therefore, decisions on gypsy and traveller sites continue to be determined in accordance with National Planning Policy, with reference to Local Plan Policies INT1 and SUS2, and reference to Dorset and Bournemouth, Christchurch and Poole (BCP), Gypsy and Traveller Accommodation Assessment (GTAA) as outlined below.

Taking account of the baseline position at the point it was prepared, the GTAA indicates that there is a need for a transit site in Dorset and the emerging Dorset Council Local Plan includes a proposed allocation for a transit site at Piddlehinton.

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

Planning policy for traveller sites – PPTS (August 2015 & updated December 2023)

<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

Relevant chapters:

Policy A. Using evidence to plan positively and manage development

Policy B. Planning for traveller sites

Policy C. Sites in rural areas and the countryside

Policy H. Determining planning applications for traveller sites

Policy I. Implementation

Paragraph 3 of the PPTS states that the overarching aim of the policy is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

Annex 1 of the PPTS provides a glossary which notes that, for the purposes of the policy, "gypsies and travellers" means: "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding

members of an organised group of travelling showpeople or circus people travelling together as such.”

The PPTS distinguishes between “pitches” for gypsies and travellers and “plots” for travelling show people, the differentiation being between residential pitches for gypsies and travellers and mixed-use plots for travelling showpeople, the latter potentially needing space for the storage of equipment. A further distinction is drawn between permanent and transit site accommodation needs. Definitions are not provided, but the Mobile Homes Act 1983 (as amended) defines “transit pitch” to mean: “... a pitch on which a person is entitled to station a mobile home ... for a fixed period of up to 3 months” and “permanent pitch” to mean: “a pitch which is not a transit pitch.” Paragraph 28 of the PPTS comments that planning objections to particular proposals may be overcome by various means including the use of planning conditions or planning obligations limiting the maximum number of days for which caravans might be permitted to stay on a transit site (PPTS, paragraph 28).

Dorset and Bournemouth, Christchurch and Poole BCP), Gypsy and Traveller Accommodation Assessment (GTAA) August 2022

<https://www.dorsetcouncil.gov.uk/-/gypsy-and-traveller-accommodation-assessment/update>

This assessment should be taken into consideration when taking decisions on planning applications for Travellers in Dorset Council area.

Gypsy and Traveller Land Availability Assessment

<https://www.dorsetcouncil.gov.uk/-/land-availability>

- o live data base

- o interactive mapping

Nitrogen Reduction in Poole Harbour, Supplementary Planning Document (April 2017)

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024 (extended to end of 2025 with the agreement of Dorset Council Cabinet 17/12/2024)

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.

Having considered the information provided by the applicant, consultation responses, other representations made about the application and relevant planning policies, Officers are satisfied that the proposed development would:

- (i) help to advance equality of opportunity;
- (ii) assist in fostering good relations; and
- (iii) have no material adverse impact on individuals or identifiable groups with protected characteristics.
- (iv) the protected character of race includes Gypsy and Travellers.

The proposed development would have a beneficial impact upon a group with protected characteristics by provision of the transit site.

12. Planning Assessment

Financial Benefits – n/a

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

Environmental implications

- The site is at low risk of flooding
- The application site is outside the AONB
- The site is outside any defined settlement boundaries
- Management, protection & enhancement of on-site green infrastructure (hedgerows and trees) is outlined in the BNG documents and certified Biodiversity Plan & which would be secured by means of planning conditions.

Principle of development

The site has been used as part of the Council’s strategy for meeting the accommodation needs of gypsy and travellers. In particular, a transit site is required in those instances where the Police use their powers pursuant to section 62A of the Criminal Justice and Public Order Act 1994 to direct trespassers to leave land and remove any vehicle and property from the land, which can only be triggered if a transit site or temporary stopping place is made available within a specific local authority area.

