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NORTH DORSET DISTRICT COUNCIL PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY 26 MARCH 2019

Present: Cllrs B Batty-Smith MBE (Chairman), C Dowden (Vice-Chairman), V Fox, N Lacey-Clarke, S Pritchard, J Westbrook and P Williams MBE

Apologies: Cllrs D Croney, J Francis, B Ridout and Jackie Stayt

Also present: Cllr B Cooper

Officers present (for all or part of the meeting):

Robert Lennis (Area Lead (Major Projects – Eastern)), Hannah Smith (Area Manager (Eastern)) and Susan Dallison (Democratic Services Manager)

87. Code of Conduct

There were no declarations of interest.

88. Minutes

The minutes of the meeting held on Tuesday 26 February 2019 were agreed and signed as a correct record.

89. Application No: 2/2018/0458/OUT - Shillingstone Poultry Farm, Shillingstone Lane, Okeford Fitzpaine

The Area Lead, Major Projects – Eastern, advised the committee that he had received an amended drawing from the applicant the day before the meeting. The officer recommendation had been to refuse the application however the revised drawing appeared to overcome the concerns regarding heritage. The officer therefore asked members of the committee to consider deferral of the application so that officers could give further consideration to the amended drawing. Cllr B Batty-Smith, Chairman, proposed deferral of the application, seconded by Cllr V Fox.

Decision: That the application be deferred for consideration of the revised drawing.

90. Application No: 2/2018/1808/OUT - Land north of Burton Street, Marnhull

The Area Lead, Major Projects – Eastern, presented a report on an application to develop land by the erection of up to 61 no. dwellings, form vehicular and pedestrian access, public open space and attenuation basins. The application was outline only to determine access, all other matters would be reserved for later consideration.

The application site was outside of the village development boundary of the village but due to the strong degree of sustainability consideration would be given to such sites. In respect of access and road issues the application proposed modifications to Burton Street to improve visibility splays and pedestrian access along the eastern boundary of the site. The main issues for consideration related to the principle of development, highway safety, flood risk and drainage and visual impact. Members had attended a site visit and it was considered that the scale of development would be in keeping with the rest of the village. The committee was also advised that the NHS Trust had requested that a financial contribution be made for the County Hospital and added as an additional element to the S106 Agreement.

The DCC Highways Officer reported the application proposed an access road from Burton Street 6 metres in width so that large service vehicles could access the development. In order to improve the visibility Burton Street would be subject to a minor realignment which would widen the bend and improve visibility for vehicles as they travelled the bend in the road. The application had also been supported by a Transport Assessment and the applicant had also carried out traffic surveys. The traffic generation modelling had concluded that the additional trips would not have a severe impact on the operation of the local road network. It was the opinion of the Highway Authority that the road realignment would provide a highway safety benefit and that the impact of the extra vehicular movements was not detrimental to object to the development.

Public Participation

Mr T Vaughan, Chairman of Marnhull Parish Council made representations to the committee stating that Marnhull was a rural village and a large development would destroy the nature of the village. If all of the developments took place in the village the population of the village would increase by 50%. The Parish Council felt that the residents were in a better position to make a decision on development in the village and a survey had been undertaken. The results of the survey showed that a large proportion of residents felt that the sites were highly unsuitable for development. The Parish Council asked that if the development was approved any future planning applications should be severely restricted and that any future planning committee, together with housing officers work with the parish council and residents to help develop a sensible way forward.

Oral representations were received from Mr I Pentland who highlighted that the roads of Marnhull had reached capacity and were not safe, accidents had happened on the narrow roads and there was risk of a fatal accident.

The roads around Marnhull were only just wide enough to accommodate 2 private cars and in such a rural community were used by families, cyclists, large agricultural vehicles, lorries and delivery vehicles. There had been some road accidents involving pedestrians and the proposed road realignment would increase the risk of an accident significantly, as all vehicles entering and leaving that site must use Burton Street. Mr Pentland urged members of the committee to refuse the application. Ms F Pratt also addressed the committee and highlighted that the site was the only open area

in that part of the village available for social gatherings and that the development would have a negative impact on that part of the village. The size and density of the development was not in keeping with the rest of the village. A large number of houses had been built in the village since 2011 and the village had suffered from power cuts and low water pressure. Ms Pratt also reiterated the road safety issues in the village.

