

Application Number:	P/FUL/2024/06284
Webpage:	Planning application: P/FUL/2024/06284 - dorsetforyou.com
Site address:	47 Woolsbridge Road St Leonards and St Ives BH24 2LT
Proposal:	Demolition of existing built form and the erection of three dwellinghouses with associated parking and landscaping. As amended by plan received 14.3.25 to obscure glaze part of bedroom window on rear elevation and insert additional first floor window on NE elevation.
Applicant name:	Ashley Project Limited
Case Officer:	James Brightman
Ward Member(s):	Cllrs R Bryan and B Goringe

1. Reason application is going to committee:

At the request of the Chair of the Eastern Area Planning Committee

2. Summary of recommendation:

A) GRANT, subject to receipt of a satisfactory legal agreement to provide the necessary mitigation for the proposal's impact on the New Forest National Park Special Protection Area, Special Area of Conservation, Site of Special Scientific Interest & Ramsar site and the conditions as set out at the end of this report.

or

B) REFUSE permission for the reason set out below if the agreement is not completed by 4 December 2025 (6 months from the date of committee) or such extended time as agreed by the Head of Planning.

3. Key planning issues

Issue	Conclusion
Principle of development	Acceptable – site in the urban area so location accords with Core Strategy Policy KS2: Settlement Hierarchy
Scale, design, impact on character and appearance	Acceptable – No adverse impact on the character and appearance of the area would occur

Issue	Conclusion
Impact on the living conditions of the occupants of neighbouring properties & the proposed dwellings	Acceptable – Condition advised to require part obscure glazed rear-facing first floor window to bedroom in dwelling at Plot 2 to avoid harmful overlooking of 45 Woolsbridge Rd. Additional window to this room in the side elevation will provide outlook.
Flood risk and drainage	Acceptable – Groundwater monitoring at the site has found no high groundwater levels and on this basis, the risk of flooding is considered to be low
Highway impacts, safety, access and parking	Acceptable – No adverse impact on highway safety and the proposed parking level is appropriate
Impact on trees	Acceptable –no adverse impacts on the remaining trees
Biodiversity	Acceptable – Submitted Ecological Impact Appraisal has been approved by the Council's Natural Environment Team and biodiversity mitigation is acceptable. Biodiversity Credits to be purchased (to be required by Biodiversity Gain Plan that will be required by condition) which will ensure 10% Biodiversity Net Gain achieved.

4. Description of site

- 4.1 47 Woolsbridge Road is a substantial rectangular plot on Woolsbridge Road, the main road through St Leonards, on the junction with Lions Wood, a cul-de-sac. The existing property is a chalet bungalow with a detached garage and vehicular access from Lions Wood.
- 4.2 Lions Wood is mainly characterised by bungalows in large plots whereas Woolsbridge Road has a broader, semi-rural mix of generally older two storey dwellings with low boundary fencing and high hedging fronting onto the road. The existing bungalow on the site follows the building line of Woolsbridge Rd.
- 4.3 On the opposite corner of Lions Wood, a two-storey cottage style dwelling (Kings Gate) has been built in the former garden of no. 49 Woolsbridge Rd (3/16/0789/FUL) to the east, and forward of the building line with Woolsbridge Road.
- 4.4 A significant number of un-protected trees and boundary vegetation were removed before the planning application was submitted so that the site's boundaries with Woolsbridge Rd

and Lions Wood are now predominately open and the site is prominent when approaching on Woolsbridge Rd from the north.

5. Description of development

- 5.1 It is proposed to demolish the existing dwelling and outbuilding and the erect three detached two storey market houses of traditional design with associated parking and accesses from Lions Wood.
- 5.2 The houses on Plots 1 & 2 would have 7.5m ridge heights with Plot 3 having a 7.6m ridge. The depths of the dwellings vary between 7.2m and 8m. Detached single garages are set back to the rear of the dwellings.
- 5.3 All the houses have chimneys with first floor accommodation set partially within their roofs to allow a relatively low two storey eaves height for the main roof of 4.5m. Dormer windows set into the eaves would provide light to the upper floor.
- 5.4 Proposed materials are red brick walls with concrete tiled roofs. No window or door materials are submitted.

