

Officer Report

Reference No: P/FUL/2024/01423
Proposal: Demolition of existing dwelling and buildings, erection of five dwellings with associated garages, parking, ancillary infrastructure and landscape planting.
Address: Longhow Dogdean Colehill Wimborne BH21 4HA
Recommendation: Grant, subject to conditions
Case Officer: Claire Hicks
Ward Members: Cllr Dover and Cllr Roe (consulted), Cllr Atwal, and Cllr Todd
CIL Liable: Y

Fee Paid:	£2890.00		
Publicity expiry date:	8 May 2024	Officer site visit date:	18 April 2024
Decision due date:	15 May 2024	Ext(s) of time:	9 August 2024
No. of Site Notices:	2		
SN displayed reasoning:	A site notice was displayed at the access to the site, and another site notice was displayed opposite the site next to the dwelling, Wayside.		
Where Scheme of Delegation consultation required under constitution:			
SoD Constitutional trigger:	Objection from Holt Parish Council		
Nominated officer agreement to delegated decision	Date agreed:	06/08/2024	
SoD Note: The SoD was sent to Cllr Tooke and Cllr Sowry-House on 06/08/2024. Cllr Sowry-House had an out of the office, and this email stated that no one will be picking up Cllr Sowry-House's emails when he is away. Cllr Tooke responded on 06/08/2024. As we have heard back from the chairman, Cllr Tooke, I will not wait 5 days.			

Relevant Planning Constraints

- Within Bournemouth Greenbelt
- Within 5km Dorset Heathland Buffer

- Neighbourhood Plan Area - Type: Neighbourhood Area; Name: Colehill; Status Designated 02/06/2021 - Distance: 0m.

Officer Report

- Neighbourhood Plan Area - Type: Neighbourhood Area; Name: Wimborne Minster; Status Designated 13/02/2020 – Adjacent to the south-eastern boundary.
- Southern Gas Network - High pressure gas pipeline 1km or less from Regional High Pressure Pipelines (>7 bar) - Distance: 723.83m.
- Bournemouth Water Consultation Area.
- Ancient Woodland: Catley Copse; Ancient & Semi-Natural Woodland - Distance: 350.47m.
- Existing ecological network (Polygons) - Distance: 0m.
- Natural England Designation - RAMSAR: Dorset Heathlands (UK11021) - Distance: 4235.69m.
- Within Site of Special Scientific Interest (SSSI) impact risk zone
- Environment Agency - Groundwater Source Protection Zone - Distance: 0m.
- Environment Agency - Risk of Surface Water Flooding Extent 1 in 30 - Distance: 0m.
- Environment Agency - Risk of Surface Water Flooding Extent 1 in 100 - Distance: 0m.
- Environment Agency - Risk of Surface Water Flooding Extent 1 in 1000 - Distance: 0m.
- Flood Zone - Surface water flooding - 1 in 100 year event plus 20% allowance - Distance: 0m.
- Flood Zone - Surface water flooding - 1 in 100 year event plus 40% allowance - Distance: 0m.
- Public Right of Way (Footpath) – 0.2km to the east of the site.
- Approved Dorset suitable alternative natural greenspace (Record ID 43.0) - Distance: 4.96m.
- Radon: Class: Class 1: Less than 1% - Distance: 0m.

Relevant Planning History

P/PAP/2024/00117 – Longhow, Dogdean, Colehill, BH21 4HA - Demolition of existing buildings and erection of five dwellings – Response sent on 13/06/2024.

03/95/0976/FUL – Longhow, Dogdean, Wimborne - Change Of Use Of Former Agricultural Building To B1 Use – Granted on 10/10/1996.

03/95/0323/FUL - Longhow, Dogdean, Colehill - Relax Cond. 1 Of Permission 3/93/0316 To Enable Use Of Premises For Storage/Offices (permanent) & Not Restricted To Members Of The Dawe Family – Granted on 16/08/1995.

03/93/0316/FUL - Longhow, Dogdean, Colehill - Change The Use Of Redundant Agricultural Buildings To Storage Space & Offices For The Applicants Personal Use – Granted on 13/12/1993.

Officer Report

03/92/0962/FUL - Longhow, Dogdean, Colehill - Remove Agricultural Occupancy Condition - Granted on 24/02/1993.

03/77/1110/HST - Longhow Fm, Dogdean, Colehill - Develop Land By Erection Of Dwelling (o/a) – Granted on 01/12/1977.

Adjacent Sites

3/14/0017/COU - Land To The East And West Of The Cranborne Road, Burts Hill, Wimborne, Dorset - Change of use of agricultural land to form Suitable Alternative Natural Greenspace (SANG) as amended by plans rec'd 30th September 2014 and 25 March 2015, and June 2015 additional details rec'd 11th February 2015 – Granted on 13/03/2017.