Mr S Clarke, the agent for the applicant addressed the committee. He advised the committee that the scheme represented a sustainable development and the development should be given favourable consideration due to the lack of meeting the 5 year housing land supply. The site would also provide 40% affordable housing. In response to the concerns raised regarding highway safety Mr Clarke reported that the realignment of Burton Street would allow 2 way traffic to pass safely. The applicant was in agreement in principle with a contribution to the NHS under the S016 Agreement. There were no objections from statutory consultees and there were no clear reasons to refuse the application.

Ward Member

Cllr Jane Westbrook addressed the committee explaining that Marnhull was a village formed of a series of hamlets connected by small lanes, lanes that were ancient and not designed for cars. The Parish Council was planning to purchase speed indicator devices to slow down traffic in the village. The village was facing 4 large housing developments and residents had never anticipated that the village would be subject to such large scale housing developments. Cllr Westbrook disagreed with the view that access would be approved by changes to the road layout and believed that there would be more additional car journeys than stated in the survey. Cllr Westbrook asked the committee to refuse the application.

Cllr C Dowden addressed the committee and highlighted that the widening of the bend in the road would be an improvement as there had many near misses in the past and the realignment would be an overall improvement to the road structure in the village. Cllr Dowden felt that it was a shame that a Neighbourhood Plan had not been carried out for the village as this would have provided more guidance and control over housing development. Cllr Dowden felt that the development would unite the hamlets into one village and would help to support the shops and the public houses.

Members debate

Cllr V Fox agreed that Neighbourhood Plans helped to strengthen where development should take place and without a plan in place the committee had to fall back on the Local Plan and take into account the pressure to meet the housing target shortfall.

Proposed by Cllr C Dowden seconded by Cllr V Fox

Decision: That the application be delegated to the Planning Manager to grant planning permission and the securing of planning contributions through the signing of a S106 agreement, with the addition of a NHS contribution.

91. Application number: 2/2018/1576/OUT - The Charlton Inn, Bournemouth Road, Charlton Marshall

The Area Manager (Eastern) presented the application highlighting that it was an outline application to determine access. The Charlton Inn was in the conservation area but the rest of the site was outside of the conservation area. All of the site was in the low risk flood zone 1, however the Environment Agency and Dorset County Council had confirmed that, subject to conditions on levels, there would be no issues with the policies regarding flooding. The development provided potential for an enhanced gateway to the village, with landscaping and attractive dwellings. Screening would need to be provided for the bungalow adjacent to the car park. The main issues for consideration were the principle of development, access, flooding, heritage and amenity. In balance officers considered that the benefits of the development outweighed any harm to the open countryside.

Mr S Savage (DCC Highways) reported that the access was considered to be safe and appropriate and that highways had no objections subject conditions.

Public Participation

Oral representations were received from Cllr Barrie Cooper speaking on behalf of the Parish Council. Cllr Cooper highlighted to members that there were other significant building developments going ahead in the locality and that the site to be developed was the only area which livestock could access in the event of a flood. The development was therefore detrimental to the use of the 60 acres of farmland. The whole site was in flood risk zone 1 and the development would completely change the character of the village. In addition nothing had changed on the site since the Planning Inspector had refused the last planning application. Residents were overwhelmingly against the application and Cllr Cooper asked the committee to refuse the application which was in the flood zone and provided good agricultural land.

Mr P Harrington, the agent for the applicant addressed the committee. He advised the committee that Hall and Woodhouse Ltd were a success story and were continuing to invest in their public houses and this application would provide for additional letting rooms as well as houses. In response to the concerns raised regarding flooding and highways he advised the committee that the entire application site was in flood zone 1, the same as the rest of the village. The applicant had worked with Environment Agency to work out how to manage surface water drainage and how to future proof the houses. No objections to the application had been received from the Environment Agency. In addition there was adequate visibility on the road access.

