

Application Number:	P/FUL/2025/04705
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land on the East Side of The Drove and the North Side of Dorchester Road (A352) Winfrith Newburgh Dorchester DT2 8LA
Proposal:	Change of use of land from agriculture to a development of 4 plots for travelling showpeople comprising 4no. caravans for residential occupation and 4no. storage buildings with associated access and landscaping. As amended by plans rec'd 1/5/26 to omit planted bund in Flood Zone 3
Applicant name:	Mr & Mrs O'Connell
Case Officer:	James Brightman
Ward Member(s):	Cllr Beddow and Cllr Baker

1. **Reason application is going to committee:** The application is for major development, and an objection has been received from Winfrith Newburgh & East Knighton Parish Council.

2. **Summary of recommendation:**

To grant planning permission subject to conditions as set out at the end of this report

3. **Key planning issues**

Issue	Conclusion
Principle of development (including impact on residential amenity)	Acceptable - The proposal accords with local plan policy H15: Meeting the needs of gypsy, traveller and travelling showpeople. The site is well separated from the dwellings to the south on the A352 and given this relationship, the application would not have a significant negative impact on neighbour amenity. The proposal addresses an evidenced unmet need for travelling showpeople accommodation and meets the criteria of NPPF Policy HO12 so it accords with NPPF Policy S5(1)(g): Principle of development outside settlements.
Scale, design, impact on character and appearance	Acceptable - The proposal would not have a significant impact on the character of the area with the proposed landscaping and planting in place
Impact on protected Landscape	Acceptable - The site lies close to the Dorset

Issue	Conclusion
	National Landscape, but the proposal would not have a significant impact on this designated area.
Impact on heritage assets	Acceptable - The proposal would result in some harm to designated heritage assets, but this harm is outweighed by the proposal's benefits discussed in the main report.
Flood risk and drainage	Acceptable - The residential caravans and pitches are sited outside the high-risk flood area, and the storage buildings are appropriate in the high-risk flood area being less vulnerable development and have been designed to be flood resilient and not impede flood flows or reduce floodplain storage. The Environment Agency no longer objects subject to conditions
Highway impacts, safety, access and parking	Acceptable – There are no concerns with regards to impacts on the highway network
Impact on trees	Acceptable - No adverse impacts with tree protection in place
Impact on biodiversity	Acceptable - No adverse impacts with mitigation & enhancement in place
Loss of Grade 3 (good to moderate quality) agricultural land	Acceptable – The harm arising from loss of Grade 3 (Good to moderate quality) agricultural land is outweighed by the benefits of the proposal.
Nutrient neutrality – impact on Poole Harbour	Acceptable - The applicant is to purchase nitrogen credits to offset the impact on nutrient neutrality and this will be achieved by pre-commencement condition
Impact on Dorset Heathlands	Acceptable - The applicant has submitted a legal agreement to pay the required mitigation for the impact on the Dorset Heathlands (as the development is not liable for CIL)
Economic benefits	Potential spending from residents of the application site in the local area. Employment of local builders and tradespeople in the construction phase and local spend from this
Financial benefits	Business rates

Issue	Conclusion
Environmental Implications	Noise and air pollution during construction and during use of the site from operation of internal combustion engine machinery and vehicles. Biodiversity Net Gain from new on-site planting.

4. Description of site

- 4.1 The application site is mostly flat and occupies a large field with an area of approximately 1.75 hectares on the north side of the A352. Water Lane that provides access to Winfrith Newburgh lies some 45m to the southwest at its closest point. The site is in the countryside, and land designated as Dorset National Landscape lies across the A352 to the south. The settlement boundary of Winfrith Newburgh lies approximately 400 metres to the south. The current use is agricultural.
- 4.2 The site is relatively level and enclosed by vegetation along the south, east and west boundaries, and a post-and-wire fence along the north-west boundary. There is a group of mature trees in the southwest corner of the site, a small area of hardstanding at the site access and a small container at the access at the time of the officer's site visit.
- 4.3 Access to the site is via an existing vehicular access and track (The Drove) which has been upgraded to serve a solar park on land further north at North Fossil Farm (planning reference 6/2020/0595). The Drove is also a Bridleway (public right of way SE27/17).
- 4.4 The Environment Agency flood risk mapping shows an area of the eastern part of the site to be in Fluvial Flood Zone 3 (high risk) for the nearby watercourse to the east.
- 4.5 The site is rural in character, within the Dorset National Landscape and is classified as 'Good to moderate' quality on Natural England's mapping.
- 4.6 The Winfrith Newburgh Conservation Area is immediately to the south and extends over the highway verge adjacent to the site. The dwelling immediately to the south of the access at 103 Dorchester Road is Grade 2 listed.
- 4.7 The site is within 5 km of the Dorset Heathlands and within the Poole Harbour Catchment.
- 4.8 Immediately to the south there are 3 detached dwellings in narrow plots that front the road. There are a bus stop and public house beyond to the east. Water Lane provides access to Winfrith Newburgh, and the main village is to the southeast of the application site.

5. Description of development

- 5.1 The application is for the change the use of the land from agriculture to a development of 4 plots for travelling showpeople. The applicants Mr & Mrs O'Connell and their children are Members of the Showmen's Guild of Great Britain and currently live at Harmans Cross.
- 5.2 For the purposes of planning policy, "travelling showpeople" means: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old

age have ceased to travel temporarily or permanently but excludes Gypsies and Travellers. The applicants are considered to be travelling showpeople as they meet this definition.

- 5.3 The development comprises the siting of 4 caravans for residential occupation and associated amenity and parking areas and the erection of 4 storage buildings that will be used to store the rides and equipment, served by the existing access off The Drove from the A352. The storage buildings would be sited in 2 pairs with nearest building sited approximately 25m to the north of the carriageway edge of the A352. The pitches and caravans would be sited outside the floodplain, and the storage buildings would be sited within the floodplain.
- 5.4 The storage buildings would each have a footprint of 18m x 12.2m with a ridge of 6.23m and eaves of 4.6m. A section of open metal mesh would be installed at ground level to allow flood flows through the buildings. The roofs would be profiled metal sheeting in dark green. The front walls and the side walls of buildings 2 & 4 (elevations that would be most visible) would be clad with timber with the remaining walls clad with dark green metal sheeting.
- 5.5 A section of 1.2m high and 5m wide landscaped bund (located outside Flood Zone 2 & 3) will be constructed along the A352 site frontage with a 1.2m high post & rail fence at the rear facing the site. This will be to the south of the 2 pitches nearest the road. Trees will be planted at between 10m and 25m apart on the lower slope of the bund on the site side, with grass and shrubs planted on the remaining area.

Commercial use details

- 5.6 The agent has advised the following:
- The applicants and their family have separate travelling show businesses, but all their correspondence relates to a single address in Harmans Cross. The family travel for much of the year from fair-to-fair and do not operate from a set location.
 - The show season was traditionally Good Friday to Bonfire night, but this has evolved and now involves Christmas fairs where Showpeople operate fairground rides and catering.
 - After shows have finished, the Travelling Showpeople pack up and move onto the next show location, and this pattern of movements continues throughout the show season, and it is rare that they need to return to the site with HGVs during the show season. This is because the Travelling Showpeople are equipped for the whole season, although they may need to return on occasion and no more than twice a month if a planned show is postponed or delayed due to adverse weather and they are unable to attend any other shows elsewhere at short notice.
 - The business depends on maximum show attendance throughout the season, and it is therefore not in the interests of the Travelling Showpeople to be at the site with their vehicles and equipment during the show season. Return trips to the site with HGVs during their seasonal tour need to be minimised to reduce fuel costs and any return trips would be in private motor vehicles.

- The purpose of the proposal is to enable members of the applicant's family to live together but they attend different shows throughout the season and do not travel together as a convoy.
- It is difficult to specify the timing of vehicle movements as they would be dependent on the circumstances for returning to the site i.e. should the Travelling Showpeople operate a fair from Wednesday to Saturday, they would pack up on Sunday morning. If they are unable to move on to their next location because a show has been cancelled or delayed due to adverse weather, they would return to site late morning or early afternoon on a Sunday.
- The applicants and their family require and own HGVs to transport the equipment and when not in use these will be parked at the site with a single HGV per plot (4 total). The family currently have temporary and informal arrangements to park and store their HGVs and show equipment outside the show season and are seeking a permanent base from which to operate.

