

Application Number:	P/FUL/2023/02215		
Webpage:	Planning application: P/FUL/2023/02215 - dorsetforyou.com		
Site address:	Hinton Mill Farm Hinton Parva Dorset BH21 4JG		
Proposal:	Change of Use and Conversion of Four Existing Agricultural Buildings to Class C3 Residential Use Comprising 9 Dwellinghouses, Demolition of Redundant Outbuildings, Provision of Parking and Landscaping and Drainage Infrastructure		
Applicant name:	Gaunts Estate		
Case Officer:	Nikki Clayton		
Ward Member(s):	Cllr Chakawhata		
Publicity expiry date:	21 September 2023	Officer site visit date:	6 October 2023
Decision due date:	31 January 2025	Ext(s) of time:	31 January 2025
No of Site Notices:	X2		
SN displayed reasoning:	Two site notices were displayed to publicise the application for planning permission.		

1.0 The application is before the planning committee at the request of the Committee Chair.

2.0 Summary of recommendation:

Grant subject to conditions as set out at the end of this report and the completion of a legal agreement to secure the affordable housing contribution, or, if no agreement is completed then refuse for failure to comply with affordable housing policy LN3.

3.0 Key planning issues

Issue	Conclusion
Principle of development	Acceptable – The proposal will re-use existing buildings and provide enhancement to the immediate setting of the buildings in accordance with Paragraph 84 of the NPPF.

Scale, design, impact on character and appearance	Acceptable - The proposal is considered to accord with Local Plan Policies HE2 and HE3.
Impact on the living conditions of the occupants and neighbouring properties	Acceptable- the proposal is in accordance with Local Plan Policy HE2 and NPPF paragraph 135 which require development to be compatible with its surroundings including avoiding adverse impacts on neighbouring amenity.
Impact on landscape or heritage assets	Acceptable- The proposal appropriately responds to its context and would not have a harmful impact on the National Landscape in accordance with Local Plan Policy HE3.
Layout and density	Acceptable- The proposed development reuses existing building to contribute towards attaining a sustainable and balanced housing market.
Flood risk and drainage	Acceptable- The application was supported by satisfactory site specific data to demonstrate no groundwater risk; the proposal does not conflict with local policy ME6.
Economic benefits	The proposal will add nine additional dwellings to the housing land supply with associated economic and social benefits.
Highway Safety, Access and Parking	Acceptable- The Highway Authority has advised that the proposal does not present a material harm to the transport network or to highway safety subject to safeguarding conditions being imposed. The layout proposed would allow good access to the dwellings by foot, bicycle and vehicle and the amount of parking provision and its mix of allocated, unallocated and visitor spaces complies with the Dorset Residential Parking Guidance.
Biodiversity	Acceptable- The Council's Natural Environment Team have approved the proposed Biodiversity Mitigation Plan and Officers are satisfied that the impact of the development on any protected species can be adequately mitigated by condition.
Contamination	Acceptable- The Council's Environmental Protection team are satisfied that the impact of development can be safely managed by condition.

5.0 Description of Site

Site description

The application site is agricultural land situated in the rural hamlet of Hinton Parva which is a small group of houses to the northwest of Stanbridge. It is located outside any settlement boundary listed in Policy KS2 of the Christchurch and East Dorset Core Strategy and is within the Cranborne Chase National Landscape (Area of Outstanding Natural Beauty (AONB)). The site is within 5km of protected Sites of Special Scientific Interest (SSSIs).

The submitted Planning Design & Access Statement (PDAS) advises that the application site was previously used for general agricultural purposes and was a dairy (as part of the Gaunts Estate). The dairy operation has now ceased and the PDAS states the buildings are no longer needed for agriculture by the Estate.

None of the buildings on the site are listed or have heritage value.

The access to the site is provided by a lane that serves the hamlet and joins the Cranborne Rd to the southeast. This is predominately single track and rural in character. There are dwellings immediately adjacent to the northwest of the site at Dairy Cottages and a further dwelling to the west at Hinton Mill Farm.

The adjoining site has permission to change the use of and convert four existing agricultural buildings to Class C3 Residential Use to provide 9 dwellings, with associated alterations to other outbuildings to provide parking and storage. This includes the construction of a new car port adjacent to Units B3 & B4. Demolition of redundant and derelict buildings and landscaping enhancements are also proposed. These works are underway.

6.0 Description of Development

The change of use of five redundant former agricultural buildings to form a scheme of 9 dwellinghouses. The buildings are identified on the submitted plans as Barn A (Buildings 1&2), Barn B (Buildings 3&4) and Barn C (Building 5). The remaining structures, Buildings 6, 7 and 8, are all proposed to be demolished as part of the proposed development.

The site will be accessed and serviced from the existing access only lane, which falls within the ownership and control of the Gaunts Estate, and services Hinton Mill Farm as well as the cluster of residential properties which form the hamlet of Hinton Parva.

The proposals do not seek to make any changes to the existing access road. The scheme does however propose changes within the site itself. With the removal of some of the existing buildings, the scheme seeks to provide an access and internal courtyard arrangement between Proposed Barns A, B and C, which will provide the majority of the parking from the scheme in an enclosed position where this will not be read within the landscape, maintaining the feeling of an agricultural farmyard.

On the eastern side of the site, the current access track, which leads southwards into the broader pastureland, is moved eastwards slightly, away from the retained buildings, to allow for private garden amenity spaces to be formed. The route of the track is generally unchanged, but a new more formal route will be formed as opposed to the current permissive route around the edge of the farmyard.