Member questions and debate:

In response to a question from Cllr S Pritchard the planning officer reported that the Planning Inspector had refused an application in the 1990's, the application was refused on the basis of a different policy context and in respect of a larger site which represented a materially different application.

Proposed by Cllr N Lacey-Clarke seconded by Cllr P Williams MBE

Decision: Approve with conditions

92. **Application No: 2/2018/1818/FUL - Park Farm, Woodview Chalet, Blandford Road, Milton Abbas**

The Area Manager (Eastern) presented an application to demolish an existing dwelling and erect a new dwelling and create an additional parking space. The application site was within the Dorset AONB and within the setting of Listed Buildings. The new dwelling had been carefully designed, was largely on the same footprint and the materials had been carefully considered to look traditional in appearance. The use of levels had been considered to minimize the impact on the AONB, there were no highways issues and no harm in respect of heritage matters.

It was proposed by Cllr P Williams MBE seconded by Cllr C Dowden

Decision: Approve subject to conditions

93. **Planning Appeals**

The Area Manager (Eastern) updated the committee with recent appeals.

94. **Urgent Business**

There were no items of urgent business.

Duration of meeting: 10.00 - 11.22 am

Chairman

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Decision List

Appendix

Application No: 2/2018/0458/OUT - Demolish existing buildings and develop land by the erection of up to 45 No. dwellings with associated infrastructure, including the widening of Shillingstone Lane and provision of school drop off car park. (Outline application to determine access).

Location: Shillingstone Poultry Farm, Shillingstone Lane, Okeford Fitzpaine, DT11 0RB

Decision: That the application be deferred for consideration of an amended drawing.

Application No: 2/2018/1808/OUT - Develop land by the erection of up to 61 No. dwellings, form vehicular and pedestrian access, public open space and attenuation basins. (Outline application to determine access).

Location: Land North Of, Burton Street, Marnhull, Dorset

Decision: that the application be delegated to the Planning Manager to grant planning permission subject to the conditions outlined below and the securing of planning contributions through the signing of a S106 agreement, including a contribution to the NHS.

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

Site Location Plan, drawing no. RL001 (BS), received 14 Dec 2018

Access Design and Visibility Splays, drawing no. 028.0050.004 Rev C, received 6 March 2019

Access Tracking, drawing no. 028.0050.005, received 14 Dec 2018 REASON:

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

b) Approval of the details of the layout, scale and appearance of the buildings, and the landscaping of the site (hereinafter called the Reserved Matters) shall be obtained from the Local Planning Authority in writing before any development is commenced.

REASON: To ensure the satisfactory development of the site.

c) The development to which this permission relates must be begun not later than whichever is the later of the following dates:-

1. the expiration of three years from the date of grant of outline planning permission, or
2. the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This condition is required to be imposed by Section 91 and 92 of the Town and Country Planning Act 1990 (as amended).

d) Application for approval of any 'reserved matter' must be made not later than the expiration of two years beginning with the date of this permission.

REASON: This condition with shortened timeframe, normally imposed by Section 92 of the Town and Country Planning Act 1990 (as amended), seeks to encourage development, due to the pressing need for housing to be provided in a short timeframe, within an area where

housing land supply is not currently being met.

- e) The development shall comprise of no more than 61 dwellings.

Reason: To protect the character and appearance of the area.

- f) No development shall commence until details of the access, geometric highway layout, turning and parking areas have been submitted to and agreed in writing by the Local Planning Authority.

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

- g) Prior to the occupation of the first dwelling, the first 15.00 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing - see the Informative Note below), must be laid out and constructed to a specification first submitted to, and agreed in writing by, the Local Planning Authority.