6. Background and relevant planning history

P/PAP/2024/00098 - Decision: RESPONSE ISSUED - Decision Date: 03/05/2024:
Demolition of existing bungalow and garage to erect 4 new dwellings (with associated landscaping and access).

Officers advised that the houses on the 2 plots nearest Woolsbridge Rd were over-dominant in the street scene on account of their height (higher than the dwellings currently proposed) and the dwellings were closer together than those in the current application (and there was an additional dwelling proposed). Plot 1 was closer to Woolsbridge Road than the current proposal and had an extensive parking area and access onto Woolsbridge Road.

Concern was raised in respect of the potential impact of overlooking from plots 3 & 4 (to the rear of 45 Woolsbridge Rd) on the rear amenity space of 45 Woolsbridge Road.

7. List of constraints

Dorset Heathlands (5km buffer)

Wessex Water Treatment Works Catchment

Bournemouth Water Consultation Area

Groundwater – Susceptibility to flooding

Natural England Designation - RAMSAR: Dorset Heathlands (UK11021); - Distance: 788.53m

Natural England Designation - RAMSAR: Avon Valley (UK11005); - Distance: 2440.78m

Natural England – RAMSAR: New Forest National Park; - Distance: Approx. 6800m

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

Radon: Class: Class 1: Less than 1%

8. Consultations

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

Consultees

1. Natural England (NE)

Natural England has advised that where there is a net increase in dwellings within the Zone of Influence (13.8 km) of the New Forest Special Area of Conservation, Special Protection Area and Ramsar then the Council should anticipate a likely significant effect arising from recreational impacts. New Forest SAMM mitigation is required to avoid the harm; £400 per dwelling has been calculated as appropriate. This will need to be secured via a legal agreement in addition to the Dorset Heathland mitigation that is currently secured via CIL.

2. Dorset Council Highways

No objection subject to conditions in respect of access crossings specification & turning and parking. Comments below:

- The proposed 9 parking spaces (including 3 garages) are sufficient and in line with Dorset Council's parking standards guidelines
- Any possible on street parking would act as a natural traffic calming and would help to reduce vehicle speeds
- Although the proposed development is near to the junction with Woolsbridge Road, the Highway Code, Rule 243 states, DO NOT stop or park opposite or within 10 metres of a junction.
- It is reasonable to expect that all drivers would drive with due care and attention to the conditions that surround them, taking into consideration the most vulnerable road users.
- The proposal does not present a material harm to the transport network or to highway safety.

3. Dorset Council Trees (East & Purbeck)

No objection: The site been all but cleared of any decent trees and there are no tree issues remaining.

4. Dorset Council Natural Environment Team

NET has approved the submitted Ecological Impact Assessment & has no comment to make on Biodiversity Net Gain (as the proposal does not meet the consultation trigger)

5. Dorset Council Building Control East Team

No comment

6. St Leonards & St Ives Parish Council

Objection

- Policy HE2 - overdevelopment of a plot in a visually dominant position on Woolsbridge Road. Scale, size, bulk and height too large for the plot. Area is predominantly bungalows. Density too great for the area and will disturb the pleasant open vista that currently exists.
- Policy HE3 - the plot could be considered an important view for the village and one that must be preserved. It would have a negative impact on the character of this area of the village.
- Policy LN1 - the amenity space provided is far too small to support the size and type of housing in what is considered a contrived plot.
- Policy LN2 –the density of housing is above a level which acceptable for the locality.
- Policy KS12 – Insufficient parking for the size of the properties. A significant number of vehicles will park on the road close to the junction which would present an unnecessary hazard to motorists.
- Policy ME1 – the proposal adversely affects the biodiversity of this area. With the clearance of much of the existing wildlife habitat it has not been demonstrated that sufficient consideration has been given to the preservation of the local habitat for wildlife.
- Flooding – This area is notable for ground and surface water flooding. The proposal results in a considerable loss of ground surface area - which previously assisted with rainwater soakage so increased flooding is anticipated as is already being experienced in nearby areas where gardens are increasingly being flooded due to overdevelopment.