The scheme is arranged about the three retained building masses, Barn A, Barn B and Barn C.

Barn A is to be split into two dwellinghouses, largely following the lines of the existing buildings themselves, with Plot 1 sitting over a single storey, and Plot 2 over two storeys.

Barn B, being the largest of the structures, is to be split into two single storey units (Building 6) to comprise Plots 3 and 4, and three two storey units (Building 7) to comprise Plots 5, 6 and 7.

Barn C at the southern end of the site is to be split into two single storey dwellings, Plots 8 and 9.

The residential curtilages sit entirely within the extent of the existing farmyard and do not project out into the pastureland beyond. The residential curtilages will be enclosed with post and wire or post and rail fencing, and native mix hedgerow will be planted alongside these.

7.0 Relevant Planning History

03/76/2040/HST - Decision: GRA - Decision Date: 26/01/1977

CONVERT AND ERECT BUILDINGS TO FORM DAIRY UNIT ETC.

03/77/1046/HST - Decision: GRA - Decision Date: 19/08/1977

ERECT DAIRY UNIT (AMENDED APPLICATION)

03/78/1543/HST - Decision: GRA - Decision Date: 07/09/1978

RANGE OF LOOSE BOXES AND IMPLEMENT SHED

03/80/2120/HST - Decision: GRA - Decision Date: 12/11/1980

ERECT COMBINE SHELTER AND IMPLEMENT SHED

03/81/0581/HST - Decision: GRA - Decision Date: 04/06/1981

COVERED YARD FOR PART OF DAIRY HERD/STOCK & CALF SHED

03/81/0740/HST - Decision: REF - Decision Date: 04/06/1981

FARM SITE FOR 2 HOLIDAY CARAVANS

3/20/0929/FUL - Decision: GRA - Decision Date: 19/11/2021

Adjacent site: Change of Use and Conversion of four existing agricultural buildings to Class C3 Residential Use (9 dwellings), works to further outbuildings, demolition of a redundant building and construction of new car port.

P/PAP/2022/00358 - Decision: RES - Decision Date: 21/10/2022

Conversion of five existing agricultural buildings to Class C3 Residential Use /
demolition / works

P/VOC/2022/07676 - Decision: Under consideration

Adjacent site: Vary Condition 2 and Discharge Condition 7 of Approved P/A
3/20/0929/FUL (Change of Use and Conversion of four existing agricultural buildings
to Class C3 Residential Use (9 dwellings), works to further outbuildings, demolition
of a redundant building and construction of new car port). As amended by plans
rec'd 24.4.24 to relabel orientations of elevations and add cladding to dormer cheeks
on Barn A.

8.0 List of Constraints

Dorset Heathlands - 5km Heathland Buffer

Legal Agreements S106— relevant to adjacent site Ref: 3/20/0929/FUL – identifies
an exclusion zone within the current application site preventing the keeping of
animals or odour emitting waste, and a second zone where no agricultural machinery
or equipment over 1m in height can be stored.

Risk of Surface Water Flooding Extent 1 in 1000 – on lane outside site but not in site
itself

Areas Susceptible to Groundwater Flooding; Clearwater; $\geq 25\%$ $< 50\%$;

Cranborne Chase & West Wiltshire Downs National Landscape (AONB) (statutory
protection Local Planning Authorities to seek further the purposes of conserving and
enhancing the natural beauty of the area of outstanding natural beauty- National
Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way
Act, 2000)

Groundwater Source Protection Zone

Minerals and Waste Safeguarding Area Sand and Gravel

9.0 Consultations

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

Consultees

1. Cranborne Chase & West Wiltshire Downs National Landscape

Objection on the grounds of:

- Remote, unsustainable location
- Does not conserve or enhance natural beauty

- Harm to biodiversity
- Impact on Heathland
- Harmful light pollution
- Affordable dwellings need to be provided. Failure to do so would trigger an objection.

2. Environment Agency

No comments.

3. Natural England

No objection subject to securing mitigation.

4. Dorset Council Highways

No objection subject to safeguarding conditions.

5. Dorset Council Natural Environment Team

No objection subject to conditions to secure access, turning and parking construction and a construction management plan.

6. Dorset Council Environmental Health

Given the historic use of land as agricultural and proposed change of use to residential, it is considered that the applicant should be required to satisfy the planning authority that the site is adequately characterised in terms of land contamination issues.

To ensure that the risk of nuisance caused during demolition and/or construction is suitably managed/mitigated, the applicant shall produce a suitable Construction Environmental Management Plan (CEMP) for approval by the Local Planning Authority. This should include how nuisance issues such as (but not restricted to) noise, vibration, light, dust, fumes, odours etc. will be managed to prevent nuisance to neighbouring properties.

7. Dorset Council highways

With reference to the amended information, in respect of the above planning application, received on 25 March 2024. The applicant has provided an amended Transport Note containing all the requested information from my previous deferral. The Transport Note demonstrates that the access lane has adequate visibility at the junction with the B3078. A thorough analysis of the access lane has been carried out and it demonstrates that the lane has ample places to pass and is acceptable in width, for the most part.

The proposed parking provision appears to be adequate and in line with our recommended guidance.

The applicant has carried out a thorough analysis of the trip generation of the site, including the previous uses, the proposed development and the already consented development. The analysis shows that there will be a reduction in vehicles trips, with reductions in the AM and PM peaks. It is key to note that there will also be a reduction in the number of HGVs using the lane, and the B3078.