Duties

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

Development Plan Policies

Adopted Christchurch and East Dorset Local Plan:

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

- KS1 - Presumption in favour of sustainable development
- KS2 - Settlement hierarchy
- KS3 - Green Belt
- KS11 - Transport and Development
- KS12 - Parking Provision
- LN1 - Size and Types of New Dwellings
- LN2 - Design, Layout and Density of New Housing Development
- HE2 - Design of new development
- HE3 - Landscape Quality
- ME1 - Safeguarding biodiversity and geodiversity
- ME2 - Dorset Heathlands
- ME6 - Flood Management, Mitigation and Defence

Made and Emerging Neighbourhood Plans

- Neighbourhood Plan Area - Type: Neighbourhood Area; Name: Colehill; Status Designated 02/06/2021.

Other Material Considerations

Emerging Dorset Council Local Plan:

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

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

Officer Report

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

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

The revised NPPF 2023 introduced a reduced housing land supply requirement for local planning authorities that have met certain criteria as set out in paragraph 266 of the NPPF. This relaxes the requirement to demonstrate 5 years' worth of deliverable housing sites for Local Planning authorities that meet certain requirements. Dorset Council does not currently benefit from the provisions of paragraph 226 and therefore must demonstrate a five year supply. In the East Dorset area the published supply position of 3.9 years means the tilted balance in paragraph 11 of the NPPF is engaged for every application. The delivery of additional housing to meet the shortfall in supply should therefore be given significant weight in planning decisions.

National Planning Policy Framework:

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

Other relevant NPPF sections include:

- Section 4 'Decision making': Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed beautiful new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.

Officer Report

- Section 11 ‘Making effective use of land’.
- Section 12 ‘Achieving well designed and beautiful places’ indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:
 - The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.
 - Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.
- Section 14 ‘Meeting the challenges of climate change, flooding and coastal change’.
- Section 15 ‘Conserving and Enhancing the Natural Environment’- In Areas of Outstanding Natural Beauty (National Landscapes) great weight should be given to conserving and enhancing the landscape and scenic beauty (para 182). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 184). Paragraphs 185-188 set out how biodiversity is to be protected and encourage net gains for biodiversity.
- Section 16 ‘Conserving and Enhancing the Historic Environment’- When considering designated heritage assets, great weight should be given to the asset’s conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 205). The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 209).

National Planning Practice Guidance

Supplementary Planning Document/Guidance For All of Dorset:

- Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document
- 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 East Dorset Area:

- Countryside Design Summary SPG

Consultation Responses

Consultation Responses	No Objection	Object	Brief Summary of Comments
-------------------------------	---------------------	---------------	----------------------------------

Officer Report

Colehill Parish Council	X		<p><u>Colehill Parish Council – Received on 26/03/2024 – Comment:</u></p> <ul style="list-style-type: none"> • We are concerned over drainage and the septic tank which must be installed. • A construction method statement must specify that all construction and delivery traffic must come off the Cranborne Road B3078 rather than along the length of Dogdean. • No construction parking should be on Dogdean.
Holt Parish Council		X	<p><u>Holt Parish Council – Received on 18/04/2024:</u></p> <ul style="list-style-type: none"> • OBJECTION to the development which is excessive on the size of plot within the Green Belt and has a much greater footprint than the existing buildings. • The layout is not a farm courtyard as described and not appropriate in the rural area. • We are concerned with the installation of septic tanks in this location due to flooding and drainage issues. • We are also concerned with access and parking along this small lane which would be unsuitable during the construction. • Members request this application is considered by the Planning Committee if the Officers recommendation is at variance to the above.
Ward Member(s)	X		<p><u>Cllr Andrew Todd - Received on 08/05/202 – Comment:</u></p> <ul style="list-style-type: none"> • The steps taken to mitigate the impact of construction on the drainage in the area, which is already an issue, should be communicated. • Given the restrictive nature of the road, a construction method statement should specify that all construction and delivery traffic must come off the Cranborne Road B3078 rather than along the length of Dogdean. • Most importantly, no construction parking should be permitted on Dogdean itself.
Highways Officer	X		<p><u>Received on 04/04/2024:</u></p> <p>It is considered that the submitted Transport Assessment is satisfactory and robust. Therefore, the Highway Authority considers that the proposal does not present a material harm to the transport network or to highway safety and consequently has NO OBJECTION, subject to the following condition(s):</p> <ul style="list-style-type: none"> • Turning/manoeuvring and parking construction • Construction method statement to be submitted <p>INFORMATIVE: Electric vehicle charging points</p>