6. Background and relevant planning history

Land to the northwest - Land to the north of North Fossil Farm, Dorchester Rd, East Knighton

6/2020/0595 - Decision: Granted - Decision Date: 12/01/2022

Installation of 40MW ground mounted photovoltaic (PV) solar development including a substation & new fencing with associated landscape mitigation & ecological/ecosystem service enhancements

Application site

P/PAP/2024/00699 -Decision: Officer Response provided - Decision Date: 12/02/2025

Development of 4 plots for travelling showpeople comprising mixed residential and storage use.

7. List of relevant constraints

Outside settlements

Grade: II Listed Building at 103, DORCHESTER ROAD (List Entry: 1152681.0) approximately 23m to the south on the opposite side of the road.

Site is adjacent to Winfrith Newburgh Conservation Area (to the south)

Dorset Heathland Designation Buffer 5km;

Poole Harbour Nutrient Catchment Area;

Wessex Water Treatment Works Catchment

Site identified as Grade 3 (Good to moderate) in the Natural England South West Region Map [Agricultural Land Classification Map South West Region - ALC006](#)

Right of Way: Footpath SE27/14; - Starts 39.86m to the south of the site adjacent to 103 Dorchester Rd then runs south into Winfrith Newburgh

Right of Way: Bridleway SE27/17 (The Drove)

Mineral Strategy 2014 – Hydrocarbons - UKCS Licensed Blocks - Organisation: EGDON RESOURCES U.K. LIMITED (03424561)

Mineral Strategy 2014 – Mineral Safeguarded Policy SG1 - Sand and Gravel

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

Adjacent to the Dorset National Landscape (12.74m to the south)

Flood Zones 2 & 3 (Fluvial)

Groundwater – Susceptibility to flooding

Environment Agency (EA)- Poole Harbour Catchment Area

EA - Risk of Surface Water Flooding Extent 1 in 30 – adjacent to site to the east:

Radon Class 1.0 (low risk, protective measures not required)

8. Consultations

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

Consultees

1. Natural England (NE)

No objection subject to securing appropriate mitigation for the impact on European Sites (Dorset Heathlands and Poole Harbour).

2. Environment Agency (EA)

The EA originally objected to the proposal as the storage buildings were in fluvial Flood Zones 2 & 3 and they would have an adverse effect on flood flows and flood storage.

The plans have been amended to show gaps under the walls of the storage buildings to allow the passage of flood water and permeable hard surfacing for the floors and adjacent hardstanding to allow water to permeate the ground, so flood storage is not adversely affected.

The revised FRA submitted addresses the principal concerns relating to flood levels, climate change, floodplain storage, storage building design and site layout. It proposes finished floor levels with at least 600mm freeboard above the precautionary design flood level for residential caravans. The screening bund has now been positioned outside the mapped flood extents, and the storage buildings have been designed to maintain floodplain storage and permit the free passage of floodwater.

The proposal would not increase flood risk elsewhere and would be acceptable in line with the NPPF subject to the inclusion of conditions to require the development to be undertaken in accordance with the Flood Risk Assessment, require caravan bases to be 37.1m AOD,

prohibit additional building in Flood Zones 2 & 3, and require the buildings to only be used for storage ancillary to residential plots.

3. Dorset Wildlife Trust (DWT)

No comments rec'd

4. Ramblers Association

No comments rec'd

5. Dorset National Landscape Team

No objection raised. Conditions advised to require details of the specification of hard landscaping (surfacing), planting (including maintenance), any lighting that might be installed and also the materials and colours for the proposed barns and caravans.

6. Dorset Council (DC) - Gypsy & Traveller Liaison Officer

The Gypsy & Traveller Liaison Officer advised verbally that he had no comments

7. DC - Natural Environment Team

The Council's Ecologist has advised that the proposal is acceptable in respect of its impact on biodiversity and for Biodiversity Net Gain following receipt of additional details from the applicant's ecologist.

The Council Ecologist advises that the mitigation measures are appropriate, and the Ecology Impact Assessment (EclA) should be secured by condition. In addition to conditions to secure a Construction Ecological Management Plan (CEMP) and pre-commencement protected species survey.

8. DC - Rights of Way Officer

Bridleway SE27/17 should not be obstructed and any damaged caused will be for the owner to repair.

9. DC - Highways

No objection subject to conditions

10. DC - Minerals & Waste Policy

No objection.

11. DC - Dorset Waste Team

No comments rec'd

12. DC Conservation Officers

No objection - limited harm to the setting of heritage assets. Timber walls advised for the buildings.

13. DC - Building Control East Team

If the caravans can be moved and craned in 2 movements, they wouldn't fall under Building Regulations. Suitable spacing and fire resistance etc and access for Fire Brigade B5 is required.

14.DC - Dorset Waste Team

No comments rec'd

15.DC - Flood Risk Management

The Flood Risk Management team raises no objection to the application subject to conditions to require a detailed surface water drainage scheme to be submitted to and approved by the Local Planning Authority and to submit a surface water maintenance and management plan for approval.

The Flood Risk Management team accept the Environment Agency's conclusions regarding flood risk from Flood Zones and the Main River and advise that the proposed drainage strategy is based on infiltration. Results from on-site infiltration testing and groundwater monitoring taken over the winter period indicate that the site can be drained via infiltration and a viable and deliverable surface water drainage strategy is proposed.

16.DC - Trees (East & Purbeck)

No objection subject to condition to require a site meeting & Arboricultural Supervision and Monitoring Statement to be submitted

17.DC - Environmental Services – Protection

Advise that the Reporting of Unexpected Contamination Condition is included.

18.DC - Archaeology - Steve Wallis

No archaeological concerns

19. Winfrith Newburgh & East Knighton Parish Council (PC)

The PC has submitted the following material planning objections:

- The application site's existing use is for agriculture, Grade 3, not housing or B8 industrial units.
- The site is not one identified by Dorset Council as a suitable plot for accommodating travelling showpeople. Any change of use could set a damaging precedent to this protected and valued historic landscape.
- The application site is immediately adjacent to the AONB, covered by Green Belt restrictions, is immediately adjacent to the Winfrith Newburgh Conservation Area and close to protected heathland. The proposals fail to meet the requirements of these protected designations, particularly in relation to environmental and landscape quality, visual amenity and the historic nature of the adjacent Conservation Area.
- The proposal fails to comply with Local Plan Policies V1: Vision & H15: Meeting the needs of gypsy, traveller and travelling showpeople.
- The land is at risk of flooding, and the drainage scheme may be inadequate, as has been seen historically and more recently.
- The land access lacks adequate visibility splays and would increase danger on the A352.

- There is no footpath for pedestrians, so putting pedestrians and cyclists at risk on the A352.
- Approval could set the precedent for further damaging development to stretch from Wool to Crossways Roundabout along the A352 and so adversely affect the AONB, the Green Belt land and the Conservation Area.

20. West Purbeck Members

No comments rec'd

Representations received

Total - objections	Total - Support	Total – No objections/comments
43	7	0

Summary of comments of objections:

- loss of agricultural land
- inappropriate in the rural area
- not a suitable location for the development as it should be on brownfield land
- will set an undesirable precedent
- impact from flooding
- potential contamination of the water table
- proposed tree planting would adversely impact properties opposite from loss of light
- adverse impact on highway safety
- no pedestrian access via pathways or crossings
- adverse effect on the community of Winfrith Newburgh from traffic
- impact on users of the bridleway at The Drove
- site context unsuitable for cyclists and pedestrians
- noise and lighting impacts and loss of privacy for residents opposite
- impact on biodiversity
- would not protect the character of the area whilst improving quality of life for local community or protect natural and historic asset contrary to Purbeck Local Plan vision
- not a rural exception site under local plan policy H12, site not in plan consultation for suitable site for travelling show people or Gypsies and travellers
- alternative suitable sites identified in council planning document
- adverse impact on Greenbelt
- adverse visual impact on the Dorset National Landscape

Summary of comments of support:

- poor quality agricultural land & the proposal is appropriate on the land
- no lighting to be installed
- no adverse impact on highway safety
- young families would help the community to thrive
- crossing the A352 on foot is not dangerous
- economic benefit for local shops and businesses
- travelling show people & their culture should be supported

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.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

Section 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty) when making any decision which affects such land.

10. Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted Purbeck Local Plan:

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

- V1: Spatial strategy for sustainable communities
- E1: Landscape
- E2: Historic environment
- E4: Assessing flood risk
- E5: Sustainable drainage systems (SuDs)
- E7: Conservation of protected sites
- E8: Dorset heathlands
- E9: Poole Harbour
- E10: Biodiversity and geodiversity
- E12: Design

H15: Meeting the needs of gypsy, traveller and travelling showpeople

I2: Improving accessibility and transport

I3: Green infrastructure, trees, and hedgerows

Bournemouth, Dorset & Poole Minerals Strategy (2014)

Policy SG1 - Mineral Safeguarding Area

Policy SG2 - Mineral Consultation Area

Policy SG3 - Safeguarding of mineral sites and facilities

Made Neighbourhood Plans

None relevant

Material considerations

Emerging local plans:

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

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

The Dorset Council Local Plan

The emerging Dorset Local Plan is being prepared in accordance with plan-making processes set out in the Levelling Up and Regenerating Act 2023 and Local Planning Regulations (2026). As the plan is still at an early stage of the plan making process, limited weight can be attached to it when taking decisions on planning applications. Decisions on planning applications should continue to be assessed against the policies in adopted development plans, national planning policy and any other relevant material considerations.

Emerging neighbourhood plans

None relevant

Local Nature Recovery Strategy

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

National Planning Policy Framework (17 August 2026)

The National Planning Policy Framework (NPPF), published on 17 August 2026, sets out the Government's national planning policies for both plan-making and decision-making in England.

When determining development proposals decision-makers are required to take a positive and proactive approach and to seek to approve sustainable development where possible.

The NPPF introduces a permanent presumption in favour of sustainable development, through Policies S3 to S5 (which replaces the former "tilted balance" contained in paragraph 11 of the previous NPPF) and sets out the principles for development within and outside settlements. The Framework also confirms that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Other relevant NPPF chapters and policies include:

- Chapter 3: Decision making policies. Local planning authorities should approach decision making positively, proactively and proportionately. They should work with applicants through pre-application engagement and consultations and aim to resolve concerns through planning conditions or obligations where possible to avoid delay and to enable an approval rather than a refusal. Applications that accord with the development plan, the NPPF and other material considerations should not be refused where they can clearly be approved.
 - DM1 Preparing development proposals
 - DM2 Information requirements
 - DM3 Determining development proposals
 - DM4 Emerging development plan proposals
 - DM6 Use of planning conditions and obligations
 - DM7 Relationship with other regulatory regimes
- Chapter 4: Achieving Sustainable Development. The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.
 - S3 Presumption in favour of sustainable development
 - S4 Principle of development within settlements
 - S5 Principle of development outside settlements
 - S6 Neighbourhood plans and the presumption
- Chapter 5: Meeting the challenges of climate change. Planning decisions should support climate change mitigation and adaptation, including reducing greenhouse gas emissions, increasing resilience to climate impacts and directing development away from areas at unacceptable risk from flooding.
 - CC2 Mitigation of climate change
 - CC3 Adaptation to climate change
- Chapter 6: Delivering a sufficient supply of homes. Planning decisions should give substantial weight to providing homes which will contribute towards meeting the evidenced accommodation needs of the community.
 - HO7 Meeting the need for homes
 - HO12 Traveller sites
- Chapter 7: Building a strong, effective economy. Planning decisions should enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally.
 - E2 Meeting the need for business land and premises

- E4 Rural business development
- Chapter 14: Achieving well-designed places. Development proposals should respond to their context so that they integrate with and enhance their surroundings and should reflect relevant design principles. Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.
 - DP3 Key principles for well-designed places
 - DP4 The design process
- Chapter 15: Promoting sustainable transport. The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.
 - TR3 Locating development in sustainable locations
 - TR4 Street design, access and parking
 - TR6 Assessing transport impacts
 - TR8 Public rights of way
- Chapter 17: Pollution, public protection and security. The objective of the policies in this chapter is to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security.
 - P2 Ground conditions
 - P3 Living conditions and pollution
 - P4 Impact of development on existing activities
- Chapter 18: Managing flood risk and coastal change. Development proposals should minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.
 - F4 Assessing flood risk for decision-making
 - F5 The sequential test
 - F6 Development in areas at risk of flooding from rivers or the sea
 - F7 Ensuring development is safe from flooding
 - F8 Sustainable drainage systems and watercourses
- Chapter 19: Conserving and enhancing the natural environment: Development should conserve and enhance the natural environment by protecting important landscapes, habitats, biodiversity and trees, while maximising opportunities for nature recovery, green infrastructure and biodiversity net gain. Proposals should avoid significant environmental harm, prioritise land of lower environmental value where possible, and be sensitively designed in protected landscapes and coastal areas. Development causing unacceptable impacts on designated sites,

irreplaceable habitats or biodiversity that cannot be adequately avoided, mitigated or compensated for should be refused.

- In National Landscapes substantial weight should be placed on the importance of conserving and enhancing their natural beauty.
 - Improving the natural environment biodiversity is to be protected and encourage net gains for biodiversity.
 - N2 Improving the natural environment
 - N3 Trees in new development
 - N4 Protected Landscapes
 - N6 Areas of particular importance for biodiversity and geodiversity
- Chapter 20: Conserving and enhancing the historic environment – Great weight should be given to the conservation of heritage assets. Development that preserves or enhances designated or non-designated heritage assets should be approved. while any harm must be clearly justified and weighed against the public benefits of the proposal. Proposals causing substantial harm to, or loss of, heritage assets should only be permitted in exceptional circumstances where overriding public benefits outweigh the harm.
 - HE4 Securing the conservation of heritage assets
 - HE5 Assessing effects on heritage assets
 - HE6 Proposals affecting designated heritage assets
 - HE9 Conservation areas

Other material considerations

National Planning Practice Guidance

Dorset Council, Gypsy & Traveller Accommodation Assessment (GTAA) Report of Findings April 2026

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

Supplementary Planning Documents/Guidance

Dorset AONB Landscape Character Assessment

The Dorset National Landscape Management Plan 2026-31

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

Dorset Heathlands Interim Air Quality Strategy 2020-2025

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Supplementary Planning Documents/Guidance for Purbeck area:

District Design Guide SPD

Managing and using traditional building details in Purbeck

Poole Harbour Recreation 2019-2024 SPD

Winfrith Newburgh Conservation Area Appraisal

Housing land supply

Dorset Council is unable to demonstrate a 5-year supply of Gypsy and Traveller pitches as required by National Policy. In addition, the Gypsy and Traveller policy within the adopted Development Plan is out of date and the presumption in favour of sustainable development applies under NPPF Policy S5: Principle of development outside settlements. The emerging Dorset Local Plan is not sufficiently progressed and can be afforded very limited weight in decision making.

NPPF Policy S5(1) states that only certain forms of development should be approved outside settlements, as set out in criteria (a) to (j) of this policy, and these should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the NPPF.

Criterion (g) concerns development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation²⁶, provided it meets the criteria in policy HO12.

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 (PSED)

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

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

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

The application could affect persons with the following protected characteristics: race, age, pregnancy/maternity.

The applicant has advised that there is currently a child in their family who would live at the site and there would be no one with limited mobility.

The proposal will meet a need for Travelling Showpeople who require a large site to accommodate storage for their equipment and space for their caravans, providing opportunities to access services such as primary education (there is a primary school in Winfrith Newburgh) and healthcare associated with having a settled base; this will be in the best interests of any children.

The site is relatively flat, and a tarmac access road will provide access to the caravan pitches and storage buildings with gravel around the caravans and to the front of the storage buildings. The tarmac is an appropriate surface for wheelchairs and pushchairs, but gravel may impede their movement. However, this is dependent on the type of gravel used and a condition to require details of the gravel would allow a suitable gravel to be used (condition 12).

13. Public Benefits

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

What	Amount / value
Material considerations	
Provision of 4 permanent pitches for Travelling Showpeople which would reduce the likelihood of unauthorised sites being used.	n/a
Non-material considerations	
Council Tax/Business rates	unknown

14. Planning Assessment

Principle of development

- 14.1 As the site is not adjacent to the settlement boundary of Winfrith Newburgh, Purbeck Local Plan (PLP) Policy V1 does not apply. Policy S5 (Principle of development outside settlements) of the August 2026 NPPF sets out a list of development that is acceptable outside settlements. This includes at S5(1)(g) *‘Development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation²⁶, provided it meets the criteria in policy HO12: Traveller Sites’*.
- ²⁶ Including (but not limited to) where the relevant local planning authority cannot demonstrate a five year supply of deliverable sites as set out in NPPF policy HO3(1)(a) or (b).
- 14.2 NPPF policy HO12(2) states *‘When considering proposals for traveller sites, including for the purposes of considering need under policies S5 and GB7, local planning authorities should take into account the existing level of local provision and need for additional sites and other personal circumstances which may be relevant. Applications from any traveller should be considered and not just those with local connections.’*
- 14.3 The Council’s development strategy for supporting delivery of Traveller sites in the Purbeck Local Plan (2018-2034) was based on the evidence of need presented in the ‘The Bournemouth, Dorset and Poole Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA) published in October 2017. The local plan identified that 4 Travelling Show People plots were needed (paragraph 215) in addition to the pitches identified in the GTAA.
- 14.4 The 2017 GTAA was superseded by the 2022 GTAA which has now been superseded by Dorset Council, Gypsy & Traveller Accommodation Assessment (GTAA) Report of Findings April 2026. This relates to the whole of Dorset Council area; there are no longer any Purbeck specific assessments of need. Within Dorset there is an inadequate level of local provision of Gypsy, Traveller and Travelling Showpeople sites and this is evidenced by the Dorset Council, Gypsy & Traveller Accommodation Assessment (GTAA) Report of Findings April 2026. There is the following need for Travelling Showpeople sites (taken from the GTAA):