The latest assessment around the need for Traveller sites in Dorset is presented in the GTAA that was published in October 2022. The assessments in the GTAA relate to the 15 year period between 2022 and 2037 and are based upon:

- supply of pitches (taking account of planning permissions where it is likely that pitches will be delivered within 5 years and vacant pitches)
- current need (taking account of unauthorised development, concealed/overcrowded households, Traveller households currently living inappropriate accommodation and Traveller households on the waiting lists for public sites)
- future need (taking account households with teenage children who are likely to need accommodation in the next five years, Traveller households living on site with temporary planning permission, new Traveller households that are likely to be formed and Traveller migration into the area)

In total the latest assessment of Traveller sites in Dorset as demonstrated in the GTAA shows a need for 153 pitches, 16 plots and a 25 pitch transit site

In respect to transit sites the GTAA goes states that:

There are currently 2 public transit sites in Dorset. The site at Piddlehinton has temporary permission for 25 transit pitches which expires in August 2023 (although it is currently closed due to COVID). There is also a seasonal transit site that operates for the Great Dorset Steam Fair which has 100 pitches. (Paragraph 1.28).

And:

As a result of the permanent and seasonal transit provision that is already in place in Dorset, the existence of private transit pitches on some sites in Dorset, and historically low numbers of encampments, it is not recommended that there is a need for any additional transit provision in Dorset at this time. (Paragraph 1.29).

The Council does not actively or regularly monitor unauthorised encampments, but it does complete desk top assessments of its planning and planning enforcement records as part of government returns relating to Travellers. The latest GTAA was published in October 2022 (the baseline date for the data used for the forecasting in the GTAA is January 2022), and since its publication there are no records of the council opening any new planning enforcement cases in respect to 'encampments' for Traveller sites during 2024. Nor has the Council granted any planning permissions for any private or public transit sites for Travellers during 2024.

Use of the application site

Since the 2020 application, use of the transit site has been recorded by the DC - Gypsy & Traveller Liaison Officer; details are not routinely kept as to the number of vehicles/people who use the transit site, just the dates that it is in use:

2021 - Total of 8 nights use

7th March 2021 - 7 nights use (relocated from Weymouth)

29th July 2021 - 1 night use (relocated from Weymouth)

2022 - Total of 18 nights use

6th March 2022 – 11 nights use (approx. 12 caravans, relocated from Ferndown)

17th July – 7 nights (approx. 12 caravans, relocated from Weymouth)

2023 - Total 33 nights

8th June – 7 nights (3 caravans, relocated from Weymouth)

25th June – 6 nights (5 caravans, relocated from Weymouth)

26th June – 1 night (7 caravans, relocated from Weymouth)

21st July – 11 nights (approx. 7 caravans, requested transit site be made available)

10th August – 8 nights (3 caravans, relocated from Weymouth

2024 – 0 use

Consideration of justification

National policy and the GTAA recognise that as a matter of principle transit sites may be required to provide temporary accommodation for Travellers whilst working, holidaying, or visiting family in an area. The GTAA shows a resident population of Travellers in Dorset and a need for further permanent pitches and plots which has grown since the last assessment (2017). This resident local population, together with patterns of seasonal working and holidaying connected with Traveller culture, means that there is likely to be a continuing demand for transit site pitches for Travellers in Dorset. The seasonal nature of the proposed use reflects the demand for pitches between early spring (April) and early autumn (September) and patterns of movement connected with working and holidaying.

The above record of use of the Piddlehinton Transit Site demonstrates an ongoing need for such a facility to be provided during this seasonal period. It should also be noted that every year there are number of instances in the Dorset area where Section 62 Notices are served for unauthorised encampments, but the transit site is not subsequently used:

In 2024, 9 Section 62 notices were served, but subsequently the transit site was not used/not required.

It remains very important for a transit facility to be available should the community require it following serving of a Section 62 notice.

It has been previously suggested that a transit site is more appropriately located in in the Bournemouth, Christchurch and Poole (BCP) area. BCP Council is considering a transit site allocation alongside the existing provision in Dorset. The neighbouring council's approach to this issue in their emerging local plan does not mean that there is not also a need for a transit site for Travellers in Dorset Council area.