To summarise, the Highway Authority considers that the submitted Transport Note is satisfactory and robust and that the residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 114 and 115 of the National Planning Policy Framework (NPPF) - December 2023.

Therefore, the Highway Authority considers that the proposal does not present a material harm to the transport network or to highway safety and consequently has no objection, subject to the safeguarding conditions.

8. Vale Of Allen Parish Council - Objection

Agree with repurposing redundant agricultural buildings. Dwellings should be for social housing, especially as Estate is selling off some rented housing. Proposals are larger than existing buildings' footprint. Tiny, narrow single track road access to hamlet. This increases the hamlet size by 300%. Access road needs widening. Poor visibility from access road onto fast section of road B3078.

9. Ward Members

No comments received

Representations received

Total - Objections	Total - No Objections	Total – Comments
2	0	0

Summary of comments of objections:

Three objection letters were received from two objectors on the grounds of

- Address should be Hinton Parva, not Witchampton
- Impact on the size of Hinton Parva hamlet- 10 houses prior to previous application
- Concern about the suitability of highway infrastructure- narrow, single track road, used by agricultural vehicles, no pavement, visibility issues onto the B3078 especially when hedges not maintained regularly, liable to flood at the turning off the main road and further down the road, disputes figures in transport note that refer to operation of Long family farm which will continue to operate from nearby fields.

10.0 Duties

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

Section 85 of the Countryside and Rights of Way Act (2000) requires that a Local authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.

11.0 Relevant Policies

Development Plan

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
- KS3 - Green Belt
- KS11 - Transport and Development
- KS12- Parking Provision
- LN1- Size and Types of New Dwellings
- LN2- Design, Layout and Density of New Housing Development
- LN3- Provision of affordable housing
- HE1- Valuing and Conserving our Historic Environment
- HE2 - Design of new development
- HE3 - Landscape Quality
- ME1- Safeguarding biodiversity and geodiversity
- ME2- Dorset Heathlands
- ME6- Flood Management, Mitigation and Defence

Material Considerations

Emerging Local Plans:

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

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

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

The draft 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 Dorset Council Local Plan should be accorded very limited weight in decision making.

Emerging Neighbourhood Plans

None

National Planning Policy Framework (December 2024)

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 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' outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places' 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'- In National Landscapes (Areas of Outstanding Natural Beauty) great weight should be given to conserving and enhancing the landscape and scenic beauty (para 189). Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Other material considerations

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.

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

Housing land supply

On the 26th 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.

12.0 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.

13.0 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.

No disadvantage to persons with protected characteristics has been identified following completion of the development. During the construction phase those who are housebound in the vicinity may be more affected by noise.

14.0 Financial benefits

What	Amount / value
Material Considerations	
None	
Non Material Considerations	
Council Tax	Band D = £21,435.12
Community Infrastructure Levy	£47,307.99 (as of 1 st January 2025)

15.0 Environmental Implications

Carbon emissions will arise during the demolition of the existing buildings and in the construction stage of the proposed development. The new dwellings will be required to meet Building Regulation standards.

An informative has been added to the decision notice to encourage the developer to use sustainable construction methods. Sustainable construction involves using renewable and recyclable materials on building projects to reduce energy consumption and toxic waste. The primary goal of this initiative is to decrease the construction industry’s impact on the environment by utilizing sustainable construction procedures, practicing energy efficiency, and harnessing green technology.

16.0 Planning Assessment

16.1 The main material considerations for this application are:

- The principle of development
- Impact on the character of the area and the National Landscape (AONB)

- Layout and density
- Affordable Housing
- Impact on neighbouring amenity
- Impact on highway safety
- Biodiversity
- Flood Risk
- Contamination

These and other considerations are set out below.

Principle of development

- 16.2 The site is within the open countryside and given the National Landscape (AONB) location it cannot benefit from permitted development rights to convert the buildings to dwellings afforded by Class Q (Agricultural buildings to dwellinghouse) of the Town and County Planning (General Permitted Development) (England) Order 2015.
- 16.3 In accordance with Section 38(6) of the Planning & Compulsory Purchase Act (2004), the application is to be determined in accordance with the development plan (Christchurch & East Dorset Core Strategy 2014) unless material considerations indicate otherwise.
- 16.4 Core Strategy Policy KS2 directs new residential development to larger settlements where it can benefit from proximity to facilities and services. This aligns with the NPPF which seeks to ensure that development is in sustainable locations; paragraph 83 of the NPPF notes that in rural areas *'housing should be located where it will enhance or maintain the vitality of rural communities'*.
- 16.5 The proposed site is outside any settlement identified in CS Policy KS2 and lies in a small hamlet where this policy states development would not be allowed unless it is functionally required to be in the rural area. The proposed dwellings are not presented as having a functional rural requirement and the proposal does not accord with this policy as a result. The policy does not distinguish between re-use of buildings and new buildings and only refers to 'development'.
- 16.6 There are no specific policies in the Core Strategy that deal with conversion of buildings to dwellings (excluding live-work units which the proposed dwellings are not). Paragraph 84 of the NPPF identifies that isolated dwellings should be avoided unless one of the exceptions is met. These include where *'c) the development would re-use redundant or disused buildings and enhance its immediate setting'*.
- 16.7 When approving the re-use of the redundant farm buildings adjacent to the site to the northwest under application 3/20/0929/FUL, the Council determined that the proposal was acceptable under the equivalent NPPF paragraph (then para 80). Although isolated dwellings (remote from services and facilities) would result

from the re-use of redundant buildings the development was judged to enhance the immediate setting of the buildings which justified the otherwise unsustainable location.