7. Ward members - St Leonards and St Ives

No comments received

Representations received

Total number of objections	Total number of 'No objections'	Total - comments
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10 representations of objection from 6 properties	0	0
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Summary of objections:

- Impact on road safety & additional traffic generation
- Overdevelopment of site
- Adverse impact on local character
- Impact on local school
- Insufficient garden size and off-road parking
- Trees on site were removed before the application was submitted
- Surface water flooding issues in area
- No liaison with neighbours
- Bungalows more appropriate
- Impact on roots of adjacent trees
- Impact on Avon Heath and local biodiversity
- Biodiversity Net Gain Assessment inaccurate as trees on site removed in Nov 2024 and not 2023
- Conflict with covenants

9. Duties

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

10. Relevant policies

Development plan

In this case the development plan comprises:

Adopted Christchurch and East Dorset Local Plan:

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

KS1: Presumption in favour of sustainable development

KS2: Settlement hierarchy

KS1: Transport and development

KS12: Parking provision

LN1: Size and types of new dwellings

LN2: Design, layout and density of new housing development

HE2: Design of new development

HE3: Landscape quality

ME1: Safeguarding biodiversity and geodiversity

ME2: Dorset heathlands

ME6: Flood management, mitigation and defence

Made Neighbourhood Plans

None relevant

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.

Emerging neighbourhood plans

None relevant

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 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

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

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

Other material considerations

National Planning Practice Guidance

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

New Forest National Park Revised Habitat Mitigation Scheme – adopted July 2020 by New Forest National Park

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.

Housing land supply

On the 26 September 2024, The Planning Inspectorate issued the Inspector's report confirming the Council's Annual Position Statement (APS). The APS confirms that the whole of the Dorset Council area can demonstrate a 5-year supply of housing of 5.02 years, and that this figure is fixed until 31 October 2025 in accordance with paragraph 233 of the

NPPF. An updated APS that reflects the Inspector's findings is available on the Council's website.

Housing Delivery Test (HDT)

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

11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

12. Public Sector Equalities Duty

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

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

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

Access - the submitted elevations show level access to the proposed dwellings and no steps which would be suitable for people with disabilities or mobility impairments. No harm to persons with protected characteristics has been identified beyond potential greater disturbance impacts for those who are housebound during the construction phase.

13.0 Benefits

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

What	Amount / value
Material considerations	
Construction Jobs	Unknown
Non-material considerations	
Annual Council Tax revenue	Net increase of 2 x 3 bed dwellings with corresponding annual Council Tax benefit to the Council of £2,407.64 x 2 = £4,815.28 (if Band D) or £2,942.67 x 2 = £5,885.34 (if Band E).
CIL	Approx. £92,270 for the 3 dwellings

Planning Assessment

14.0 Principle of development

- 14.1 The site is in the urban area where the principle of development is acceptable as the proposal accords with Core Strategy Policy KS2: Settlement Hierarchy. The acceptability of the proposal is subject to its impact on the character of the area, impact on the amenity of neighbours, impact on highway safety; parking provision; flood risk and impact on biodiversity.

Scale, design, impact on character and appearance

- 14.2 Core Strategy Policy LN2 (Design, Layout and Density of New Housing Development) identifies that new housing development should maximise the density of development to a level that is acceptable to the locality. A minimum density of net 30 dwellings per hectare (dph) is encouraged, unless this would conflict with the local character and distinctiveness of an area where a lower density is more appropriate. This policy aligns with the National Planning Policy Framework (NPPF) which encourages the most efficient use of land in sustainable locations such as this, subject to the balance of ensuring proposals respect local character and distinctiveness.
- 14.3 The site's position, on the junction, provides a visual transition between Woolsbridge Road which was the main road through the settlement, and Lions Wood, a narrower cul-de-sac. The contribution of the site to the verdant character of the area has been diminished by the removal of trees and vegetation so the site currently has a more open character.
- 14.4 The application site is approximately 0.11 hectares and the equivalent average density for the proposed 3 dwellings is 33 dph. As shown in the table below, while the proposed plot sizes are smaller than those in Lions Wood, the plot widths are similar to those opposite the site and will maintain appropriate separation between properties. The plot sizes in Woolsbridge Road vary considerably and the proposals would not detract from the character

of this section of Woolsbridge Road or Lions Wood Road; the proposed density will avoid overdevelopment that would harm the area's local character.