Officer Report

Tree Officer	X	<p>Received on 30/07/2024: The only tree really to consider is the T26 as Identified in the submitted Treecall survey and constraints plan. So the following condition will be needed:</p> <ul style="list-style-type: none"> • Notwithstanding details already submitted with the application, Tree Survey submitted by Treecall dated 22.01.2024 no development start on site until an Arboricultural Method Statement (AMS) and detailed Tree Protection Plan (TPP), which is to be in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction Recommendations, have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved AMS and TPP.
Natural Environment Team	X	<p><u>Received on 04/06/2024:</u></p> <ul style="list-style-type: none"> • <u>BNG</u> This minor application was validated on 19th March 2024 before BNG became mandatory, therefore it is not a statutory requirement. If you would like the Biodiversity Metric to be considered in the application, please submit the latest statutory version along with a Biodiversity Statement and amend the area figures as they are not consistent with the plans. • <u>DBAP</u> Dorset Council Natural Environment Team approved the Biodiversity Plan (BP) for this application, and issued a Certificate of Approval, on 2nd August 2023 DABP23151NH. We recommend that the implementation in full of the approved BP is a condition of any approval, to ensure compliance with wildlife legislation, NPPF (2023) and Natural England Protected Species Standing Advice.
Natural England	X	<p><u>Received on 18/04/2024:</u> No objection Natural England concur with the Councils AA in respect of Planning Application: P/FUL/2024/01423. Mitigation must be secured.</p>
Building Control	X	<p><u>Received on 21/03/2024 - Comment:</u> The access for the fire brigade does not comply with approved document B, B5: Section 13: Vehicle access for the fire service.</p>

Officer Report

			<p><u>Officer's Comment:</u> This will be added as an informative.</p>
Dorset & Wiltshire Fire and Rescue Authority	X		<p><u>Received on 12/04/2024 - Building Regulation Matters:</u> In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate. The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:</p> <ul style="list-style-type: none"> • Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010. • Recommendations to improve safety and reduce property loss in the event of fire. <p><u>Officer's Comment:</u> This will be added as an informative.</p>
Environmental Protection	X		<p><u>Received on 19/04/2024:</u> <u>Contaminated Land:</u> Given the historic use of land as agricultural, commercial storage and proposed change of use to residential, the applicant should be required to satisfy the planning authority that the site is adequately characterised in terms of land contamination issues.</p> <p>Please apply the full standard Contaminated Land Condition but advise the applicant that the submission of a suitable 'desk study' report may be sufficient to satisfy the local authority in this matter, and the remainder of the associated conditions may no longer be necessary.</p> <p>In addition please ensure the Reporting of Unexpected Contamination Condition is included.</p> <p><u>Air Source Heat Pumps (ASHP's)</u> I note the applicant proposes to install ASHP's at each property. As with similar air handling plant they have the potential to have an adverse noise effect.</p>

Officer Report

		<p>A development proposing multiply ASHP’s should submit a noise assessment to demonstrate there will be no adverse noise effects upon existing nearby receptors and future occupants of the proposed dwellings. Such a noise assessment must be undertaken by a Suitably Qualified Acoustician and consider the local circumstances, the nature of the installations, tonality, intermittency of operation, sound levels in reverse cycle, background sound levels, structure borne sound and vibration transmission. The Institute of Acoustics (IOA) and the Chartered Institute of Environmental Health have recently issued guidance on this matter, which I attach for information.</p> <p><u>Construction Management</u> Due to the close vicinity of existing residential dwellings Environmental Health recommend a condition for a demolition and construction method statement to be agreed with the local authority prior to development of the site should planning permission be granted, to manage any possible adverse effects associated with the development. This would be limited to no bonfires, protection of nearby receptors from dust arising from construction and vehicle movements and storage of waste materials prior to removal from site. The recommended construction method statement should include operating times of construction and other mitigation measures to reduce noise during the build.</p>
Section 106	X	<p><u>Received on 21/03/2024 – Comment - CIL Contributions:</u></p> <ul style="list-style-type: none"> • This proposed development will be CIL liable development. • Heathland mitigation will be paid for through CIL income.
Third Parties		<p><u>Three neighbours object to the application:</u> <u>Impact on the Green Belt:</u></p> <ul style="list-style-type: none"> • Is in South East Dorset Green Belt – proposed development would harm the openness of this area. • Green belt’s purpose is to assist in safeguarding the countryside from encroachment. <p><u>Impact on Highways:</u></p> <ul style="list-style-type: none"> • The owners (roofing contractors) of the existing site, have been very strict in ensuring that vehicles visiting their site will arrive from the direction of Cranborne Rd - but there will be no such control

Officer Report

		<p>over the occupants of the proposed dwellings and therefore some will travel from Smugglers Lane and return that way where there are very restricted visibility splays from Dogdean.</p> <p><u>Parking Spaces:</u></p> <ul style="list-style-type: none">• The application claims that there are 12 existing spaces – this is misleading as I have never known there to be 12 vehicles on the site – normally there are usually 5 or 6 at any one time whereas on the site there will be 12 spaces serving 5 dwellings. <p><u>More Traffic:</u></p> <ul style="list-style-type: none">• Would generate more traffic and traffic movements.• I urge the Highway Authority to oppose the application on the grounds that it will significantly increase traffic on the local highway network.• Increasing number of dwellings onto this lane would cause an increase in traffic onto Dogdean and out of the junction onto Smugglers Lane.• There is also additional traffic from the new estates on Cranborne Road. <p><u>Highway Safety Issues:</u></p> <ul style="list-style-type: none">• Although Dogdean is a single track with a blind double bend midway, it has an unrestricted speed limit. The technical note does not make any reference that Dogdean has no speed limit, despite a petition to impose a 30mph limit supported by the Parish Council and submitted to Dorset Council but was refused, so while Cranborne Rd has a 30mph limit and Smugglers Lane has a 40mph limit, Dogdean has none.• Dogdean is a very narrow lane with very limited passing areas. In spite of developer's assertion, there are no passing places. Traffic passes by using private driveways and field entrances.• Dogdean is a single track road with no pavement at any point along the road, and is used by dog walkers, ramblers and cyclists.• Cars get stuck in the ditches as they could not get pass other vehicles.• We have seen an increase in traffic use, especially since the recent Cranborne Rd development, where vehicles now use Dogdean as a cut through.• Very poor visibility when accessing onto Smugglers Lane. We have experienced many 'near misses' when trying to edge our way out onto this road.
--	--	--