- 16.8 The buildings now proposed to be re-used are utilitarian in appearance. The structural surveys show they can be converted without substantial reconstruction and detail what works would be required to re-use them as dwellings, thereby confirming that the proposal can be treated as the re-use of buildings rather than rebuilds or replacements.
- 16.9 NPPF paragraph 84 c) accords with the aims set out at NPPF paragraph 157 to support the transition to a low carbon future by re-using existing resources where the conversion of existing buildings is encouraged.

Enhancement to the setting of the buildings to be re-used

- 16.10 The removal of the red shaded areas of the existing buildings as shown on ref: canopy removal plan will benefit the setting of the remaining buildings.



- 16.11 The proposed plan and visuals show a post & rail fence and new planting along the site's boundaries which would be appropriate for this rural area. This would add to the enhancement of the setting of the buildings as well as providing biodiversity opportunities subject to the inclusion of species that had biodiversity value which can be secured by condition.
- 16.12 The external materials to be used are suitable and overall it is anticipated that there would be an enhancement of the setting of the buildings to be re-used in terms of reduced scale of development, provision of additional landscaping and appropriate boundary treatments.

Highways and accessibility

- 16.13 Policy KS11 encourages the siting of development in accessible locations which are well linked to existing communities by walking, cycling and public transport routes. The application site lies in a relatively remote, rural location where future occupiers will be dependent upon private vehicles, but this is a feature of rural Dorset where opportunities to maximise sustainable transport options are limited as recognised by NPPF paragraph 110 so the weight against approval of the application is limited.
- 16.14 The requirements of transport policy KS11 include safe access onto the existing transport network, safe movements on the immediate network. The applicant has provided an amended Transport Note in response to the highway engineer's request. The Transport Note demonstrates that the access lane has adequate visibility at the junction with the B3078. A thorough analysis of the access lane has been carried out which demonstrates that the lane is mostly acceptable in width and has ample places for vehicles to pass other road users. The Council's highway team has not identified any requirement for upgrades to the lane to facilitate the proposed development.
- 16.15 The applicant has carried out an analysis of the trip generation of the site, including the previous uses, the proposed development and the already consented development. Table 1 Existing Site Trip Generation

	AM Peak Period (0800-0900)		PM Peak Period (1700-18000)		Daily (12 Hour – 0700- 1900) (75%)
	Arrivals	Departures	Arrivals	Departures	
Ashton Dairy	3	3	3	3	47
The Long Family	3	2	2	3	38
Gaunts Estate	1	0	0	1	8
Total	7	5	5	7	93

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Daily (12 Hour – 0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Vehicle Trip Rate per dwelling	0.077	0.244	0.321	0.205	4.630
Consented (9 Dwellings)	1	2	3	2	42
Proposed (9 dwellings)	1	2	3	2	42

Table 2 Proposed Dwellings Vehicle Trip Generation

The transport assessment identifies that residential development will replace both Ashton Dairy and the Long Family farm. It anticipates that following the development of the site, the surrounding farmland which forms part of the Gaunts Estate will no longer require regular access via the unnamed access road, utilising a different access, and therefore these movements would also be removed.

16.16 Table 2 demonstrates that the no.9 proposed dwellings are anticipated to generate 3 vehicle trips in the AM peak period, 5 vehicle trips in the PM peak period and 42 vehicle trips across a 12-hour period. The consented dwellings are expected to generate the same amount, meaning that over-all a vehicle trip generation of 6 two-way vehicle movements is expected in the AM peak hour and 10 during the PM peak hour.

16.17 A net impact assessment was undertaken to determine the likely impact of the proposed development and the approved site adjacent to the proposed site in comparison to the existing site uses. The net impact assessment is provided in Table 3.

Table 3 Net Impact Assessment

	AM Peak	PM Peak	Daily (12 Hour)
Existing Site	12	12	93
Proposed Site + Approved Site	6	10	84
Net Impact	- 6	- 2	- 9

16.18 The submitted analysis anticipates a reduction in vehicles trips, with reductions in the AM and PM peaks and a reduction in the number of HGVs.

16.19 The details in the Transport report have been criticised by those with knowledge of former farming practice on the site and current use of agricultural land in the vicinity. Based upon the available information officers recognise that trip rates associated

with the former agricultural use of the Long Family farm were lower than suggested as the farm had limited staff who lived on site, animal food was predominantly homegrown, HGV movements associated with bedding were more limited than suggested and the farm operated as a closed herd. The objector has also clarified that if in dairy use only one tanker visit per day would have been reasonably anticipated so the estimates for Ashton Dairy may also be exaggerated, and that land continues to be used for agricultural purposes so not all of the agricultural traffic can be discounted following conversion. For the purposes of the transport assessment, it is reasonable to take account of trips that could result from alternative management of the unfettered agricultural use. Taking account of the additional detail provided by the objector, officers acknowledge that it is likely that the trip rates related to the existing use would be lower than those shown in the tables provided.