It should be noted as demonstrated by the records held by the DC - Gypsy & Traveller Liaison Officer as above, that the majority of use of the Transit site flows from the Weymouth area, and therefore a site in the BCP area would not meet the needs of the community in the same way as the Piddlehinton site.

Taking account of the baseline position at the point it was prepared, the GTAA indicates that there is an ongoing need for a transit site in Dorset, and the figures above showing the actual use of the site 2021-2024 support this requirement. Therefore, the ongoing need to provide a transit site is considered to be justified

13. Summary of issues and the planning balance

Location

Local Plan Policy SUS2. Distribution of development (states that: 'Development will be distributed according to the following settlement hierarchy, with a greater proportion of development at the larger and more sustainable settlements.'

It is acknowledged that the site lies outside the development boundaries, however Policy SUS2 clarifies that sites for gypsies, travellers and travelling showpeople are a scenario where development outside development boundaries are acceptable in principle.

The proposal is for a seasonal transit site where occupiers are expected to stay for short periods whilst visiting the area. The range of services and facilities that occupiers of a seasonal, transit site would need to access during these visits is likely to be more limited when compared to permanent residential pitches or plots. The use of the site as demonstrated by records summarised above, indeed shows this to be the case, stays being short in duration. Therefore

the rural location outside a defined settlement boundary is considered to be acceptable in principle.

The application is made for a maximum number of 25 caravans for 6 months of the year; in Officer opinion, this scale of development is unlikely to dominate the nearest settlement, nor place an undue pressure on local services. No representations have been received that use of the transit site negatively impacts on local services/resources etc

Therefore the proposals are considered to be in accordance with SUS2 of the local Plan and National Planning Policy for traveller sites taking into account the justification presented above and the proposed location of the Transit site meeting the needs of the community.

Landscape

No operational development by way of hard surfacing, tracks or access ways are proposed. No removal of vegetation or trees is required for the proposed use. Caravans are positioned between existing vegetation, for the short periods of time they are on the transit site. A detailed assessment of the landscape implications of the proposals was provided by the DC – Senior Landscape Architect in their report dated 12 March 2024 for the previous application.

They summarised that the existing development within the Enterprise Park already has an adverse visual impact on the visual amenity of receptors at a number of surrounding viewpoints and acknowledge that the temporary presence of caravans, associated vehicles and domestic activity is likely to have a cumulative effect adding to and increasing the existing adverse landscape and visual impact the Enterprise Park has on the landscape.

They suggested that protection of existing tree & hedge planting, in combination with further mitigation by way of additional tree planting is desirable to ensure that the use of the transit site does not result in significant adverse cumulative impacts on the landscape. These additional enhancements & planting were and will be again secured via adherence to the certified Biodiversity Plan. BNG enhancements would also be secured via planning conditions

Taking into consideration the temporary and sporadic nature of the use of the site, it is considered that the proposals would not significantly detract from the local landscape character, and is therefore in accordance with Local Plan Policy ENV1.

Highways

The application has been assessed by the Council's Highways Engineer, who confirms that roads leading into Enterprise Park from the B3143 are private and are not highway maintained at public expense. They found the proposals to result in no unacceptable impact on highway safety, and therefore have no objection to the proposals.

Flooding

Overall, the flood risk to the site is very low: - Published flood mapping indicates that the site is outside of the mapped fluvial flood extents, and therefore the flood risk from fluvial flooding is considered to be very low.

- The flood mapping also indicates that the site is outside of the mapped surface water flood extents. Therefore, the flood risk from surface water flooding is considered to be very low.

- The risk of groundwater emergence mapping indicates that the site is in an area of low risk of groundwater emergence. It is proposed that the surface water runoff from the site drains naturally and infiltrates into the ground.

No built development or impervious areas are proposed, and therefore no formal surface water drainage is required. The LLFA have confirmed no objections to the proposed scheme and no drainage related conditions are required.