Officer Report

		<ul style="list-style-type: none"> • There was a serious accident on 15/08/2015 between a cyclist and car on the very blind bend in the middle of the lane (this is not shown in the developer's study, as it is limited to five years). Also, there has been other accidents at the junctions at both ends. • The traffic is not residential only and is used as a cut through by many. • There is constant damage to the grass verges as a result and there is a natural stream running part way along the road. <p><u>Precedents:</u></p> <ul style="list-style-type: none"> • Whilst 5 dwellings is only a small increase, if this application is granted there are a number of fields fronting Dogdean where owners are likely to submit applications - planning applications have previously been submitted and refused. • If this application is permitted this could then lead to other owners to do the same. <p><u>Other:</u></p> <ul style="list-style-type: none"> • The development will increase traffic in Dogdean and using convenient software to assert the opposite is not persuasive. • No improvement to the infrastructure - so existing GP surgeries are unable to deal effectively with this increase in population and are unable to cope. • There have been huge developments in Wimborne but there has been no additional improvement in the infrastructure. The existing road network has been totally inadequate for a long time. as is the • Housing in Wimborne is increasing whilst infrastructure such as doctor's surgeries and leisure centres is decreasing. • It is noted that the requirement for providing affordable housing is limited to developments over ten units. Is this accumulative for further applications by the same developer? <p><u>One neighbour supports the application:</u></p> <ul style="list-style-type: none"> • Lovely looking houses and excellent location.
--	--	--

Officer Assessment

	Yes	No	N/A
--	------------	-----------	------------

Officer Report

1.	Does the proposal represent development that requires planning permission?	Yes		
2.	Has screening under the Environmental Impact Assessment regulations concluded that no assessment is required?			N/A
3.	Does the area benefit from a 5-year housing land supply and has the housing delivery test been passed?		No – Please see Additional Assessment section.	
4.	Is the principle of development acceptable?	Please see Additional Assessment section.		
5.	Would the proposal be compatible with or enhance the character and qualities of the area in which it is proposed?	Yes – please see Additional Assessment section.		
6.	Would the proposal be compatible with or enhance the built form, height, mass and scale of development in the area?	Yes – please see Additional Assessment section.		
7.	Would the proposal be compatible with or enhance the appearance of the street and area?	Yes – please see Additional Assessment section.		
8.	Would the materials, details and features complement the existing built form/be consistent with the general use of materials in the area?	Yes – a condition (nos. 3) will be added if recommending approval.		
9.	Would the scale of development be acceptable and avoid overdevelopment of the site?	Please see Additional Assessment section.		
10.	Would the proposal ensure the retention of trees at the site and adjacent to the site?	Yes – a condition will be added.		
11.	Has the proposal been designed to prevent overlooking or loss of privacy that would be demonstrably harmful to any of the	Yes		

Officer Report

neighbouring properties and their gardens?			
12. Has the proposal been designed to respect all other amenities of neighbouring properties? (<i>inc. overbearing impact, loss of outlook, unreasonable loss of light, noise, disturbance or other pollution</i>)	Yes		
13. Has the proposal been designed to provide appropriate levels of amenity for future occupants?	Yes		
14. If located within a Special Character Area does the proposal comply with all the design criteria?			N/A
15. Would any proposed change of use be compatible with existing uses in the area and avoid loss of community facilities/protected employment/protected retail/Assets of Community Value/open space/sports facilities/education?	Yes (as not in protected employment land).		
16. Has the proposal been designed to safeguard any significant wildlife habitats and protected species, or is appropriate mitigation secured where harm has been demonstrated to be unavoidable?	Yes – a condition will be added.		
17. Is the proposal (alone or in combination) unlikely to result in a significant effect on any internationally protected sites?		No	
17.b) If no, has an appropriate assessment concluded that the development impacts can be fully mitigated?	Yes via CIL		
18. If sited within an area at risk of flooding, is the application accompanied by an acceptable Flood Risk Assessment or suitable flood prevention measures?	Yes – if recommending approval, a condition will be added.		
19. Is the development located in an area with the lowest risk of flooding or is it an allocated site or has the proposal passed the exception test? (<i>N/A for small non residential</i>)	Yes – if recommending approval, a		