Site	Plot area (sq metres)	Plot width (m)	Dwelling footprint (sq metres)	% of plot occupied by dwelling
Plot 1	480	26	102	21
Plot 2	260	14	83	32
Plot 3	340	16	90	26
Blue House (Opposite site to the north)	495	24	100	20
Kings Gate (Opposite site to the north)	345	22	87	25
2 Lions Wood (Opposite site to the north)	1060	16	120	11
3 Lions Wood	731	25	130	17

14.5 The separation distances between the proposed dwellings at between 3m and 5.6m are not out of character with the area. The existing dwelling is parallel with and positioned 3.4m from the boundary with Lions Wood Road. The proposed properties will front onto that highway and have staggered set backs of between 5.5m (plot 2) to 7.8m (plot 3), similar to Kings Gate and The Blue House opposite but less than properties to the south in Lions Wood Road (approximately 10.8m and 14m).

14.6 The Parish Council is concerned over the density of the development. The proposed density exceeds that of some dwellings in Lions Wood but is comparable with the houses at Kings Gate & The Blue House immediately to the north. Officers consider the proposal would maximise the density of housing on the site without detriment to the character of the immediate area and for this reason the proposal accords with Policy LN2 (Design, layout & density of new housing development) of the Core Strategy.

14.7 The Parish Council have also raised concerns about the appropriateness of the scheme on the site which occupies a dominant position on Woolsbridge Road, noting that properties in Lions Wood are mostly bungalows. Officers agree that this is a prominent location and Lions Wood is currently predominantly single storey development but are mindful that the existing

dwelling to be demolished is a chalet bungalow and the site is viewed in the context of two storey houses to the north at Kings Gate & The Blue House and there is a two storey house to the south at 45 Woolsbridge Road.

- 14.8 The proposed dwellings have attractive architectural detailing and relatively modest height and massing. The overall height of the dwellings of between 7.5m and 7.6m and relatively low eaves height of 4.5m, would allow the buildings to sit comfortably in their context avoiding a jarring impact with the bungalows that characterise Lions Wood to the southwest.
- 14.9 When approaching from Woolsbridge Rd and entering Lions Wood, the development would reflect the two-storey scale of the dwellings at Kings Gate and The Blue House and mark the entrance to Lions Wood with traditionally designed buildings using appropriate materials.
- 14.10 The 11m set back of the two-storey section of the dwelling at Plot 1 from Woolsbridge Road will maintain an appropriate building line in that streetscene, similar to Kings Gate to the north and no. 43 Woolsbridge Road to the south and provides sufficient space for boundary hedging such that the dwellings would not appear unduly prominent in the street scene of Woolsbridge Road.
- 14.11 The proposal is not considered to be overdevelopment of the plot as acceptable spaces are provided between the buildings and the dwellings set back an appropriate distance from the road and on this basis the proposal is compatible with its surroundings in respect of site coverage; architectural style, scale, bulk, height, materials, landscaping and visual impact and accords with Policies HE2 (Design of New Development) and policy LN2 (Design, Layout and Density of New Housing Development) of the Core Strategy. No adverse impact on the character of the immediate area as the design of the dwellings is of good quality and they would provide a point of visual interest in the street.

Impact on the living conditions of the occupants of neighbouring properties & the proposed dwellings

Overlooking

- 14.12 The proposed houses are an acceptable distance (24m at the closest point) from the dwellings to the northwest at Kings Gate, The Blue House and 2 Lions Wood to prevent harmful overlooking between the proposed dwellings and these properties.
- 14.13 The first-floor windows on the rear (southeast) of the proposed dwellings would face the northwest boundary of 45 Woolsbridge Road at a distance of between 6.5m to 8.1m so have potential to introduce overlooking of the rear and front garden of this property. The large trees growing on this boundary are shown to be in the curtilage of No.45 and are not proposed to be removed as shown on the submitted tree protection plan. While they would filter views from the first-floor windows in the rear of Plot 1, reducing overlooking, they would not prevent it altogether and it would be possible to obtain views into the front garden of No.45.