Nutrient Neutrality

In order to address the potential additional nutrient loading from the proposed development is within the Poole Harbour Hydrological Catchment, the applicant has ensured that the foul waste from the site would be taken to a waste treatment works which is outside of the Poole Harbour catchment. The waste from the site will be treated at the Holdenhurst Waste Water Treatment Works which is located outside the Poole Harbour catchment. This will address the nutrient discharge from the 6 months of operation of the transit site each year.

A method statement from the Waste Disposal company (GAP Ltd) has been provided which outlines the arrangements for collection & waste disposal, and outlines how drivers/operators are and would be made aware of the arrangements via Toolbox Talks and briefing meetings.

Natural England have no objection to the proposed scheme on water quality and nutrient neutrality grounds, on the proviso that the waste disposal arrangements are secured.

A condition is proposed which is worded such that when/if the Waste Disposal company servicing the site changes (currently GAP Ltd), details of the new provisions are submitted to and approved in writing by the LPA to ensure that the waste continues to be taken outside of the Poole Harbour Hydrological Catchment for disposal.

Amenity

There is not considered to be any significant harm to neighbouring residential amenity, the site is not within a residential area, nor close to any residential dwellings. Officers have not been made aware of any complaints from local residents resulting from the use of the transit site.

Other Matters

Environmental Health Officers re-submitted their comments from previous applications re provision of drinking water, waste disposal arrangements etc – arrangements are as previously, and the site is managed by Council staff whilst it is in use.

14. Conclusion

- The proposals are considered to be in accordance with the Development Plan taken as a whole, and there are no material considerations that indicate otherwise. The proposal is also in accordance with National Planning Policy for traveller sites taking into account the justification presented and the proposed location of the Transit site meeting the seasonal accommodation needs of gypsies and travellers.
- A waste disposal methodology ensures that the use of the site has no significant effect on the Poole Harbour Catchment with regards to nutrients.
- The visual impact is considered to be acceptable within the context of the adjacent Enterprise Park
- Biodiversity mitigation & enhancement, and new planting is secured via BNG conditions and the certified Biodiversity Plan
- There is not considered to be any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application.

15. 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:

24/90/1 Location and block plan

Poole Harbour Catchment Map TIN207

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

3. The use of the land shown edged red on the approved plans ref 24/90/1 dated November 2023 as a caravan site shall proceed in strict accordance with the GAP Group Ltd correspondence & methodology, received 13.02.2024 and 04.03.2024, namely that all toilet waste collected from the site shall only be disposed at Wessex Water's Holdenhurst Sewage Treatment Works, Bournemouth.

Prior to a new/different waste operator managing the site, details of the new waste management contractor, including a detailed operational methodology shall be submitted to and agreed in writing by the Local Planning Authority, detailing arrangements for toilet waste to be disposed of outside the Poole Harbour Nutrient Catchment (as shown on approved plan Poole Harbour Catchment Map TIN207), and thereafter the site shall be managed & waste disposed of in strict accordance with the details agreed

Reason: To mitigate for the potential for adverse impact on the Poole Harbour Special Protection Area

4. The use of the land shown edged red on the application site location & block plan, Plan Number 23/96/1 dated November 2023 as a caravan site shall be managed as a local authority transit site for occupation by gypsies and travellers only. For the purposes of this permission, the term "gypsies and travellers" shall be taken to mean persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Reason: To regulate the use of the site

5. Occupation of any caravan stationed on the application site shall be limited to persons of nomadic habit falling within the definition of travellers set out in Planning Policy for Traveller Sites (Department for Communities and Local Government, August 2015) including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age or more localised pattern of trading have ceased to travel temporarily.

Reason: To regulate the use of the site

6. Not more than 25 caravans shall be stationed on the application site at any one time.

Reason: To regulate the use of the site

- 7.No caravan shall be stationed on the application site outside of the land shown edged red on the application location & block plan, Plan Number 24/90/1 dated November 2023, and no part of the application site shall be used for the stationing of caravans outside of the period 01 April and 31 August in any year.

Reason: To regulate the use of the site

- 8.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 17/01/2025 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). 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.

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

i) A non-technical summary;

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

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

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

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

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

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

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

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

Informative Notes:

1. 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 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.