Officer Report

<i>extensions of <250m and changes of use)</i>	condition will be added.		
20. Does the proposal avoid adverse impact upon highway safety? <i>For former East this may include parking provision.</i>	Yes – if recommending approval, conditions will be added.		
21. If the development lies within the National Landscape (Area of Outstanding Natural Beauty), does it conserve and enhance the natural beauty of the National Landscape (AONB)?			N/A
22. Has the proposal been designed so that it would not adversely affect the setting of any listed buildings, Conservation Areas or areas of special landscape designation (Heritage Coast / National Landscape (Area of Outstanding Natural Beauty)?			N/A
23. If the site is listed or is a non-listed heritage asset, would the proposal preserve the special architectural or historic interest of the building and its setting?			N/A
24. If sited within a Conservation Area, would the proposal preserve or enhance the character and appearance of the Conservation Area?			N/A
25. If sited in proximity of a Scheduled Ancient Monument or area of archaeological interest is the development acceptable or can it be made acceptable by condition?			N/A
26. If substantial or less than substantial harm to heritage assets has been identified is this outweighed by public benefits?			N/A
27. If sited within the Green Belt, would the development benefit from any of the following exceptions listed in NPPF?	Please see Additional Assessment section.		
149 c) the extension or alteration of a building provided that it does not result in disproportionate additions			

Officer Report

over and above the size of the original building.			
149 d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.			
150 d) the reuse of buildings provided that the buildings are of permanent and substantial construction			
Other exception- to be explained below			
28. If sited within an area of land instability or coastal regression will the proposal result in any increased risk of ground instability either to the site or surrounding area?			N/A
29. If sited within a known contaminated land site or contaminated land buffer, will the proposal have an acceptable impact on the safety of residents?	Yes – conditions will be added.		

Additional Assessment/Consideration of Objections

The main considerations for this application are:

- Principle of development and impact on green belt
- Impact on the character of the area
- Impact on neighbouring amenity
- Impact on highway safety
- Impact on flood risk
- Impact on Biodiversity

These and other issues are considered below:

Principle of Development and Impact on Green Belt

The site is within the countryside, and is therefore the proposal for market dwellings for which there is no essential rural need is contrary to Policy KS2 (Settlement Hierarchy) of the Local Plan.

The proposed development lies within the Green Belt.

Objectors including Holt Parish Council are concerned that the proposed development would harm the openness of the Green Belt.

The application is for the demolition of existing dwelling and commercial buildings, and the erection of five dwellings with associated garages, parking, ancillary infrastructure and landscape planting.

Officer Report

In 1996 permission 03/95/0976/FUL was granted for the change of use of former agricultural building to B1 use (granted on 10/10/1996). This was implemented and the site has currently been operating as roofing contractors.

Paragraph 152 of the NPPF (2023) states that *“Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”*

Paragraph 153 of the NPPF (2023) states *“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”*

Exceptions to inappropriate development are set out at paragraphs 154 and 155 of the NPPF (2023). The relevant NPPF (2023) exception for the scheme is within paragraph 154 at (g):

‘154. A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

– not have a greater impact on the openness of the Green Belt than the existing development;...’

Whilst there is a visual element to loss of openness in the sense that a loss of openness is perceived by the human eye, openness is essentially an absence of built development in the Green Belt and that is one of the essential characteristics which national policy seeks to protect.

The table below shows the approximate total measurements of the height and volume of the existing buildings and the proposed dwellings.

	Approximate Total Measurement of Existing Buildings	Approximate Total Measurement of Proposed Dwellings	Approximate Total Difference between proposed and existing
Height	<ul style="list-style-type: none"> • Dwelling: 6.2m • Lean-to outbuilding: 3.8m • Warehouse: 7.4m 	<ul style="list-style-type: none"> • Unit 1: 8.2m • Unit 2: 6.3m • Unit 3: 6.7m • Unit 4: 6.6m • Unit 5: 7.6m 	+1.28m (Average)
Volume	<p>Total = 3783.55m³</p> <ul style="list-style-type: none"> • Dwelling: 383.93m³ • Lean-to outbuilding: 336.77m³ • Warehouse: 3062.85m³ 	<p>Total = 3301.94m³</p> <ul style="list-style-type: none"> • Unit 1: 891.23m³ • Units 2-4: 1660.05m³ • Unit 5: 750.66m³ 	-481.61m ³

Officer Report

The total approximate volume of the existing structures on the site is 3784m³, and the total approximate volume of the proposed development would be 3302m³. Therefore, the volume would be decreased by approximately 13% (482m³).

Additionally, although the proposed development would extend the built form slightly to the northeast and southwest beyond the existing building footprints, the dwellings would remain along the south-eastern boundary, where the existing buildings are currently sited and openness to the south-east would be reinstated by the reduced depth of the buildings. There would be an increase in the average height of the development, but the dwellings have lower eaves so this would not have a significant impact on Green Belt openness compared to the existing large warehouse building with high eaves.

An amended site plan, received on 19/06/2024, has annotated the area in blue (to the north of the proposed dwellings) to be retained as paddock use and for sustainable urban drainage, and not for any other residential purposes. A condition will be added to ensure that this area is protected (condition no.13).