- 14.14 Amended plans have been submitted which show obscure glazing of the first-floor bedroom window in the rear of the dwelling at Plot 2. This would prevent harmful overlooking of the neighbouring rear garden and private amenity space at No.45 so it is necessary to secure this by condition (no. 12). A secondary window to this bedroom is to be provided in the side (NE) elevation to provide additional light and outlook to secure appropriate amenity to the occupants of the proposed bedroom.
- 14.15 The overlooking from the sole bedroom window in the southeast elevation of the dwelling at Plot 3 would not be harmful as it would look over the rear section of the rear garden of No.45 which is an appropriate distance from the private outside amenity area immediately to the rear of No.45.
- 14.16 The overlooking opportunities from Plot 1 would not result in harm as this would be limited to views over the front garden of No.45 which appears to be used as a parking/turning area with the main private amenity area to the rear of this dwelling.
- 14.17 Subject to a condition securing the obscure glazing, the proposal is compatible with its surroundings in respect of its relationship with nearby properties and is compliant with Policy HE2 (Design of New Development).

Living conditions for future occupants

Plot 1

- 14.18 The trees on the southeast boundary between Plot 1 and 45 Woolsbridge Rd outside the application site would be around 6m from the dwelling at Plot 1 and the rear-facing windows would look into these.
- 14.19 Given the trees are a coniferous species, they would impact on the outlook to the rooms in the rear (SE) of Plot 1 throughout the year and natural light to these rooms would be reduced in the mid part of the morning.

Plot 2

- 14.20 There are also trees on the rear boundary of Plot 2. These are lower than those on the boundary with Plot 1 and would not result in an unacceptable outlook for the occupants of Plot 2.

Plot 3

- 14.21 The trees on the rear boundary of this plot are sizeable and would impact on the outlook from the rear-facing rooms in the dwelling proposed on this plot.
- 14.22 Although the rooms would be shaded for part of the morning, to maximise light to the ground floor rooms of all dwellings, these elevations have full height glazed openings on the ground floor which are extensive in area to secure acceptable light to these rooms. Additionally, 1 of the ground floor rooms in each dwelling would be triple aspect with a window on the front and side which would allow more light into these rooms.

- 14.23 There is only bedroom on the first floor with its window on the rear and the other rooms are bathrooms and hallways so that the impact from the trees would be limited for the living conditions of occupants.

Outside amenity areas

- 14.24 The plots would have acceptable outside amenity areas and the area of these would be similar to those of The Blue House and Kings Gate opposite the site to the north.
- 14.25 The Parish Council considers the outside amenity space for the proposed dwellings is limited. However, there are no national standards or standards in the local plan to adhere to. The garden sizes are comparable to other new developments in the Eastern area of Dorset Council and the proposal accords with Core Strategy Policy LN1 (Size & type of new dwellings). The gardens would be smaller than others in the area, but this would not result in harm which would justify refusal of the scheme.

Inside living space

- 14.26 The dwellings meet the Nationally Described Space Standards (NDSS) and are compliant with Policy LN1 of the Core Strategy in this respect.

Summary

- 14.27 For the above reasoning, it is considered that the living conditions for future occupants of the dwellings would be acceptable, and the proposal complies with Policy HE2 of the Core Strategy as it would be compatible with its surroundings in respect of mature trees.

Flood risk and drainage

- 14.28 The Parish Council has expressed concern in respect of potential ground and surface water flooding. The site is in an area shown to be susceptible to high groundwater levels but not at high risk of surface or fluvial flooding.
- 14.29 The applicants have provided a Groundwater monitoring technical note dated 2/4/25 by Bellamy Roberts that shows borehole testing was undertaken on the site between 28/1/25 and 25/3/25 and no high groundwater levels were encountered. On this basis, it is considered the site is not at a high risk of groundwater flooding.
- 14.30 A conceptual surface water management strategy to attenuate surface water on site before controlled release into the public surface water sewer is proposed and the Council's Flood Risk Management Engineer considers this to be acceptable, although further on-site attenuation is advised in the form of water butts to buildings to further slow the surface water runoff.
- 14.31 For the above reasons, subject to conditions the proposal complies with Core Strategy Policy ME6 and the policy set out in Section 14 of the NPPF December 2024 (as amended February 2025).

Highway impacts, safety, access and parking

- 14.32 The Council's Highway Engineer advises that the nine parking spaces proposed (3 of which are garages) are sufficient and in line with Dorset Council's parking standards guidelines and any on street parking would act as a natural traffic calming and would help to reduce vehicle speeds.
- 14.33 It is reasonable to expect that all drivers would drive with due care and attention to the conditions that surround them, taking into consideration the most vulnerable road users and the Highway Engineer considers that the proposal does not present a material harm to the transport network or to highway safety.
- 14.34 The Parish Council raises concern over insufficient parking and highway safety. The Council's Highways Officer considers the proposal has an appropriate level of on-site parking and should overspill parking occur on the road outside the site, it would not have an adverse impact on highway safety and provide traffic calming and officers consider Core Strategy Policy KS12 (Parking provision) to be complied with and for the above reasons there would be no harm to highway safety and Policy KS11 is complied with.