- 16.20 Since the Transport Note appears to officers to over estimate agricultural traffic, officers have assessed the proposal on the basis that trip rates are unlikely to reduce and may increase. The nature of the traffic movements have also been considered; a greater number of movements are anticipated during peak times and residential movements are more likely in the evening. Cars and vans would comprise the majority of movements, with a reduction in HGVs and large agricultural vehicles, although these would continue to use the track to access surrounding agricultural land.
- 16.21 The Highway Authority considers that the submitted Transport Note is satisfactory and robust and that the residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 114 and 115 of the National Planning Policy Framework (NPPF) - December 2024.
- 16.22 Therefore, the Highway Authority has advised that the proposal does not present a material harm to the transport network or to highway safety subject to safeguarding conditions being imposed.
- 16.23 The layout proposed would allow good access to the dwellings for occupiers and the amount of parking provision and its mix of allocated, unallocated and visitor spaces complies with the Dorset Residential Parking Guidance. The proposal therefore accords with policies KS11 and KS12 in respect of highway safety and parking.

Design & impact on the character of the area and National Landscape (AONB)

- 16.24 Core Strategy Policy HE3 (Landscape quality) requires development to protect and seek to enhance the landscape character of the area and show they have had regard to the AONB Management Plan. The policy states the following;

'Policy HE3 Landscape Quality Development will need to protect and seek to enhance the landscape character of the area. Proposals will need to demonstrate that the following factors have been taken into account:

- a. The character of settlements and their landscape settings.*
- b. Natural features such as trees, hedgerows, woodland, field boundaries, water features and wildlife corridors.*
- c. Features of cultural, historical and heritage value.*
- d. Important views and visual amenity.*
- e. Tranquillity and the need to protect against intrusion from light pollution, noise and motion.*

Development proposals within and/or affecting the setting of the Area of Outstanding Natural Beauty will need to demonstrate that account has been taken of the relevant Management Plan. Within the Areas of Great Landscape Value development will be permitted where its siting, design, materials, scale and landscaping are sympathetic with the particular landscape quality and character of the Areas of Great Landscape Value. Planning permission will be refused for major developments in these designated areas except in exceptional circumstances and where they are in the public interest.'

- 16.25 The National Planning Policy Framework (12 December 2024) states (paragraph 187) that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, which include National Landscapes (AONBs). Paragraph 189 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Landscapes. The Cranborne Chase National Landscape has international dark skies status and pollution from light sources in new development should be avoided.
- 16.26 The proposal for 9 residential homes is a 'minor development' in planning terms but it has been necessary to consider whether the scheme, in combination with the adjacent residential development of a further 9 units, would represent 'major development' in the National Landscape for which permission should be refused. Footnote 67 confirms that whether or not a scheme is major is '*a matter for the decision maker, taking into account its nature, scale and setting and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined*'.
- 16.27 In this case the proposal will reuse existing buildings to provide housing and erect an four bay car port with an overall reduction in built form. The total number of additional dwellings, in combination with the adjoining site, is 18 which is significant in relation to the number of dwellings in the hamlet of Hinton Parva, but it is not judged that the development would have a significant adverse impact on the purposes for which the area has been designated for the following reasons:

Impacts on the National Landscape (AONB)

- 16.28 The site lies within the Stour and Avon Tributary Valleys character area of the National Landscape described as '*lush farming country that provides a peaceful and unified environment*' in the Cranborne Chase Character Assessment. The shallow valleys of the tributaries of the Stour and Avon have been exploited for the cultivation of arable crops or improved pasture and provide corridors of movement and support distinctive linear villages which provide an intimate landscape. The assessment identifies a moderate strength of character and landscape condition and identifies that future management should conserve the strong visual unity of the valleys, pattern of linear villages and semi-natural habitats and to restore declining features including planted boundaries.
- 16.29 Within this context, the proposal would see the retention and refurbishment of the redundant farm buildings with designs and appearances that reflect the former agricultural character of these buildings. The re-use of the buildings would be associated with some urbanisation (fenestration and gardens) but, overall, an improved visual appearance as a result of removal of hardsurfacing, the siting of parking spaces within the courtyard, careful use of materials and soft landscaping. Conditions can remove permitted development rights for extensions, outbuildings and future boundary demarcation that could result in harm (no. 14 and 15).
- 16.30 The functional appearance of the buildings distinguishes them from the established dwellings within Hinton Parva but as pre-existing built form their retention is acceptable and limits the impact on the National Landscape. The roofing materials should be matt in colour to avoid sunlight reflection. Details can be secured by condition (no. 9).
- 16.31 The proposal is to retain and convert the existing buildings using materials that would be appropriate in the context of the agricultural character of the application site. The overall design approach for the buildings to be converted is considered suitable, and although domesticating the buildings by the addition of glazed window openings and roof lights, this would not adversely detract from the character of the site in respect of the visual impact in daylight hours.
- 16.32 Cranborne Chase is an International Dark Sky Reserve. The dark skies contribute to the tranquil character of the National Landscape. Engagement with the agent during the application process has secured changes to the arrangement of rooflights in the buildings and the elevation design to reduce the potential for light spill at night.
- 16.33 Six of the 11 existing roof lights have been removed from barn A and of those remaining 3 are to serve bathrooms where the use of lights is likely to be transient, 1 is to serve a landing area and only 1 will a habitable room, a kitchen. A condition can reasonably be imposed to secure the fitting of blackout blinds on these few rooflights (no. 13) with an informative note to encourage their use. A further condition

is necessary to remove permitted development rights for any additional rooflights (no. 16).