The existing use of the site as a roofing contractor is associated with relatively intense activity during the working hours, due to the delivery of roof materials and loading the roof materials onto vehicles. A condition to control operating hours for 03/95/0976/FUL (Change Of Use Of Former Agricultural Building To B1 Use) stated:

3 The use hereby permitted shall operate between 07.30
and 18.00 on Mondays to Fridays,
between 07.30 and 13.00
on Saturdays and not on Sundays or Bank or other National Public
Holidays.

3 In the interests of adjoining and nearby residential properties.

Replacing this existing use with five residential dwellings could result in the site being more intensively used at weekends, but not to a degree that would result in demonstrable harm to Green Belt openness.

The proposed development would accord with exception 154(g) of the NPPF (2023) as it would not result in a greater impact on Green Belt openness, so is not inappropriate development within the Green Belt. The proposed development would comply with saved policy KS3 of the Christchurch and East Dorset Local Plan and the National Planning Policy Framework (2023), Section 13.

Impact on the Character of the Area

Holt Parish Council objected due to the proposed development being *“excessive on the size of plot within the Green Belt and has a much greater footprint than the existing buildings. The layout is not a farm courtyard as described and not appropriate in the rural area.”*

Section 12 of the NPPF (2023) highlights the importance of good design which should contribute positively to making places better for people. Local Plan Policy HE2 requires that development should be compatible with or improve its

Officer Report

surroundings in relation to 11 criteria which include layout, site coverage, architectural style, bulk, height, materials, landscaping and visual impact.

The site is approximately 84km north from the main urban area of Wimborne and Colehill. On the western side of the site there is Dogdean Lane, where there are dwellings which have a mixture of designs, ranging from bungalows to detached dwellings. The western boundary of the site is well vegetated with dense vegetation along the majority of the boundary. To the east of the site there is a Suitable Alternative Natural Greenspace (SANG) which is set higher up than the site, however, there is again dense vegetation along the majority of the boundary. It appears that only part of the proposed roof ridges would be visible from the SANG.

The proposed dwellings would have a rural design and exposed eaves. The proposed development would comprise of two detached dwellings in the form of a cottage and have gable ends, and barn style properties which are linked.

The scale and design of the proposed dwellings would not adversely affect the street scene and character of the area. The proposed development would comply with Policy HE2 (Design of New Development) of the Local Plan, and NPPF (2023) Section 12 (Achieving Well Designed Places).

Impact on Neighbouring Amenity

There would not be any overlooking or loss of privacy to any nearby neighbouring property, due to there being sufficient distance (approximately 35m) between the proposed dwellings and neighbouring dwellings on Dogdean Lane (to the north-west of the site). There are no neighbouring dwellings on the south-eastern side of the site as this is Suitable Alternative Natural Greenspace for the Cranborne Chase development.

The first-floor windows in Units 3 and 4 would have oblique overlooking into the adjacent neighbour's rear gardens which is not judged likely to result in harm.

Unit 1 has no windows on the side elevation facing Unit 2.

In bedroom 3 of Unit 5, an amended plan has replaced the dormer window to Unit 5 with a rooflight to avoid overlooking.

The proposed dwellings would not cause harm in terms of loss of natural light to neighbouring amenity to the existing dwellings to the north of the site, and to the proposed dwellings within the site.

The proposed development would comply with Policy HE2 (design of new development) of the Local Plan, and NPPF (2023) Section 12 (achieving well designed places).

Impact on future occupiers

The proposed development meets Table 1 of the National Described Space Standard ([Technical housing standards – nationally described space standard \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101421/Technical_housing_standards_-_nationally_described_space_standard.pdf)). The proposed development includes 3 three bedroom

Officer Report

properties and 2 four bedroom properties. Although there is limited demand for 4 bedroom properties identified by the Strategic Housing Market Assessment, within this modest development the departure from Policy LN1 (The Size and Type of Dwellings) of the Local Plan results in limited harm.

Impact on Highway Safety

Colehill Parish Council commented that a construction method statement must specify that all construction and delivery traffic must come off the Cranborne Road B3078 rather than along the length of Dogdean and that no construction parking should be on Dogdean. Holt Parish Council are also concerned with access and parking along this small lane which would be unsuitable during the construction. Cllr. Todd is concerned that *“the steps taken to mitigate the impact of construction on the drainage in the area, which is already an issue, should be communicated, and given the restrictive nature of the road, a construction method statement should specify that all construction and delivery traffic must come off the Cranborne Road B3078 rather than along the length of Dogdean. Most importantly, no construction parking should be permitted on Dogdean itself.”*

A Construction Management Plan is necessary for this application to in order to minimise the likely impact of construction traffic on the surrounding highway network, and in the interest of residential amenity and to manage any possible adverse effects associated with the development (condition 5).

Policy KS11 (Transport and Development) of the Local Plan requires that: *“... Development should be in accessible locations that are well linked to existing communities by walking, cycling and public transport routes. Development must be designed to:*

- provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport;
- provide safe access onto the existing transport network;
- allow safe movement of development related trips on the immediate network...