Impact on trees

- 14.35 The majority of trees on the site were felled prior to the planning application and the Council's Tree Officer has advised that as a result there are no tree issues with the proposal. 5 new trees and hedging to the plot boundaries with roads are shown indicatively on the site plan and the Ecology Report advises a fruit tree on each plot and a landscaping scheme is required by Condition 7. The proposal accords with Policy HE2 of the Core Strategy as it would have an acceptable relationship with mature trees.

Biodiversity

Ecology

- 14.36 The Parish Council has raised concern over the clearance of a significant amount of vegetation before the application was submitted and Officers are mindful of the associated impacts on biodiversity. The application contains an Ecological Impact Appraisal by Cherry Tree Ecology Ltd v.3 dated 25/10/24 that has been approved by the Council's Natural Environment Team (NET) and the required biodiversity net gain is to be achieved via the purchase of off-site credits (via a Biodiversity Net Gain Plan to be approved by condition) and the proposal accords with Core Strategy Policy ME1 (Safeguarding biodiversity & geodiversity).
- 14.37 The EcIA confirms that trees on the site were cut to stump level in 2023 and further clearance has subsequently occurred so it has been appropriate to use the 2020 habitat baseline. A dusk emergence survey was undertaken but no bat activity was identified.
- 14.38 The important ecological features are: Designated sites, the assemblage of birds, the assemblage of bats both foraging and commuting, and hedgehogs. Mitigation measures

and biodiversity enhancements including nesting provision for birds and bees and roosting opportunities for bats have been identified.

- 14.39 With a condition in place to require the development to be undertaken in accordance with the EclA, the proposal accords with Core Strategy Policy ME1.

Biodiversity Net Gain (BNG)

- 14.40 The supporting documentation identifies that using the 2020 baseline, the proposed development will result in the loss of 0.2995 units of medium distinctiveness and 0.0249 units of low distinctiveness.
- 14.41 0.098 units of low distinctiveness will be provided on site with Biodiversity credits to be purchased to ensure the 10% net gain.
- 14.42 The BNG report advises that a total of 0.3667 habitat units are needed to meet the 10% BNG target. This would be achieved by the statutory condition which requires a BNG Plan to be submitted and approved and on this basis, the proposal would provide the necessary BNG.

Impacts on Protected Habitats

- 14.43 The site is outside 400m but within 5 km of protected Dorset heathlands, a distance within which it has been shown residents have a harmful impact. Mitigation will be secured via the Community Infrastructure Levy in accordance with the Dorset Heathlands Planning Framework 2020-2025 to ensure that harm is avoided.
- 14.44 The site also lies within 13.8km of the New Forest Special Conservation Area and Special Protection Area and Ramsar. Within this area impacts from additional residential units have been identified to result in likely significant effects from recreational impact. New green infrastructure needs overlap with Dorset Heathlands Framework requirement, but Strategic Access Management and Monitoring is required as the measures relate to different sites and issues. This can be secured by legal agreement.
- 14.45 Subject to the above mitigation measures being secured it has been possible to positively conclude a Conservation of Species and Habitats Regulations 2015 appropriate assessment and the proposal accords with policy ME2.

Environmental implications

- 14.47 Carbon emissions will arise during the demolition of the existing property and in the construction stage of the proposed development. The proposal is for 3 new dwellings which will be constructed to current building regulation requirements and which will be serviced by suitable drainage to prevent any additional impact on terms of flood risk that may be exacerbated by future climate change.

15. Summary of issues and the planning balance

- 15.1 It is recognised that there is a national and local need for housing. Notwithstanding that the Council can demonstrate a five year housing land supply until October 2025, significant weight must be given to the benefits of additional housing provision in this sustainable location. The proposal would see a net increase of 2 dwellings on the plot and use the land more efficiently for housing in a manner that is appropriate to the character of the area. The scale and design of the dwellings is appropriate for the locality and no adverse effects would result on biodiversity, highway safety or the amenity of occupants of adjacent dwellings. The application complies with Development Plan as a whole and there are no material considerations that would outweigh the benefits of the scheme.