- 16.34 All the existing 32 rooflights are to be removed from barn B. Brise-Soleil, a series of horizontal blades, have been added to the south-east elevation of building B serving the three larger glazed window groups at first floor level (towards the northern end of the façade) which face outwards from the site towards the access track on its eastern edge. This will reduce the overall visibility of the glazing and, having regard for its set-back, in oblique views give the appearance of a more solid timber clad façade in this location. Brise-soleil is also proposed to be added at first floor level within the north-west facing elevation of Barn B to both high level windows located towards the southern end of the façade to be secured by condition (no. 13). The reduction in the number of rooflights and the amendments to the glazing are judged to provide the necessary protection to protect and enhance the character of the National Landscape associated with the Cranborne National Landscape International Dark Skies designation.
- 16.35 Light pollution would arise from any insensitively designed external lighting so a condition is necessary to control external lighting (no. 14).
- 16.36 AONB Management plan policy PT18 supports the reuse of rural buildings that do not result in an increase in traffic, or loss of character or tranquillity. The Cranborne Chase National Landscape Team have raised concerns about the impact of the proposal on the tranquillity of the lane that provides access to the site. The 9 dwellings will result in a cumulative total of 18 properties on the wider, formerly agricultural, site and associated traffic arising from commuting to work; deliveries, school runs, leisure trips and visitors to the occupants of the dwellings.
- 16.37 The highway information supporting the application identifies a reduction in trip rates compared to the theoretical trips that could be associated with continued agricultural use. However, the Transport Note does appear to officers to have over-estimated the agricultural traffic intensity. Whilst it is acknowledged by officers that trip rates may increase compared to the previous use of the land, the difference in trip rates compared to those that could be generated by alternative farm management are considered unlikely to materially change the character of the use of the lane when taking into account the potential for larger, noisy vehicle movements associated with agricultural vehicles that would impact tranquillity. The Cranborne Road, B3078, which is a key distributor road in the local area is approximately 640m to the east. Overall, a significant loss of tranquillity is not anticipated.

Summary

- 16.38 The proposal has the potential to have a modest impact on the tranquillity of the National Landscape associated with the proposed intensity of residential use of the dwellings in combination with the adjacent housing development compared to the

agricultural use, but overall it is judged that the proposal would enhance its immediate setting. The mitigation secured by conditions is judged sufficient to ensure that the proposal would have no adverse impact on the landscape and the conversion of the existing buildings into a visually cohesive development within a carefully landscaped setting would locally enhance the scenic beauty of the National Landscape.

- 16.39 Subject to conditions securing landscaping detail, materials and control of external lighting the proposal is considered to accord with CS Policy HE3 (Landscape Quality).

Layout and density

- 16.40 Policy LN2 'Design, Layout and Density of New Housing Development' says that, on all sites, the design and layout of new housing development should maximise the density of development to a level which is acceptable for the locality. The proposed development reuses three existing buildings to contribute towards attaining a sustainable and balanced housing market. The scheme provides x2 two bedroom, x3 three bedroom and x4 four bedroom dwellings; 9 new dwellings in total. This application is a similar scheme to that recently approved on the adjoining site and is considered to accord with policies LN1 and LN2.

16.41 Affordable housing provision

The application site forms part of a larger residential development that also comprises the adjacent land to the northwest where development is under way. The two sites are considered as one for the purposes of affordable housing provision. It is appreciated that the site for the current proposal is not brought forward at the same time as the adjacent site that has planning permission for 9 dwellings, but it is important that developers should not avoid contributing to affordable housing provision by undertaking piecemeal development. (A similar situation was encountered by a planning inspector in an appeal at Sestri, Broadway, Chilcompton, Radstock APP/Q3305/W/21/3279580.)

- 16.42 The total of 18 dwellings on land owned by the applicant triggers the need for affordable housing to comply with Core Strategy Policy LN3 and Policy PT23 of the Cranborne Chase AONB Management Plan 2019-2024 which also encourages the provision of affordable housing.

- 16.43 In East Dorset there is an adopted SPD which covers affordable housing contributions, the financial contributions are covered in section 9.

- 16.44 In accordance with the SPD the contributions are set at £350 per sqm. In this development the average floor area of the homes is 148sqm. This gives a floor area of 1,332sqm for the nine units. Therefore $1,332 \times £350 = £466,200$.

- 16.45 This requirement is recognised by the application and a legal agreement is being drawn up. Affordable housing will therefore be secured in accordance with policy LN3.

Impact on the amenity of occupants of adjacent property

- 16.46 The separation distances and relationship between the proposed dwellings and those permitted on the adjacent site are appropriate and would ensure that the residential amenities of the occupants of both schemes would be acceptable.
- 16.47 The proposed carport would introduce new built form to the north of units A3 and B1 on the approved scheme. The carport has an eaves height of 2.5m and ridge of 4.8m and will extend north east of the rear elevation of unit A3 by less than 5 metres. It is anticipated to have a positive impact for neighbouring amenity, acting as a barrier reducing disturbance that may otherwise arise for neighbours from the parking court without being over bearing or resulting in harmful overshadowing for the occupants of the adjoining development.
- 16.48 The proposal is judged to minimise impacts on neighbouring amenity as required by policy HE2.

Impact on protected species

- 16.49 There are significant opportunities for biodiversity enhancements on the site through new landscaping and habitat creation. The proposed native mix hedgerow boundaries and new tree planting will provide opportunities in this respect. The new build construction of the building proposed will provide opportunities to include biodiversity enhancing features, such as bat bricks or boxes and bee bricks, to provide new permanent biodiversity opportunities. Any approval will be subject to a condition to secure the mitigation and enhancement proposals within the submitted Biodiversity Plan approved by the Dorset Council Natural Environment Team therefore the proposals are in accordance with Policy ME1.