Neighbours are concerned about the increase in traffic on the narrow local roads since they note that additional traffic has also been generated from the new estates at Cranborne Road. They have raised: poor visibility splays, particularly from Dogdean when going onto Smugglers Lane; the narrow width of Dogdean which is a single track lane with blind bends, an unrestricted speed limit and very limited passing places; a lack of pavement along the road; use of the road by different vehicle types, pedestrians, and cyclists; damage to grass verges; and run off along the highway. A serious accident in 2015 happened along the lane between a cyclist and a car (which is not in the study from the agent, as it is limited to five years).

This is previously developed land with an existing access in use in association with a roofing business and a dwelling. The submitted Transport Assessment states: *“The trip generation analysis demonstrates that the proposed residential use will generate three peak hour vehicle trips and the existing permitted uses could generate five peak hour vehicle trips. This represents a reduction in vehicle activity at the site and*

Officer Report

a reduction in traffic impact on the surrounding road network.” The Council’s Highways Engineer has raised no objection to the proposal as the associated trip rates would be limited once the construction is complete.

The proposed development would comply with Policy KS11 (Transport and Development), and Section 9 (Promoting Sustainable Transport) of the NPPF.

Amended plans were received on 19/06/2024 which removes the gate and wall at Unit 5, to allow access to the parking spaces in front of the garage. The amended plans also show annotations as to what car parking belongs to each dwelling, and a visitor space and an unallocated parking space was added.

The amended plans show that there would be sufficient parking for the site and would comply with the residential car parking calculator.

The proposed development would comply with Policies KS11 (Transport and Development), and KS12 (Parking Provision) of the Local Plan.

Impact on Flood Risk

Colehill Parish Council has raised concerns over drainage and also the septic tank which would need to be installed. Holt Parish Council objected as they were worried about the *“septic tanks in this location due to flooding and drainage issues.”* Cllr. Todd is concerned of the impact of the proposed development on the drainage in the area.

The site is not in an area identified by the Council’s Strategic Flood Risk Assessment as being at risk of groundwater flooding and is not within a fluvial flood zone, however, there are surface water issues on the road, therefore, to accord with policy ME6 it is necessary to ensure that the flood risk is not worsened. If permission is granted a condition will be added requiring details on surface water drainage management to ensure the flood issues on the road are not made worse (condition no. 6).

Impact on Biodiversity

A condition will be imposed to secure biodiversity mitigation and enhancement in accordance with the Biodiversity Plan certified by the Dorset Natural Environment Team.

Other Issues

Precedent:

Neighbours were concerned that land owners with fields next to Dogdean Lane, could submit planning applications for similar proposals. All planning applications are determined on their merits and the proposal would not necessarily set a precedent for similar proposals in the area and this matter is not afforded weight in the planning assessment.

Lack of Infrastructure

Neighbours were concerned that in Wimborne housing is increasing without the necessary improvement to local infrastructure in terms of roads, GP surgeries, and

Officer Report

leisure centres. The proposed development will be subject to the Community Infrastructure Levy which secures infrastructure to support new development.

Affordable Housing

Affordable housing is not relevant for this small scale development of five proposed dwellings in the light of para 65 of the NPPF because there is no local plan policy identifying rural designated areas in which contributions can be sought for minor development.

Planning Balance

Dorset Council does not currently benefit from the provisions of paragraph 226 and therefore must demonstrate a five year supply. In the East Dorset area the published supply position of 3.9 years means that policy KS2 is out of date and the tilted balance in paragraph 11 of the NPPF is engaged. Where housing policies are the most important for determining the application, as in this case, permission should be granted unless harm to areas or assets protected by the NPPF would provide a clear reason for refusal or adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the Framework taken as a whole.

No harm to the Green Belt has been identified nor any other harm that would significantly and demonstrably outweighs the benefits of the scheme providing 5 additional dwellings to the local housing supply.

Conclusions

For the above reasons and subject to conditions, the application is judged to accord with Core Strategy Policies KS1 (Presumption in favour of sustainable development), HE2 (Design of New Development), KS12 (Parking Provision), ME1 (Safeguarding biodiversity and geodiversity), ME6 (Flood Management, Mitigation and Defence), and KS3 (Green Belt), and the policies of the National Planning Policy Framework (2023).

	Yes	No
Having regard to your answers to all the preceding questions, is the application considered to be acceptable?	Yes	

Written agreement to the pre-commencement condition(s) was received from the agent on 30/07/2024.