16. Recommendation

Grant, subject to conditions and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the following:

- Mitigation for the net increase in dwellings on the New Forest National Park Special Conservation Area, Site of Special Scientific Interest, Special Protection Area and RAMSAR and 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:

ARC Architects Ltd Drawings 9767/200C; 201A; 202D; 203A; 204B; 205A

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

3. Notwithstanding the submitted Bellamy Roberts Drainage Strategy Drawing 6094/001 Rev C, prior to the commencement of development a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and providing clarification of how drainage is to be managed during construction and a timetable for implementation of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The surface water scheme shall be implemented in accordance with the approved details including the timetable for implementation.

Reason: To prevent the increased risk of flooding and to protect water quality.

4. Prior to the occupation of the development details of maintenance and management of the surface water sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory

undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

5. Prior to commencement of development hereby approved a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities). The development shall thereafter be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of road safety.

6. The development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements in the ecology report titled Ecological Impact Assessment by Cherry Tree Ecology Ltd v.3 and dated 25 October 2024, and certified by the Dorset Council Natural Environment Team on 31/12/2024.

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

- i) the recommendations detailed in sections 4 & 7 of the approved ecology report have been completed in full, in accordance with any specified timetable, unless otherwise agreed in writing with the Local Planning Authority, and
- ii) evidence of compliance has been supplied to the Local Planning Authority 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 ecology report and thereafter the approved mitigation, compensation and enhancement measures must be permanently maintained and retained in accordance with the approved details.

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

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

Reason: In the interest of visual amenity.

8. Before using any external facing and roofing materials in the construction of the development, details of their manufacturer, colour and type shall have been submitted to and approved in writing by the Local Planning Authority (LPA). All works shall be

undertaken strictly in accordance with the details as approved, unless otherwise agreed in writing with the LPA.

Reason: To ensure the development uses external materials appropriate for its context.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), no additional window(s) or other opening(s) permitted by Class A or C of Schedule 2 Part 1 of the 2015 Order shall be constructed in the rear (SE) elevations of the dwellings on Plots 2 & 3 hereby approved.

Reason: To protect the privacy of the occupants of 45 Woolsbridge Road.

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

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

11. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number 9767/200 C must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

12. Both in the first instance and upon all subsequent occasions, the first-floor window serving a bedroom in the rear side (southeast) elevation of the dwelling at Plot 2 shall be glazed with obscure glass to the maximum level of obscurity. This window shall be hung as shown on ARC Architecture Ltd Drawing No. 9767/202 D with the lower section fixed closed and the upper section openable.

Reason: To preserve the amenity and privacy of the occupants of the adjoining property at 45 Woolsbridge Road.

Informative Notes:

1. Biodiversity Net Gain

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

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

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

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

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

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

2. In addition to this permission, the vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
3. The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.
4. Informative: This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development, and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice. To avoid additional financial penalties, it is important that you notify us of the date you plan to commence development before any work takes place and follow the correct CIL payment procedure.

5. Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

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

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

In this case:

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

6. This application is subject to Biodiversity Net Gain. A Section 106 Agreement is likely to be required to secure the maintenance and monitoring of any Biodiversity Gain Plan or Habitat Management and Monitoring Plan (HMMP) approved by the Council.
7. It is advised that further on-site surface water attenuation in the form of water butts to buildings is provided to further slow the surface water runoff from the site.

B) **REFUSE** permission for the reason set out below if the agreement is not completed by 4 December 2025 9 months from the date of committee) or such extended time as agreed by the Head of Planning:

1. The site lies within 13.8km of the New Forest Special Conservation Area, Special Protection Area and Ramsar. Within this area impacts from additional residential units have been identified to result in likely significant effects from recreational impact. New green infrastructure needs overlap with Dorset Heathlands Framework requirement, but Strategic Access Management and Monitoring is required as the measures relate to different sites and issues. No SAMM contribution has been secured so the proposal is contrary to policy set out in paragraphs 193 of the National Planning Policy Framework 2024 and the Conservation of Habitats and Species Regulations 2017.