Impact on protected heathland sites of Special Scientific Interest

- 16.50 The application site lies within 5km but beyond 400m of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site.
- 16.51 The proposal for a net increase of 9 residential units, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.
- 16.52 The appropriate assessment has concluded that the mitigation measures set out in the Dorset Heathlands 2020-2025 SPD can prevent adverse impacts on the integrity

of the site. The SPD strategy includes Heathland Infrastructure Projects (HIPs) and Strategic Access Management and Monitoring (SAMM). The strategic approach to access management is necessary to ensure that displacement does not occur across boundaries.

- 16.53 The Council collects Heathland mitigation payments via the Community Infrastructure Levy (CIL) which will secure the necessary contribution in accordance with the Dorset Heathlands SPD.
- 16.54 With the mitigation secured the development will not result in an adverse effect on the integrity of the designated site so in accordance with regulation 70 of the Habitats Regulations 2017 planning permission can be granted; the application accords with Core Strategy Policy ME2.

Flooding

- 16.55 The FRA and drainage strategy submitted recognises that the site lies within an area identified by the Council's Strategic Flood Risk Assessment (SFRA) as being susceptible to high ground water levels. The latest Environment Agency data shows an area of surface water flooding in the northeast corner of the site. No sequential test is required because the proposal is to convert existing buildings.
- 16.56 Site specific data from ground water and surface water investigations has informed a Flood Risk Assessment and an appropriate conceptual surface water drainage scheme has been identified to demonstrate that increased flood risk can be avoided in accordance with policy ME6. The surface water management and maintenance details can be secured by condition (no. 7 and no.11).
- 16.57 An objector raised the issue of flooding of the access road. The latest Environment Agency data for surface water flooding suggests that there is the potential for surface water pooling near to or on the highway serving Hinton Parva in a 1 in 1000 year event. The degree of flood risk is low and there is no evidence that surface water on the road would impede access for future residents.

Contamination

- 16.58 The Council's Environmental Health Officer (EHO) has advised that there is potential for previous agricultural contaminative activities on site and the site is adjacent to land previously used as paper, packaging products manufacture. On this basis the EHO advises that a desktop preliminary risk assessment should initially be undertaken to establish the potential risk of any possible contamination, and the Council's standard contaminated land condition is applied to any planning permission. This takes a precautionary staged approach and would require investigation, analysis and remediation where contamination is suspected and found on the site.

- 16.59 The issue of potential contamination can be addressed by suitable condition and in the absence of actual evidence of contamination on the site, it is judged that securing further information prior to determination is not warranted. The proposal does not conflict with Saved policy DES2 of the EDLP in terms of contamination, nor does it conflict with paragraph 189 of the NPPF (ground conditions & pollution).

17.0 Conclusion

Whilst the proposal fails to accord with policy KS2 as the site is in an isolated hamlet and the proposed dwellings are not presented as being functionally required, the Local Plan is silent on the conversion of redundant buildings to housing. The NPPF encourages the reuse of existing buildings (paragraph 161) and the proposal which secures the removal of unsightly structures together with new landscaping is, on balance, considered to enhance the immediate setting of the redundant farm buildings in accordance with NPPF paragraph 84, justifying the otherwise unsustainable location for housing.

Notwithstanding the Council's APS, there is a recognised national and local housing need that cannot be met by the existing Local Plan. The benefits of providing 9 dwellings towards the Council's housing land supply and an affordable housing contribution are given significant weight. No harm that would outweigh these benefits has been identified.

Subject to conditions, the material considerations support a recommendation of approval.

18.0 Recommendation

To delegate authority to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to either:

A) GRANT permission subject to the completion of the legal agreement to secure the necessary affordable housing contribution and the following conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

PL-04 A Canopy Removal Plan

PL-10 D Proposed Site Plan with approved neighbouring layout shown
PL-12 C Barn A Proposed plans and Access plan
PL-13 D Barn B Proposed plans and Access plan
PL-14 A Barn C Proposed Floor Plans & Elevations
PL-15 C Barn A Proposed North & South Elevations
PL-16 C Barn A Proposed East & West Elevations
PL-17 E Barn B Proposed Elevations and Section
PL-18 A Barn C Proposed Elevations
PL-19 B Barn B Existing & Proposed Roof Plans
PL-20 A Car Port Proposed Floor Plans & Elevations
AB-1 - Building Identification Plan

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

3. Prior to the commencement of development a scheme shall be submitted to the Local Planning Authority to deal with potential contamination of the site. Such scheme shall include the following actions and reports, which must be carried out by appropriately qualified consultant(s):
 - (a) A Preliminary Risk Assessment (site history report), which shall, by reference to site layout drawings of an appropriate scale, include a history of the site, past land uses, current and historical maps, site plans, locations of any known spillages or pollution incidents and the location and condition of old tanks, pits, fuel or chemical storage areas, and site reconnaissance to produce a conceptual site model and preliminary risk assessment. (Please note it is the responsibility of the landowner, developer or consultant to provide and disclose all relevant information).
 - (b) A Field Investigation (site investigations) and Detailed Quantitative Risk Assessment (based on the information contained in the site history report), will be required where the appointed consultant and/or the Local Planning Authority anticipate that contamination may be present in, on or near the proposed development area. The site investigation report must characterise and identify the extent of contamination, identify hazard sources, pathways and receptors and develop a conceptual model of the site for purposes of risk assessment.
 - (c) Before any works commence on site, should (in the opinion of the Local Planning Authority) investigation works be required, consultants appointed to carry out intrusive site investigation work must submit their sampling strategy to the Local Planning Authority for approval.
 - (d) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Strategy, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s), or

part(s) thereof recommended in the remediation strategy, shall require approval to be obtained in writing from the Local Planning Authority.