Recommendation: Approve subject to the following conditions:

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

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

Officer Report

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
- 9774/102 Floor plans - Units 2-4
 - 9774/103 Elevations - Units 2-4
 - 9774/101 Floor plans & elevations - Unit 1
 - 9774/107 A AMENDED - Existing and Proposed Soft Landscaping Plan
 - 9774/104 A AMENDED - Floor plans and elevations - Unit 5
 - 9774/100 A AMENDED - Site Block and Location Plan
 - 9774/106 A AMENDED - Indicative Drainage Plan

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

3. Prior to development above damp proof course level, details (including colour photographs) of all external facing materials for the wall(s) and roof(s) shall have been submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

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

4. Prior to the commencement of the development hereby approved the following contaminated land information shall be submitted to and agreed in writing by the Local Planning Authority:
- 1) a 'desk study' report documenting the site history.
 - 2) a site investigation report detailing ground conditions, a 'conceptual model' of all potential pollutant linkages, and incorporating risk assessment.
 - 3) a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when the site is developed.
 - 4) a detailed phasing scheme for the development and remedial works (including a time scale).
 - 5) a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time.
- The Remediation Scheme, as agreed in writing by the Local Planning Authority, shall be fully implemented before the development hereby permitted first comes in to use or is occupied. On completion of the development written confirmation that all works were completed in accordance with the agreed details shall be submitted to the Local Planning Authority.

Reason: To ensure potential land contamination is addressed.

5. No development shall take place, including any works of demolition, until a Demolition and Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the demolition and construction period. The Statement shall provide for:
- No bonfires
 - Protection of nearby receptors from dust arising from construction and vehicle movements and storage of waste materials prior to removal from site

Officer Report

- Operating times of construction
- Other mitigation measures to reduce noise during the build.
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Delivery, demolition and construction working hours
- A route plan for all contractors and suppliers to be advised on which directs traffic to approach from Cranborne Road.
- The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interest of residential amenity and to manage any possible adverse effects associated with the development, and to minimise the likely impact of construction traffic on the surrounding highway network.

6. Prior to the commencement of development, a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and providing clarification of how drainage is to be managed during construction and a timetable for implementation of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The surface water scheme shall be implemented in accordance with the approved details including the timetable for implementation.

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

7. Notwithstanding details already submitted with the application, Tree Survey submitted by Treecall dated 22.01.2024 no development shall start on site until an Arboricultural Method Statement (AMS) and detailed Tree Protection Plan (TPP), which is to be in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction Recommendations, have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved AMS and TPP.

Reason: This information is required to be submitted and agreed before any work starts on site to ensure that the trees and hedges deemed worthy of retention on-site will not be damaged prior to, or during the construction works.

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

Reason: In the interest of visual amenity.

Officer Report

9. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

10. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 2nd August 2023 must be implemented in accordance with any specified timetable and completed in full (including photographic evidence of compliance being submitted to the Local Planning Authority in accordance with section J of the Biodiversity Plan) prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved details and the mitigation, compensation and enhancement/net gain measures shall be permanently maintained and retained.

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

11. No air source heat pump shall be installed on the dwelling unless one of the following applies:
- i) details of the air source heat pump to demonstrate that it complies with the requirements of Schedule 2, Part 14, Class G of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) or any subsequent reenactment thereof, have been submitted to and agreed in writing by the Local Planning Authority, or
 - ii) details and a noise assessment of the air source heat pump have been submitted to, and approved in writing by, the Local Planning Authority. The noise assessment must be undertaken by a Suitably Qualified Acoustician and consider the local circumstances, the nature of the installation and the five factors (Tonality, Intermittency of operation, Sound levels in reverse cycle, Low background sound levels, Structure borne sound and vibration transmission). The Institute of Acoustics, and Chartered Institute of Environmental Health guidance should be taken into consideration.
- Thereafter, the development shall proceed in accordance with approved details including any mitigation measures and shall be maintained and operated in accordance with those details and any noise assessment details that have been agreed.

Officer Report

Reason: To safeguard the amenity of the occupiers of adjoining residential properties.

12. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number 9774/100 must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified. 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), the garaging shall not be used as living accommodation.

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

13. The area in blue in the amended site plan (drawing number 9774/100, revision A) must only be used for agriculture and for sustainable urban drainage and for no other purpose.

Reason: To ensure that the area in blue is not part of the residential use, to protect the Green Belt.

Informative Notes:

1. Informative: National Planning Policy Framework Statement

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

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

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

In this case:

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

2. 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.
3. The applicant is reminded of their responsibility to submit photographic evidence of compliance with the Biodiversity Plan to Dorset Natural Environment Team in order to comply fully with requirements of condition 9.

Officer Report

4. Please note:

Building Control made the following comment: the access for the fire brigade does not comply with approved document B, B5:Section 13: Vehicle access for the fire service.

Dorset & Wiltshire Fire and Rescue Authority made the following comment:

- Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010.
- Recommendations to improve safety and reduce property loss in the event of fire.

5. The Council is responsible for street naming and numbering within our district.

This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering

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

7. Informative: This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development, and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice. To avoid additional financial penalties, it is important that you notify us of the date you plan to commence development before any work takes place and follow the correct CIL payment procedure.

8. Please check that any plans approved under the building regulations match the plans approved in this planning permission or listed building consent. Do not start work until revisions are secured to either of the two approvals to ensure that the development has the required planning permission or listed building consent.

9. The submission of a suitable 'desk study' report may be sufficient to satisfy the local authority in this matter, and the remainder of the associated conditions may no longer be necessary.

Case Officer Signature:	CHI	Authorising Officer Signature:	DMC
Date:	07/08/2024	Date:	08.08.2024