Figure 16: Total Plot Need for Travelling Showpeople Households

Travelling Showpeople	2026/27- 30/31	2031/32- 35/36	2036/37- 40/41	2041/42- 42/43	2026/27- 42/43
Meet Planning Definition (Allocations)	7	2	0	1	10
Undetermined (Criteria-Based Policy)	0	0	0	0	0
TOTAL	7	2	0	1	10

- 14.5 There have been no new permissions for travelling showpeople since the report was published so there is an evidenced need for travelling showpeople sites within Dorset.
- 14.6 NPPF policy HO12(3). Refers to the relocation of unauthorised traveller sites so is not relevant to this application for a new site.
- 14.7 When considering the acceptability of the proposed site, PLP Policy H15 is relevant as it deals with sites for travelling showpeople and can be given weight as it is not materially inconsistent with the NPPF 2026. Policy H15 has 5 requirements under criteria a. – e which are comparable with NPPF policy.
- Policy H15 a. the occupants have easy access to existing services and facilities including: schools, shops, health services and public transport*
- 14.8 This first requirement is similar to the aims of NPPF policy HO12(1) which requires that development proposals for traveller sites should be located so that they:
- ‘a. Provide a settled base while recognising the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability and may also mean that locations not well-related to existing settlements may be appropriate; and*
- b. Enable access to frequently used services, such as education, welfare and health services, including ensuring that children can attend school on a regular basis...’*
- 14.9 The proposed development would provide a settled basis for Travelling Showpeople which meets their need to store large equipment on the site and move this with large vehicles when required as the site has easy and safe access onto a classified road which would provide access to sites where the Travelling Showpeople would work. The nature of the work of Travelling Showpeople is that it involves travelling to different locations to set up and operate their equipment which may include fairground rides, moveable market stalls and other related equipment so that a site in a settlement would not omit the need to travel to work.
- 14.10 The site is approximately 500m north of the settlement of Winfrith Newburgh, identified by the Purbeck Local Plan as a local service village which needs some growth to sustain vital rural services, such as the village school which lies approx. 1.1km away and a village shop which is closer using the available roads .
- 14.11 Due to the nature of the A352 and lack of provision of footways through Winfrith Newburgh along Water Lane, residents are likely to be discouraged from walking to access local facilities, but there are options to travel by bus as the proposed site is close to a bus stop (route X54) that provides a service to Dorchester (14km west), Wool (approx 4km east with a

railway station) and Wareham (13km east) and residents of the site would be able to access services and facilities in these settlements should they not have use of a private car.

- 14.12 Taking into account the broader reference of policy H15 to local facilities, there is also a public house, The Red Lion, within easy walking distance to the southeast.
- 14.13 Travelling showpeople move around the country for their work and this requires the use of motorised vehicles (including HGVs) to transport machinery and equipment, and such equipment needs to be stored on the site. Therefore, travelling showpeople would be unlikely to use public transport to access their work, but could use it to access facilities and services.
- 14.14 The A352 is a relatively busy rural road and lacks footways between the proposal site and those facilities/services in Winfrith, although pedestrians do have the opportunity to walk through the sports pitches toward the centre of the village.
- 14.15 Given the location of the site with easy access onto the Dorchester Road and a village shop and first school in Winfrith Newburgh and access to services and facilities that are essential for day-to-day living at Wool, Wareham and Dorchester, it is considered that the proposal would comply with requirement a. of Local Plan policy H15 and criteria (a) and (b) of NPPF policy HO12(1) and would not conflict with policy TR3 as there is relatively easy access to existing service and facilities taking account of the nature of the development under consideration.
- 14.16 Other requirements of PLP policy H15 are:
- b. the site can be safely accessed and adequate on-site parking, turning and storage can be provided;*
- 14.17 The access into the site from the Dorchester Road has been upgraded to serve the approved solar farm at land to the north of Fossil Farm in association with planning permission 6/2020/0595. This is considered further in the highway safety section of the report.
- 14.18 The Council's Highways Officer has raised no objection, and it is considered that the site may be safely accessed, there is adequate on-site parking and turning and adequate space on site for storage (to be provided in the buildings). This criterion is therefore complied with.
- c. the use would not result in harmful overlooking, overshadowing, noise, or light pollution for occupants of the site or neighbours;*
- 14.19 This requirement accords with NPPF policy P3(2) where development proposals should seek to provide healthy living conditions for occupiers and not give rise to or contribute to, an unacceptable level of access to daylight, sunlight or unacceptable levels of air, noise, artificial light, water, soil or other forms of pollution on or beyond the site.
- 14.20 The caravans and buildings are an appropriate distance (nearest caravan is approx. 30m and nearest building is approx. 80m) from the nearest dwellings at 103, 104, 104a & 105 Portway, Dorchester Road to the south of the A352 to prevent any harmful overlooking or overshadowing of these dwellings from the caravans and buildings.
- 14.21 The proposed tree planting along the site's south boundary shown on the indicative Landscape Masterplan would be to the north of the dwellings and the trees would be approx. 20m from the nearest parts of the dwellings. Given this orientation of the application site in

relation to the passage of the sun, there would not be any harmful impact in respect of loss of sunlight from tall trees on the application site.

- 14.22 Although an indicative landscaping masterplan has been submitted, a condition is to be imposed to require a detailed planting plan and at this stage it would be possible to agree appropriate tree species in respect of the impact of the trees on the outlook from the dwellings.
- 14.23 The residential part of the use would not bring harmful noise impacts, but it is considered that a condition is necessary to require any servicing/maintenance/work to the equipment and machinery used by the Travelling Showpeople to only be undertaken within the storage buildings. Given the information submitted by the applicant's agent in respect of how the site is to be operated in terms of vehicle movements, it is not considered it is reasonable or necessary to restrict times of vehicle movements.
- 14.24 Low-level external lighting will be required on the storage buildings and caravans in the interests of safety and security and the Landscape and Visual Impact Assessment, Ecological Impact Assessment and Design & Access Planning Statement confirms that such lighting will be limited to the areas needed. A condition is to be imposed to require details of external lighting to prevent adverse impacts on the occupants of the nearest dwellings and also the setting of the adjacent National Landscape, the setting of the listed building and setting of the conservation Area (no. 23). The proposal accords with Requirement c. on the above basis.
- 14.25 The fourth requirement of PLP policy H15 is that
d. the impact of proposed development on European sites, alone or in combination with other existing and proposed development, will be screened for likely significant effects under the Conservation of Habitats and Species Regulations (amended) (EU exit), 2019 and/or any equivalent relevant legislation or regulations. Where there is a probability or risk of a significant effect, the proposed development will be subject of an appropriate assessment (taking into account the lifetime of the development). Development proposals should, therefore, be accompanied by information reasonably required to undertake an appropriate assessment, and demonstrate how the development will avoid or otherwise mitigate any adverse impact on the integrity of any relevant site(s) in the national site network;...

This is consistent with policy N6 of the NPPF.

- 14.26 The Council has undertaken an appropriate assessment under the Habitats Regulations. This concludes that the proposal would not have a significant adverse effect on European protected sites provided that nitrogen credits are purchased in respect of Poole Harbour and contributions secured for Strategic Access Management & Monitoring, Heathland Infrastructure Projects and Air Quality in respect of the Dorset Heathlands.
- 14.27 A pre-commencement condition (no. 3) will require nitrogen credits to be purchased for the impact on Poole Harbour and a legal obligation has been submitted to provide the required mitigation for the proposal's impact on the Dorset Heathlands. The proposal accords with Requirement d. and NPPF policy N6 on the above basis.
- 14.28 The final requirement of PLP policy H12 is:
e. the use would not demonstrably harm the appearance, character, and setting of the surrounding landscape and the historic environment.