- (e) No development shall occur until the measures approved in the remediation strategy have been implemented in accordance with the remediation statement to the satisfaction of the Local Planning Authority. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.
- (f) If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation strategy submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority.
- (g) On completion of all the works detailed in the agreed Remediation Strategy, a Remediation Verification Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have supervised all the agreed remediation actions. This report to be submitted to the planning authority confirming that all works as specified and agreed have been carried out to the point of completion. Until the Planning Authority is in receipt of said Remediation Verification Report and is satisfied with the contents of the statement and the standard of work completed it will be viewed that the remediation of the site is incomplete.

Reason: This information is required prior to commencement to safeguard the amenity of the locality and future residents.

- 4. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number PL-10 rev A must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

- 5. 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
- location of construction site access

- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic 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.

6. Before the development hereby approved commences a Construction Environmental Management Plan (CEMP) must be submitted to and approved in writing by the Planning Authority. The CEMP must include how nuisance issues such as (but not restricted to) noise, vibration, light, dust, fumes, odours etc. will be managed to prevent nuisance to neighbouring properties. There shall be no bonfires on site at any time.

Reason: To protect residential and visual amenity.

7. Prior to commencement of development details of the surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority and the approved drainage scheme shall be completed before occupation of the development. The works should have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS)

Reason: To avoid drainage problems as a result of the development with consequent pollution or flood risk and to take into account current national standards for SuDS.

8. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan or Landscape Ecological Management Plan (LEMP) certified by the Dorset Council Natural Environment Team on 12 09 23 must be strictly adhered to during the carrying out of the development.

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

- i) the mitigation, compensation and enhancement/net gain measures detailed in the approved biodiversity plan or LEMP have been completed in full, unless any modifications to the approved Biodiversity Plan or LEMP as a result of the

requirements of a European Protected Species Licence have first been submitted to and agreed in writing by the Local Planning Authority, and
ii) evidence of compliance in accordance with section J of the approved Biodiversity Plan/the LEMP has been supplied to the Local Planning Authority. Thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

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

9. Prior to their first use on the site, details (including colour photographs) of all external facing materials for the wall(s) and roof(s) shall have been submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

10. Prior to the installation of any windows on the site, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to first occupation on site or in accordance with an agreed timetable. These details shall include:
 - (i) hard surfacing materials;
 - (ii) details of any hard boundary enclosures
 - (iii) a ground rehabilitation scheme to ensure the areas to be planted are prepared adequately to support new planting; and
 - (iv) planting plans including plant and tree species, numbers and pot sizes.If within a period of 5 years from the date of the planting of any tree/plant, that tree/plant or any tree/plant planted in replacement for it, is removed, uprooted or destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) another tree/plant of the same species and size as that originally planted shall be replanted in the first available planting season unless the Local Planning Authority agrees in writing to any variation.

Reason: Landscaping is considered essential in order to preserve and enhance the visual amenities of the locality.

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

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

12. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on the approved plans must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

13. Prior to first occupation of the dwellings, the brise-soleil shall be fitted as shown on the approved plans and the rooflights shall be fitted with blackout blinds. These features shall thereafter be retained.

Reason: To protect the dark night skies character of the National Landscape.

13. No external lighting shall be installed at the properties hereby approved without details first having been submitted to and approved in writing by the Local Planning Authority. The lighting shall be motion sensitive and shall be installed in accordance with the approved details and maintained as such thereafter. Details of appropriate lighting is provided by the Cranborne Chase Area of Outstanding Natural Beauty Good Practice Note on Good External Lighting that can be downloaded from http://www.ccwwdaonb.org.uk/uploads/docs/Our_Work/AONB_lights_fittings_BMizon.pdf

Reason: To protect the character of the Area of Outstanding Natural Beauty

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting, or modifying that Order), no extensions to the buildings or their roofs including porches (other than those expressly authorised by this permission) shall be constructed, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To control the appearance of the development in the interests of the Area of Outstanding Natural Beauty.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting, or modifying that Order with or without modification), no wall, fence or other boundary demarcation permitted by Class A of Schedule 2 Part 2 nor outbuilding permitted by Class E of Schedule 2 Part 1 of the 2015 Order shall be erected or constructed to the north of buildings A and B nor to the east of building B and C.

Reason: To control the appearance of the development in the interests of protecting the natural beauty of the Area of Outstanding Natural Beauty.

16. 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 and Class C of Schedule 2 Part 1 of the 2015 Order shall be constructed in the dwellings hereby approved.

Reason: To protect the dark night skies and natural beauty of the Cranborne Chase National Landscape

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.
- The applicant was provided with pre-application advice.

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

3. 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.

4. Any work carried out to comply with conditions relating to land contamination must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

5. Biodiversity Net Gain

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

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

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

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

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

- The application for planning permission was made before 12 February 2024.

Or B) Refuse permission for the reasons set out below if the s106 agreement is not completed by 23 January 2026 or such extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Development Management Area Manager East

Reason for refusal: The application is contrary to Policy LN3 of the Christchurch and East Dorset Local Plan 2014 as there is no legal agreement in place to secure the appropriate affordable housing contribution that is necessary because the proposal forms part of a larger residential development that also comprises the adjacent land to the northwest (permission 3/20/0929/FUL) with a combined total of 18 dwellings.