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

- h) Prior to the occupation of the first dwelling, a scheme showing precise details of the proposed cycle parking facilities shall have first been submitted to, and agreed in writing by, the Local Planning Authority. The cycle parking facilities shall be constructed in accordance with the agreed details, and made available for use prior to the occupation of the 30th dwelling. Thereafter, they shall be maintained, kept free from obstruction, and made available for the purposes specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

- i) Prior to the occupation of the first dwelling, the following works must have been constructed to the specification of the Local Planning Authority:

The realignment of Burton Street and associated highway works, as shown on Dwg No 028.0050.004 Rev C (or similar scheme to be agreed in writing with the Local Planning Authority).

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

- j) No development shall commence until a Construction Traffic Management Plan (CTMP) shall have been submitted to and agreed in writing by the Local Planning Authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement) o a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods o a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities o vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and

Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase

- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on temporary traffic management measures where necessary

Thereafter, the development must be carried out in strict accordance with the approved Construction Traffic Management Plan.

Reason: to minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

- k) Prior to the occupation of the 1st dwelling, a Travel Strategy must first have been submitted to and agreed in writing by the Planning Authority. The strategy should include measures to reduce the need to travel to and from the site by private transport and the timing of such measures. Thereafter, the strategy must be implemented in accordance with the details as approved.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

- l) No development shall take place until a survey of the downstream surface water/land drainage system has been undertaken, which confirms existing drainage arrangements from the site, including the outfall route from the existing pond and ditch system.

Reason: To ensure compliance with National Planning Policies concerning sustainable drainage and to better manage local flood risk and residual risk from public drainage infrastructure.

- m) No development shall take place until a Surface Water Construction Management Plan, which shall include measures to prevent turbid run-off from the construction site reaching the road and/or discharging into the public sewer system, has been submitted and approved, in writing, by the Local Planning Authority. The agreed measures shall be implemented and maintained throughout the construction phase of the development.

Reason: To prevent increased risk of flooding during construction, prevent pollution and protect water quality.

- n) Details submitted pursuant to any reserved matters application shall include exceedance measures, and a timetable for their implementation.

Reason: To ensure that the development is resilient to climate change and to ensure residual flood risk from infrastructure failure is managed appropriately.

- o) No development shall take place until a detailed and finalised surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be implemented in accordance with the submitted details before the development is completed.

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

- p) No development shall take place until details of maintenance and management of the surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter

managed and maintained in accordance with the approved details. These 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 future maintenance of the surface water drainage system and to prevent increased risk of flooding.

q) No development shall commence until written agreement has been received from Wessex Water, and in turn submitted in writing to the Local Planning Authority, confirming that capacity can be made available for new connections to the foul drainage network.

Reason: To ensure appropriate capacity is first secured to manage foul drainage from the development.

r) Prior to the occupation of the 1st dwelling, all measures set out in the Biodiversity Mitigation & Enhancement Plan submitted by Lindsay Carrington Ecological Services dated 18th February 2019, as certified by Dorset County Council Natural Environment Team, shall be implemented in full.

Reason: To ensure that the development conserves and enhance biodiversity in accordance with the objectives of the National Planning Policy Framework.

s) Prior to the construction of the foundation of any dwelling, a Landscape and Ecology Management Plan (LEMP) shall first be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include ecological enhancements, habitat creation and retained habitat features, together with details of maintenance of habitat/ecological features for a period of not less than 5 years. Such scheme shall be implemented immediately following commencement of the works, or as may be agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure that the development conserves and enhance biodiversity in accordance with the objectives of the National Planning Policy Framework.

t) No development shall commence until a detailed Arboricultural Method Statement shall have been produced, submitted to and approved in writing by the Local Planning Authority. The statement shall include details of how the existing trees are to be protected and managed before, during and after development and shall include information on traffic flows, phased works and construction practices near trees. The development shall thereafter be carried out in accordance with the approved Arboricultural Method Statement.