- 14.29 This aim is consistent with NPPF policy N2 in respect of the need to consider the landscape character and natural beauty of the countryside, policy N4 in relation to avoiding harm to the statutory purposes and special qualities of protected landscapes and heritage policies HE4-HE6 & HE9 which seek to conserve heritage assets. These issues are considered in more detail in the next section of the report.
- 14.30 Given the proposal's compliance with PLP policy H15 and NPPF policy HO12, it is considered the development is acceptable in principle. Policy S5(1) requires that such development is approved, unless the benefits of doing so would be substantially outweighed by any adverse effects.

Scale, design, impact on character and appearance (to include impact on the adjacent National Landscape)

- 14.31 The site is in the countryside so PLP policy E1 is relevant in so far as it is consistent with NPPF policies N2 'Improving the natural environment' and N4 'Protected Landscapes'. NPPF policy N4(4) requires that 'Development proposals within the setting of Protected Landscapes should be sensitively located and designed to avoid or minimise adverse impacts on the Protected Landscapes'.
- 14.32 In this case the development primarily affects a non-designated landscape, but the site contributes to the setting of the Dorset National Landscape, which lies immediately to the south of the A352.
- 14.33 The design of the proposed development has accounted for the existing landform, placing the four large storage buildings and associated hard surfacing along the vegetated eastern site boundary (height of approx. 4 to 5m) to minimise their visual impact when seen from the A352 and the east. Although large buildings, these would have a similar appearance to agricultural buildings, having an agricultural scale and design and would use acceptable materials so are appropriate for their rural context. Their siting in 2 pairs, together with the positioning adjacent to the treed eastern boundary and screening to be provided by the proposed tree planting on the site's southern boundary, would prevent a significant adverse visual impact on the character and appearance of the area.
- 14.34 A 1.2m high post and rail fence to be positioned 3m from the eastern boundary would secure a suitable landscape buffer to prevent adverse impacts from the construction of the buildings on the existing boundary vegetation. It is anticipated that up to 4 HGVs would be parked on the hard standing outside the storage buildings during periods of occupation and these will have a visual impact when seen from the road to the south, but this would not be for long periods given the working pattern of Travelling Showpeople where they are away from the site for long periods. The visual impact from these would be most noticeable when the site is first developed as this is when the planting on the south boundary would be new and unestablished. The planting in this area is shown on the submitted indicative landscape masterplan to be native and of larger stock sizes to provide more immediate screening so will reduce the visual impact of the HGVs both initially and in time.
- 14.35 The mobile homes on each of the 4 plots would initially be readily visible from the A352 and would have an impact on the rural area. This would give rise to moderate harm given the presence of the existing field boundary hedge that marks the boundary with the road but the retention of the vegetation along the roadside to the south and the provision of new tree and shrub planting within this will in time provide greater screening of the site and there would be no significant impact on the character of the existing non-designated landscape and the proposal would have no cumulative impacts with existing or planned development and makes use of the existing trees and hedgerows adjacent to the site.

- 14.36 The application is supported by a Landscape & Visual Impact Assessment (LVIA). This shows 3 viewpoints from footpaths within Dorset National Landscape (VPs 3, 5 & 6) and the Council's Landscape Planning Officer agrees that from lower elevations, such as VP 3, the site is largely shielded from view by nearby development in the foreground. More elevated and distant views associated with the ridgeline (VPs 5 & 6) will not be substantially impacted and the clustering of the proposed development with wider buildings in the view, alongside the presence of some screening, means that the proposal would be quite difficult to perceive.
- 14.37 It is accepted that initially the visual impact would be marked over the existing situation on an open field, but the DC Landscape Officer advises that the proposed landscape measures, including tree and shrub planting along with scattered tree planting within the wider field, will help to mitigate impacts upon the national landscape in the longer term and suggests that conditions are used to ensure the satisfactory specification of hard landscaping (surfacing) and planting (including maintenance) (condition 12), any lighting that might be installed (condition 23) and also the materials and colours for the proposed barns and caravans (conditions 10 & 11). Subject to these conditions it is considered that the proposal would not harm the setting of the adjacent National Landscape and would not significantly harm local landscape character.
- 14.38 The proposal considers the relatively flat landform, the character of the existing landscape, the cumulative impacts with the existing residential development to the south and the existing trees and hedgerows on and adjacent to the site and is considered to be compliant with Local Plan Policy E1 and NPPF policies N2(1)(a) and N4(4).

Impact on Heritage Assets

- 14.39 The highway verge immediately adjacent to the application site's south boundary is within the Winfrith Newburgh conservation area (a designated Heritage Asset) which extends to the south to encompass the dwellings opposite and then follows Water Lane to the village. The dwelling at 103 Portway, Dorchester Rd which lies to the south of the site access is a Grade II listed building (designated Heritage Asset). This listed building is approximately 16m from the site.
- 14.40 Local plan Policy E2: Historic Environment requires that when assessing proposals that are likely to affect the significance of a designated heritage asset then the Council will take account of the heritage asset's significance, together with factors including the nature, scope, scale, appearance and character of the proposals. The proposed development involving 4 large storage buildings, 4 caravans, parked vehicles and a planted bund partially along the site boundary with the A352 highway verge would have an impact on the setting of both these designated Heritage Assets.
- 14.41 The Council's Conservation Officer has advised that although the proposal would not impact directly (physically) on the fabric of any heritage assets, it would result in limited harm to the setting of heritage assets.
- 14.42 NPPF policy H9 notes that development proposals affecting the setting of a Conservation Area should take into account the relevant significance of the element affected and its contribution to the conservation area as a whole. The special historic interest of Winfrith Newburgh Conservation Area is derived from its buildings and structures which represent most centuries between thirteenth and the present reflecting the historic life of the village. Farming historically played an important role in the village and to the north of the conservation area open space of agricultural and recreational character is significant.

- 14.43 The planted bund proposed along the southern boundary is an uncharacteristic boundary treatment within the immediate landscape context of the Conservation Area so would have an impact on its setting. However, the 70m length of this boundary treatment is limited in its context, being less than half the width of the southern boundary, and it is proposed to reduce the visual impact of the scheme and therefore the degree of harm to the setting of the heritage assets from the proposal.
- 14.44 Other measures to minimise harm to the heritage asset's significance include the proposed timber walls on the most visually prominent walls of the buildings to improve integration with the landscape and reduce the scheme's overall visibility.
- 14.45 Notwithstanding the mitigation measures, the proposed development and bund screen would result in some limited harm to the setting of designated heritage assets comprising the conservation area and listed building at 103 Portway. NPPF policy HE4(2) requires that any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should have a clear and convincing justification. Policy HE6(4) notes that the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal.
- 14.46 Having regard to local plan policy E2 and the heritage policies of the NPPF it is judged that the moderate harm to the setting of the conservation area and listed building would in this case be justified by the public benefits of the proposal, namely the provision of 4 pitches for Travelling Showpeople to meet a demonstrable need in a sustainable location which is given significant weight, and the biodiversity gain that the new planting would provide which is given moderate weight. On this basis, it is considered the proposal accords with the above NPPF policies.

14.47 **Flood risk & drainage**

- 14.48 PLP policy E4 requires that in areas of flood risk the Council should be satisfied that adequate measures have been taken to mitigate the risk and ensure that occupants will be safe and safe access and egress routes are provided. The accords with NPPF policies in Chapter 18.
- 14.49 The site is generally flat, with levels falling gently between 37.0m AOD in the southwest to 35.4m AOD in the northeast. A large area of the eastern part of the site is in Flood Zones (FZs) 2 & 3 and this part of the site is at risk from fluvial flooding accordingly.
- 14.50 The application is supported by a Flood Risk Assessment (FRA) dated 14/7/2026 which also deals with surface water drainage on the site. This has evolved in response to discussions with the Environment Agency (EA) to address the EA's initial concerns.

Caravans

- 14.51 This part of the development is 'Highly Vulnerable' to flood risk. The FRA advises that the proposed bases for the caravans would be outside the flood zones and so no mitigation measures are required. The caravans will be static homes and have a floor level significantly elevated above surrounding ground levels. This will ensure all floor levels are in excess of 600mm above the estimated flood level of 36.5m Above Ordnance Datum (AOD). The floor levels will be a minimum of 37.1m AOD.

Storage buildings

- 14.52 The storage buildings are 'Less Vulnerable' elements of the scheme. The storage buildings are within Flood Zones 2 and 3 and so are at risk of flooding. The floor levels of these buildings will have floor levels ranging between 35.9m AOD and 36.3m AOD. Based on the indicative design flood level of 36.5m AOD.
- 14.53 The worst-case flood depth relates to the northernmost building, which could flood to a depth of 600mm during a 1% flood event.
- 14.54 The storage buildings will be constructed using flood resilient construction and materials, utilising porous floors and open mesh walls at the lower level, which will be undamaged by flood waters and allow flood waters to pass unhindered. This design satisfies the EA as they have no objection to storage buildings provided there are gaps under the walls and doors to allow flood water to pass through the buildings.
- 14.55 Services will be kept above floor level to ensure they are not affected by a flood event, and any valuable items will be stored on racking to keep it well above predicted flood levels.
- 14.56 The site owner will sign up to the Environment Agency flood warning service, which will provide alerts in advance of forecast flood events. This will provide sufficient time to remove any equipment located within the storage units which could potentially be affected by the floodwaters.
- 14.57 Vehicles and trailers stored in the buildings will be unaffected as 600mm of floodwater would only reach part way up their wheels; the risk of any material damage is considered low.
- 14.58 The proposed 1.2m high earth bund along part of the southern boundary of the site has been positioned so that it will be outside of the predicted flood zones, meaning it will have no impact on flood storage or overland flow routes.
- 14.59 The site entrance is outside of the flood zone and provides a safe and dry route from the residential static caravans on the site and there are no access and egress concerns.
- 14.60 As part of the site has development within Flood Zones 2 & 3, the applicant was asked to undertake a Sequential Test (ST) to ascertain whether there were any other suitable and reasonably available sites in the Purbeck Local Plan area that were deliverable within a reasonable timeframe.
- 14.61 The ST considered 10 sites on the open market, the emerging Dorset Local Plan sites for Showpeople; the adopted Purbeck Local Plan and the Brownfield Site Register. The ST demonstrates that there are no reasonably available sites in a suitable location for the proposed plots for Travelling Showpeople in areas with a lower risk of flooding within the Purbeck Local Plan area.
- 14.62 The ST has only been engaged because storage buildings are proposed within FZ2 and FZ3. If these buildings were omitted from the proposal and the application was only for a change of use of the land to storage associated with the traveller site use then the ST would not be applicable.
- 14.63 The EA has withdrawn its original objection following revisions to the FRA and considers the revised FRA addresses the principal concerns relating to flood levels, climate change, floodplain storage, storage building design and site layout.
- 14.64 The EA advise that the proposal would not increase flood risk elsewhere and would be acceptable in line with the NPPF subject to the inclusion of conditions to require the development to be undertaken in accordance with the Flood Risk Assessment (condition 15), require caravan bases to be 37.1m AOD (condition 16), prohibit additional building in Flood Zones 2 & 3 (condition 25), and require the buildings to only be used for storage ancillary to residential plots (condition 26).

- 14.65 The proposal is considered to comply with Policy E4 of the Purbeck Local Plan and NPPF policies F4: Assessing flood risk for decision-making; F5: The sequential test; F6: Development in areas at risk of flooding from rivers or the sea; F7: Ensuring development is safe from flooding; & F8: Sustainable drainage systems and watercourses.

Surface water drainage

- 14.66 The Council's Strategic Flood Risk Assessment shows the site to be at a high risk of groundwater emergence. The EA flood risk mapping shows that the site is not at risk of flooding from surface water flooding.
- 14.67 The Flood Risk Assessment (FRA) states that a site investigation has been undertaken which established groundwater levels at 1.3 - 1.4m below ground level in November 2025 and on this basis, the likelihood of groundwater posing a flood risk to the development is considered low.
- 14.68 A surface water drainage strategy has been proposed, using infiltration to dispose of all surface water runoff from the site. Soakaway testing has been undertaken to inform the strategy design, and the FRA considers that the use of permeable paving and shallow soakaways would be effective in dealing with the surface water from the development. The strategy has been prepared in accordance with the National SuDS Standards and demonstrates that the site can be effectively drained.
- 14.69 The access road and all driveways / paved areas will be constructed using permeable surfacing, with a sufficient depth of subbase storage beneath to provide attenuation whilst runoff infiltrates into the ground. Given the good rates of infiltration recorded at the site and there is sufficient depth between proposed levels and groundwater level to accommodate the pavement construction and maintain the required vertical clearance to groundwater, it is considered that infiltration is feasible for the development.
- 14.70 All runoff will infiltrate into the ground with no off-site discharge during the design rainfall event meaning no runoff leaves the site for all rainfall design events.
- 14.71 The Council's Flood Risk Management Team has no objection to the proposal and the application is considered to accord with local plan policy E5 and policy F8 of the NPPF.

Highways impact, safety, access & parking

- 14.72 A full assessment of the development proposal was carried out by the Council's Highways Officer, including a site visit to review local conditions and the following assessment is made with regard to these comments.
- 14.73 The predicted additional vehicular movements are likely to be low and infrequent for a total of 8 private vehicles on site and 4 HGVs, as well as any associated servicing and deliveries. It is to be noted that Travelling Showpeople do not require an Operator's Licence from the Traffic Commissioners of Great Britain as they are exempt.
- 14.74 The applicant states that returning to site with an HGV during the show season would unlikely be more than twice a month per HGV and in terms of network capacity this is acceptable.
- 14.75 A swept path analysis has demonstrated that a 16.5m HGV and trailer can be accommodated within the junction with the classified road and the route to and from the site

access, circulating throughout the internal layout, undertaken in a forward gear. Parking on site is adequate.

- 14.76 For consideration of the public right of way, pedestrian visibility splays will be required to be maintained in perpetuity of the development by planning condition (no. 17), which will mean requiring low-level planting not exceeding 0.6 metres above the relative level of the adjacent carriageway, either side of the site access.
- 14.77 The nearby junction with the classified road was the subject of approved works to facilitate the solar farm development and once that development is decommissioned it is unlikely that the junction would be returned to its previous layout and to alter the junction would be subject to future planning consent. However, an appropriate condition could be imposed to ensure that the junction remains in perpetuity for this development proposal as well as the visibility splays.
- 14.78 Due to the location of the site, there are limited opportunities for active travel (walking, wheeling and cycling) to a local centre, and the proposal would be vehicle reliant. Providing off site works for additional footway, cycle path facilities would not be justified, and the development can only mitigate for its own impact.
- 14.79 Conditions are advised to require the proposed parking & turning to be provided and retained (no. 14), require the visibility splay to be retained (no. 17) and require a construction method statement to be submitted and approved and the development operated in accordance with this for the construction period (no. 5).
- 14.80 With these conditions imposed, the proposal complies with local plan Policy I2: Improving accessibility and transport and there is no conflict with NPPF policy TRC6.

Impact on trees

- 14.81 There is a group of semi mature trees consisting of Oak, Ash and Elm situated behind a bund in the southwestern corner of the site. The Elm trees are in a poor condition suffering from Dutch Elm disease.
- 14.82 An Arboricultural Impact Assessment has been submitted that shows the installation of protective fencing 5m from the trees and hedgerows to be retained and a 1.2m high post and rail fence to be installed on the internal side of the proposed bund and 3m internally from the site boundary on the Northern and Eastern flanks.
- 14.83 The Council's Tree Officer has advised that if the bund and fencing was constructed prior to the other development, the bund and fencing would provide sufficient protection to the existing trees and hedgerow and a condition to require a pre commencement site meeting is advised (condition 6). This is necessary to make provision for the long term maintenance of existing and proposed trees as required by NPPF policy N3 'Trees in new development'.

Impact on biodiversity

Impact on ecology

- 14.84 An Ecological Impact Assessment has been submitted that found no protected species on the site and confirms that measures will avoid harm to biodiversity as part of a Construction

Environment Management Plan (CEMP) which can be secured by a planning condition (no. 13).

14.85 The Council's Natural Environment Team (NET) raises no objection to the proposals.

Biodiversity Net Gain (BNG)

14.86 The Biodiversity Net Gain (BNG) Assessment provided confirms that the proposal will result in 12.56% BNG. The loss of modified grassland and bramble scrub will be enhanced with tree planting. This would be secured by the statutory biodiversity gain plan condition with condition 7 requiring maintenance details. With this in place, the proposal complies with Policy E10 of the adopted Local Plan and NPPF policy N2: Improving the natural environment.

Dorset Local Nature Recovery Strategy (LNRS)

- 14.87 The whole of the site is identified as a high opportunity nature area to create or enhance woodland habitat in the LNRS.
- 14.88 This status is a material consideration and helps to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.
- 14.89 The trees at the site are to be retained and the indicative landscaping plan shows new tree planting in the form of scattered trees and trees planted on the lower slope of the proposed earth bund on part of the site boundary with the highway verge of the A352. This intention would comply with the LNRS, and the planting species and details would be agreed by condition should the application be approved (no. 12).
- 14.90 The proposal accords with local plan Policy I3: Green infrastructure, trees and hedgerows as it would protect and strengthen the existing green infrastructure network.