Reason: To ensure thorough consideration of the impacts of development on the existing trees.

u) Prior to occupation of the 1st dwelling, a landscaping and tree planting scheme shall have first been submitted to and agreed in writing by the Local Planning Authority. The landscaping scheme shall include details of all tree, shrub and hedge planting, including details of species, sizes, and densities of plants. In addition, it shall include a long term management plan for all trees and landscaping which are to be retained and/or proposed at the site, together with provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 5 years. Such scheme shall be implemented during the planting season November - March inclusive, immediately following commencement of the works, or as may be agreed otherwise in writing by the Local Planning Authority.

REASON: To ensure the provision, establishment and maintenance of a reasonable standard of landscape, in the interest of safeguarding the visual amenity and landscape qualities of the area.

- v) Prior to occupation of the 1st dwelling, full details of hard landscape proposals, including surfacing and boundary treatments, shall have first been submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with such details as have been agreed.

REASON: To ensure the provision, establishment and maintenance of a reasonable standard of hard landscaping, in the interest of safeguarding the visual amenity and landscape qualities of the area.

- w) No external street lighting shall be erected on site, until a scheme showing the precise details of external lighting (including appearance, light intensity and orientation) shall have first been submitted to, and agreed in writing by, the Local Planning Authority. Thereafter, any street lighting shall be implemented in accordance with the agreed details, and shall be retained as such thereafter.

In the interests of safeguarding the rural amenity of the area.

- x) Prior to the construction of the foundation of any dwelling, details of the finished floor levels of the buildings shall have first been submitted to and approved in writing by the Local Planning Authority. Such levels shall be relative to an ordnance datum or such other fixed feature as may be agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out in strict accordance with the approved details.

REASON: In the interests of visual amenity

- y) Prior to the construction of any attenuation pond, details of depths, gradients, and any associated structures shall have first have been submitted to, and agreed in writing by, the Local Planning Authority. Thereafter, development shall proceed in strict accordance with such details as have been agreed.

Reason: in the interests of visual amenity

Human Rights:

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.

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 PSED. In particular, the access arrangement will provided with dropped kerbs.

Application No: 2/2018/1576/OUT - Develop land by the erection of 9 No. dwellings and 3 No. letting rooms, form vehicular access, car parking and landscape improvements associated with the Charlton Inn. (Outline planning application to determine access).

Location: The Charlton Inn, Bournemouth Road, Charlton Marshall, DT11 9NH

Decision: that the application be approved subject to the conditions outlined below:

(a) Approval of the Reserved Matters (i.e. any matters in respect of which details have not been given in the application concerning the layout, scale or appearance of the building(s) to which this permission and the application relates, or to the means of access to the building(s), or the landscaping of the site) shall be obtained from the Local Planning Authority in writing before any development is commenced. Such development shall be carried out as approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended).

(b) Application for the approval of any Reserved Matter must be made 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 92 of the Town and Country Planning Act 1990 (as amended).

(c) The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act, 1990.

(d) The development hereby permitted shall be carried out strictly and only in accordance with the following approved drawings and details: 17149.13B, P1792/TS/03v2, 17149/25 P1 forming the approved application.

Reason: For the avoidance of doubt and to clarify the permission.

(e) Before the development is occupied or utilised the first 10.00 metres of each vehicular access, measured from the rear edge of the highway (excluding the vehicle crossing - see the Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

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

(f) A scheme showing precise details of how the access, turning space, garaging and parking will be provided must be submitted to the Local Planning Authority. Any such scheme requires approval to be obtained in writing from the Local Planning Authority. The approved scheme must be constructed before the development is occupied or utilised and, thereafter, 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.

(g) The development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities is submitted to the Local Planning Authority. Any such scheme requires approval to be obtained in writing from the Local Planning Authority. The approved scheme must be constructed before the development is commenced and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

(h) There must be no gates hung so as to form obstruction to the vehicular accesses serving the site.

Reason: To ensure the free and easy movement of vehicles through the accesses and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

(i) Before the development hereby approved is occupied or utilised the visibility splay areas as shown on Drawing Number P1792/TS/03v2 must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

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

(j) There shall be no raising of ground levels in mapped flood zones, and the development shall be undertaken in accordance with the levels details shown on the Technical Site Plan (drawing number 17149/25 P1).