Loss of Grade 3 agricultural land

- 14.91 NPPF Policy N2(1)(b) states that decisions should take into account the quality of agricultural land (including that classified as best and most versatile agricultural land, and its grade), and if significant development of agricultural land is necessary, use areas of poorer quality land where possible.
- 14.92 The use of the site is currently agricultural and from the Officer site visit, this appeared to be pasture.
- 14.93 The proposal would result in the loss of land in agricultural use identified on the agricultural land classification mapping of the Natural England South West Region Map which identifies the land quality as Grade 3 which is good (3a) to moderate (3b) quality. The best and most versatile agricultural land (BMV land) is in Grades 1 to 3. The loss of good/moderate quality agricultural land weighs modestly against the proposal; the application will affect a 1.75ha area of land which is not judged to represent significant development.

Nutrient neutrality – impact on Poole Harbour

- 14.94 The application site is within the Poole Harbour catchment where consideration of the nutrients impacts of new development on the integrity of this European habitat site is required by PLP policy E7.
- 14.95 The application includes a Nutrient Neutrality Assessment and Mitigation Strategy that states the applicant will apply for temporary nutrient credits from Dorset Council and also apply for

permanent credits from Natural England and together these will provide mitigation for the phosphate generated by the proposal and achieve nutrient neutrality.

- 14.96 The Council has carried out a Habitats Regulations Appropriate Assessment for the development based on the applicant's purchase of nutrient mitigation credits and concluded that this mitigation will ensure that the effect from the additional nitrogen loading from the proposed development is addressed.
- 14.97 A pre-commencement condition would be applied to the planning permission to ensure that the correct number of credits are purchased prior to the works starting (no. 3) and on this basis the proposal complies with local plan Policy E7: Conservation of protected sites. NPPF policy N6: Areas of particular importance for biodiversity & geodiversity is complied with.

Impact on Dorset Heathlands

- 14.98 Residential development within the area between 400m and 5km from the Dorset Heaths will result in a likely significant effect on these European heaths which must be adequately mitigated in order to avoid an adverse effect upon integrity of the designation.
- 14.99 Smaller scale residential development (to include the proposal) in the area between 400m and 5km from the Dorset Heaths would have an 'in-combination' effect when considered with other development in the area. This 'in-combination' effect may be mitigated against through a contribution towards Strategic Access Management and Monitoring (SAMM) and Heathland Infrastructure Projects (HIPs).
- 14.100 The application includes a completed legal obligation to provide the required contributions and the proposal would not have an adverse effect on the Dorset Heathlands and complies with local plan Policy E7 and NPPF policy N6: Areas of particular importance for biodiversity & geodiversity.

15. Environmental implications

- 15.1 The environmental implications from the proposal would occur in both the construction and operational phases of development.
- 15.2 There would be impacts during construction from emissions and noise from construction vehicles, equipment and vehicles delivering materials and associated with contractors. This would be limited to the hours of working required by the Construction management plan conditions and limited to the relatively short construction period and are to be expected from any development.
- 15.3 The operational phase would see impacts from the movement of large vehicles carrying the rides and equipment used for the Travelling Showpeople's business together with those from deliveries and the private vehicles of the Travelling Showpeople.
- 15.4 The above environmental impacts would not be severe given the small-scale of the use.
- 15.5 The completed development would bring environmental gain by providing BNG on the site which would assist the Council's Local Nature Recovery Strategy by providing appropriate species and enhancing the biodiversity in the area.

16. Summary of issues and the planning balance

Need for the site

- 16.3 The 2026 GTAA shows a need for 10 Travelling Showpeople Households for the period 2026/27 to 2042/43.
- 16.4 Following the updated national planning policy on Travellers ([‘Planning policy for traveller sites’, December 2024](#)) (PPTS); the Dorset Council Gypsy & Traveller Accommodation Assessment (GTAA) Report of Findings April 2026; and the Council’s position on the supply of Traveller sites, it is apparent that Dorset Council is unable to demonstrate a 5 year supply of Traveller sites (including Travelling Showpeople plots).

Benefits of the proposal

- 16.7 There is an identified unmet need for 10 pitches for Travelling Showpeople in Dorset and the Emerging Local Plan is at a very early stage where it cannot be given weight. The proposal would provide 4 pitches which would assist in reducing the shortfall in provision of sites for Travelling Showpeople in Dorset. This is given significant weight in the planning balance.
- 16.8 The proposal has the potential to support the local school and services in Winfrith Newburgh but with only four pitches proposed this is given limited weight.
- 16.9 The indicative landscaping plan submitted shows that in time the site would benefit from effective screening provided by the proposed tree and shrub planting. The provision of biodiversity net gain is a benefit and the proposed 0.09ha of new woodland planting is given moderate weight in favour of the proposal.

Balancing assessment

- 16.12 When considering NPPF Policy S3: Presumption in favour of sustainable development, NPPF Policy S5: Principle of development outside settlements is engaged. This states that development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation²⁶, provided it meets the criteria in policy HO12, should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the NPPF.
- 16.13 As explained earlier in the report, the proposal will result in limited harm to the setting of the Conservation Area and nearby grade II listed building as a result of the modest erosion of the rural setting and uncharacteristic planted bund along part of the southern boundary representing moderate harm. Moderate harm to the landscape from the mobile homes, storage buildings and parked vehicles has also been identified although this would reduce as the new planting becomes established. The proposal will result in harm from the loss of 1.75ha of moderate to good quality agricultural land which is given modest weight as the developed area is not significant.
- 16.15 Overall the proposal accords with policy H15 of the local plan and the harm arising is not judged to substantially outweigh the benefits of the scheme when assessed against the national decision-making policies in the NPPF. The application is therefore recommended for approval subject to conditions.

17. Recommendation

Grant, subject to the following conditions:

1. Commencement

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. Plans

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

24103-2; 24103-01 Rev H; 24103-02 Rev A; 24103-04; 24103-06; P0682; LA01 Rev B; H02 Rev B; H03 Rev D; H04 Rev D

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

3. Pre-commencement Nutrient mitigation

No development shall commence until the necessary nutrient mitigation credits to mitigate the impacts of the development on the Poole Harbour Special Protection Area (SPA) and Ramsar have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour SPA and Ramsar.

4. Pre-commencement surface water management scheme

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 scheme should have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS). 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 and to take into account current national standards for SuDS

5. Pre-commencement Construction Method Statement

Before the development hereby approved commences a Construction Method Statement (CMS) must be submitted to and approved in writing by the Planning Authority. The CMS must include:

- 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

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

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

6. Pre-commencement tree protection

No development, including any preparatory works of ground clearance, tree works, or demolition shall commence until:

- i. A site meeting has taken place between the Local Planning Authority's (LPA's) Tree Officer, the appointed Arboricultural Consultant and Site Manager, and the outcomes of the meeting have been agreed in writing by the LPA, and
- ii. An Arboricultural Supervision and Monitoring Statement, which has been informed by the agreed outcomes of the site meeting, has been submitted to and agreed in writing by the LPA.

The development shall thereafter be carried out in accordance with the approved Arboricultural Supervision and Monitoring Statement and the Arboricultural Impact Appraisal and Method Statement prepared by Brimble Lea AIA including drawing P0682 or any variation as may subsequently be agreed in writing by the LPA.

Reason: To ensure that the development proceeds in accordance with the approved arboricultural details and that appropriate protective measures are implemented before any works commence.

7. Pre-commencement BNG management

No development shall be commenced until a timetable for the implementation and maintenance of any proposed on-site (within the red line of the application site) non-significant biodiversity net gain (see informative below), has been submitted to and approved in writing by the Local Planning Authority. The implementation timetable and maintenance details must be prepared in accordance with the approved Biodiversity Gain Plan for the site. Thereafter the on-site non-significant biodiversity net gain shall be implemented and maintained for a period of no less than 5 years following the completion of said biodiversity net gain in accordance with the approved timetable and maintenance details. If within a period of 5 years from the date of the planting of any habitat it is removed, uprooted, destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) the habitat shall be replaced with the same habitat as set out in the approved biodiversity gain plan in the next planting season, unless the Local Planning Authority first agrees in writing to any variation.

Reason: To ensure that non-significant on-site biodiversity net gain is provided on site as required by the Town and Country Planning Act 1990 (as amended) and the National Planning Policy Framework.

8. Pre-occupation surface water management details

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.

9. Pre-occupation wholesome water measures

Details of measures to limit the potential consumption of wholesome water use by persons occupying the new residential caravans to 110 litres per person per day as measured in accordance with regulation 36 of the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved by the Local Planning Authority before the residential caravans are occupied.