Reason: To protect the development from flood risk in accordance with National Planning Policy.

(k) No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed. Reason: To prevent the increased risk of flooding & associated nuisance, to improve and protect

(l) water quality, and to improve habitat and amenity.

(m) No development shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and adjacent receiving system have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These 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 future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

(n) Before any foul drainage pipe work is installed, the details of that system and how it will be implemented to ensure it results in a sealed system, must be submitted to and approved by the Local Planning Authority. The system must be installed entirely in accord with the agreed details.

Reason: To ensure no groundwater enters the foul water drainage system within the site.

(o) The letting room accommodation hereby approved shall be used solely for holiday letting and shall not be used for the purpose of providing permanent residential accommodation. Such accommodation shall not be let to any individual or group of individuals for any period which exceeds 28 consecutive days and there shall be no return by any such party within a further 28 days. A register of occupancy shall be kept and shall be made available to the Local Planning Authority following a written request at 14 days notice.

Reason: To ensure that the units are used to support the community facility and not used as permanent residential accommodation.

(p) The Biodiversity mitigation measures set out in the approved plan dated 15th November 2018 shall be implemented in full in accordance with the timetable set out in the report, or in the absence of a specific timetable prior to the development hereby approved being first brought into use and the site shall thereafter be maintained in accordance with the

approved mitigation proposals.

Reason: To ensure adequate habitat is provided and subsequently protected to ensure adequate protection for important habitats and species is secured.

Human Rights:

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.

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 PSED.

Application No: 2/2018/1818/FUL - Erect 1 No. replacement dwelling and create additional parking space (demolish existing dwelling).

Location: Park Farm, Woodview Chalet, Blandford Road, Milton Abbas, DT11 0AX

Decision: that the application be approved subject to the conditions outlined below;

(a) 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).

(b) The development hereby permitted shall be carried out strictly and only in accordance with the following approved drawings and details: 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11 and Tree Constraints Plan ref: TCPWVC forming the approved application.

Reason: For the avoidance of doubt and to clarify the permission.

(c) Before the development hereby approved is occupied or utilised the turning and parking shown on Drawing Number 03 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.

(d) The external surfaces of the external flue pipes, rainwatergoods and vents shall be finished in a black matt colour.

Reason: to safeguard the appearance of the AONB and the setting of the heritage assets.

(e) The planting identified on drawing 03 shall be carried out before the end of the first available planting season following substantial completion of the development. In the five year period following the substantial completion of the development any trees that are

removed without the written consent of the Local Planning Authority or which die or become (in the opinion of the Local Planning Authority) seriously diseased or damaged, shall be replaced as soon as reasonably practical and not later than the end of the first available planting season, with specimens of such size and species and in such positions as may be agreed with the Local Planning Authority. In the event of any disagreement the Local Planning Authority shall conclusively determine when the development has been completed, when site conditions permit, when planting shall be carried out and what specimens, size and species are appropriate for replacement purposes.

Reason: In the interests of continued visual public amenity.

(f) All existing trees and hedges shown on approved Tree Constraints Plan ref: TCPWVC to be retained, shall be fully safeguarded during the course of site works and building operations. No works shall commence on site until all trees to be protected on and immediately adjoining the site shall be protected from damage for the duration of works on the site to the satisfaction (to be confirmed in writing) of the Local Planning Authority in accordance with BS 5837:2012 (Trees in relation to construction - recommendations) or any new Standard that may be in force at the time that development commences. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s). Any trees or hedges removed without the written consent of the Local Planning Authority, or dying or being severely damaged or becoming seriously diseased before the completion of development or up to 12 months after occupation of the last dwelling shall be replaced with trees or hedging of such size, species in a timescale and in positions as may be approved in writing by the Local Planning Authority.
Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity.

(g) There shall be no external lighting installed without the written consent of the local planning authority.

Reason: To safeguard the appearance of the AONB.

Human Rights:

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.

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 PSED.

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