The submitted details shall include a water consumption calculation for the dwelling in accordance with the Approved Documents referred to above.

The approved measures shall be implemented and maintained to the satisfaction of the Local Planning Authority thereafter.

Reason: To secure nutrient neutrality through effective mitigation in the interests of protected Habitat Sites

10. Pre-construction external material details

Notwithstanding the details submitted on the plans and in the supporting documents, 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.

11. Pre-siting caravan cladding details

Prior to the siting of any static caravans on the land, details of their cladding shall be submitted to and approved in writing by the Local Planning Authority. Any caravans shall be clad as approved within 1 month of their siting on the land and retained as such.

Reason: To mitigate the visual impact of the caravans within the landscape.

12. Pre-occupation/use Landscape details

Notwithstanding the Indicative Landscape Masterplan submitted, the caravans and development hereby permitted must not be occupied/used unless and until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works have been carried out as approved. The landscaping must include porous/permeable hard surfacing and native tree & shrub planting, and tree species should not have the potential for growth above 20m in height. Thereafter, the soft landscaping shall be retained for 5 years and any plants that are lost, die or become diseased in this period shall be replaced in accordance with a scheme to be agreed in writing by the Local Planning Authority and then planted in accordance with the approved details within 1 month of the agreement.

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

13. Pre-occupation/use Ecological Impact Assessment

The development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements in the ecology report titled Ecological Impact Assessment by Darwin Ecology and dated August 2026.

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

- i) the recommendations detailed in sections 6. & 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 (LPA), and
- ii) written evidence demonstrating compliance has been submitted to and approved in writing by the LPA.

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

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

14. Pre-occupation/use turning and parking construction

Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number 24103-01 Rev H 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.

15. Pre-use flood mitigation compliance

Prior to first use of the storage buildings the development shall be carried out in accordance Flood Risk Assessment and Surface Water Drainage Strategy (Ref. 25057-SVC-R-001 Revision C dated July 2026), and the following mitigation measures it details:

- Floor levels of the storage units shall not exceed those specified within the approved FRA and shown on drawing 25057-SVC-100 P03.
- Finished floor levels of the storage buildings shall not exceed existing ground levels;
- Lower wall sections shall remain open to allow the free passage of floodwater in the storage buildings;
- No flood proofing, sealing measures or other barriers shall be installed which would impede flood flows; and
- No raising of ground levels shall take place beneath or around the storage buildings.

The approved mitigation measures shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure the development remains safe for its lifetime and does not increase flood risk elsewhere & to maintain floodplain storage and flood flow routes and prevent increases in flood risk elsewhere.

16. Caravan levels

No caravan with a floor level lower than 37.1mAOD in accordance with Drawing 25057-SVC-100 P03 shall be occupied on site.

Reason: To reduce flood risk to future occupants over the lifetime of the development.

17. Maintain visibility splays

The vehicular access to the site between The Drove and the A352 Dorchester Road must be retained in accordance with the details set out on the following drawings and the visibility splays shall be kept clear to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway and kept free from all obstructions;

Transport Planning Associates Job No. 2302-080. Drawing Nos. H01 Rev D; H02 Rev B & LA01 Rev B

Reason: To ensure that a vehicle can see or be seen when exiting the access.

18. Limitation on occupation/use of site

The site shall not be occupied or used by any persons other than by travelling show people, as defined in Annex B of the National Planning Policy Framework August 2026 (or its equivalent in replacement national policy).

Reason: In recognition of the special needs of such persons as travelling show people and to enable the Local Planning Authority to retain control over the use of the site in the interests of the character and amenity of the area.

19. Limitation on number of plots

No more than 4 residential Travelling Showpeople plots and 4 associated storage plots shall be formed on the site and there shall be no subdivision of the plots, nor siting of any caravan beyond the approved residential hardstanding areas.

Reason: To avoid overcrowding, to safeguard the character and appearance of the area and to prevent flood risk to vulnerable development.

20. Limitation on external storage

All rides, equipment and paraphernalia associated with the business of the Travelling Showpeople shall be stored in the storage buildings. There shall be no external storage of any items on the site. Any business items shall be put in the storage buildings by the end of the day following the day they were brought back to the site.

Reason: To minimise the visual impact of the commercial use and reduce impact on flood flows across the site

21. Limitation on servicing/maintenance work

All servicing/maintenance/work to the equipment and machinery used by the Travelling Showpeople shall only be undertaken within the storage buildings and there shall be no outside servicing/maintenance/work to the equipment and machinery.

Reason: To protect the amenity of the occupants of the nearby dwellings and in the interests of visual amenity.

22. Sound testing and use limitation

No music sound systems or public address systems shall be tested or used, outside the following times:

0800-1800 hours Monday to Friday

0800-1300 hours on Saturday

and not at any time on Sundays and public holidays.

Reason: In the interests of the living conditions of the nearby residential properties.

23. External lighting

No external lighting shall be installed at the site 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.

Reason: To protect the amenities of the occupants of the adjacent dwellings and setting of the National Landscape, conservation area and listed building at 103 Portway, Dorchester Rd.

24. Removal of permitted development rights for enclosure >1.2m

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification), no fencing/walls or other means of enclosure over 1.2m in height above ground level shall be erected under Class A, Part 2 of Schedule 2 of the 2015 Order.

Reason: In the interests of visual amenity.

25. Removal of permitted development rights for solid enclosure

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification), no solid fencing/walls or other means of enclosure shall be erected within Flood Zones 2 & 3 under Class A, Part 2 of Schedule 2 of the 2015 Order.

Reason: To allow flood flows across the site.

26. Remove PD rights for change of use of storage sheds

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking and reenacting that Order, the storage buildings shall be used solely for storage purposes ancillary to the travelling showpeople residential plots hereby approved and for no other purpose.

Reason: To control flood risk and visual impacts.

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.

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. Dorset Council Waste Services (residential)

The applicant is advised that, notwithstanding this consent, before commencement of any works Dorset Council Waste Services should be consulted to confirm and agree that the proposed recycling and waste collection facilities accord with the “guidance notes for residential developments” document (<https://www.dorsetcouncil.gov.uk/bins-recycling-and-litter/documents/guidance-for-developers-a4-bookletmay-2020.pdf>). Dorset Council Waste Services can be contacted by telephone at 01305 225474 or by email at bincharges@dorsetcouncil.gov.

3. Electric vehicle charging points

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. Fire safety

To fight fires effectively the Fire and Rescue Service needs to be able to manoeuvre its equipment and appliances to suitable positions adjacent to any premises. Therefore, the applicant is advised that they should consult with Building Control and Dorset Fire and Rescue Service to ensure that Fire Safety - Approved Document B Volume 1b Dwelling houses B5 of The Building Regulations 2006 can be fully complied with.

5. Planning permission

The site owner is advised that planning permission will be required for any additional hardsurfacing or structures on the site.

6. National Planning Policy Framework Statement

In accordance with policy DM3 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.

6. Legal agreement

This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated 22/9/2026 relating to the provision of mitigation in relation to the Dorset Heathlands

7. Flood Warning Service

The applicant is advised to register with the Environment Agency's Flood Warning Service and ensure future site occupiers are made aware of the residual flood risks identified within the FRA.

8. Flood resistance and resilience measures

The Environment Agency strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage.

To find out which measures will be effective for this development, please contact your building control department. If you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal Change pages of the planning practice guidance.

Further guidance on flood resistance and resilience measures can also be found in: Government guidance on flood resilient construction

<https://www.gov.uk/government/publications/flood-resilient-construction-of-newbuildings>

CIRIA Code of Practice for property flood resilience

https://www.ciria.org/CIRIA/Resources/Free_publications/CoP_for_PFR_resource.aspx

British Standard 85500 – Flood resistant and resilient construction

<https://shop.bsigroup.com/ProductDetail/?pid=000000000030299686>

9. Onsite BNG non significant.

It is likely that if the proposed BNG is on-site and it does not meet one or more of the criteria below that it will not be considered to be significant. However, what counts as a significant enhancement will vary depending on the scale of development and existing habitat, but would normally be:

- habitats of medium or higher distinctiveness in the biodiversity metric (both proposed habitats and retained habitats)
- habitats of low distinctiveness which create a large number of biodiversity units relative to the biodiversity value of the site before development - the combined number of units delivered is equal to or greater than 0.5; and/or the combined number of low distinctiveness units is equivalent to 10% or more of the baseline biodiversity unit value of the site (excluding proposed gardens)
- habitat creation or enhancement where distinctiveness is increased relative to the distinctiveness of the habitat before development - higher distinctiveness of any baseline habitat type e.g. low to medium
- enhancements to habitat condition, for example from poor or moderate to good