



Eastern Area Planning Committee

Date: Wednesday, 31 July 2019

Time: 2.00 pm

Venue: The Allendale Centre, Wimborne, Dorset, BH21 1AS

Membership: (Quorum 6)

Toni Coombs (Chairman), Shane Bartlett (Vice-Chairman), Alex Brenton, Cherry Brooks, Robin Cook, Mike Dyer, Beryl Ezzard, Barry Goringe, David Morgan, David Tooke, Bill Trite and John Worth

Chief Executive: Matt Prosser, South Walks House, South Walks Road, Dorchester, Dorset DT1 1UZ (Sat Nav DT1 1EE)

For more information about this agenda please telephone Democratic Services on 01305 251010 or Kate Critchel on 01305 252234 - kate.critchel@dorsetcouncil.gov.uk



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AGENDA

Page No.

1 APOLOGIES

To receive any apologies for absence

2 DECLARATIONS OF INTEREST

To receive any declarations of interest

3 MINUTES

5 - 10

To confirm the minutes of the meeting held on 03 July 2019.

4 PUBLIC PARTICIPATION

Members of the public wishing to speak to the Committee on a planning application should notify the Democratic Services Officer listed on the front of this agenda. This must be done no later than two clear working days before the meeting. Please refer to the [Guide to Public Speaking at Planning Committee](#).

5 PLANNING APPLICATIONS

To consider the applications listed below for planning permission

a Land East of New Road West Parley Dorset

11 - 66

Proposal: Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of foodstore (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.

b Land East of Church Lane, West Parley (SANG for Core Strategy Policy Site FWP6)

67 - 80

Proposal: Change of use of land to a suitable alternative natural greenspace (SANG) and associated works.

- c Land South of Christchurch Road, Christchurch Road, West Parley, Dorset, BH22 8SL 81 - 108**

Proposal: Erect an 80 bedroom Care Home with associated parking, landscaping and amenity space.

- d Land off Stour View Gardens/ 91 Wimborne Road Corfe Mullen Wimborne BH21 3DS 109 - 122**

Proposal: Approval of all reserved matters in respect of Outline Planning Permission 3/15/0332/OUT to construct 3 detached bungalows with garaging and bin store with access off Stour View Gardens. Part demolish 24A Stour View Gardens and Workshop.

- e Land adjacent to Blandford Road Corfe Mullen Wimborne BH21 3RQ 123 - 136**

Proposal: Erect Agricultural building for livestock and machinery.

- f 8 Westminster Road, Wareham, BH20 4SW 137 - 148**

Proposal: Reorganisation of depot for recycling collection vehicles. Provision of parking, porta cabins for office & welfare facilities, shipping containers for storage and new fencing and lighting.

6 PLANNING APPEALS 149 - 152

To inform Members of notified appeals and appeal decisions and to take them into account as a material consideration in the Planning Committee's future decisions.

7 FUTURE MEETINGS OF EASTERN AREA PLANNING COMMITTEE

To note that the remainder of the committee's meetings, scheduled in the 2019/20 calendar of meetings, will now be held in the Allendale Centre, Quarter Jack Room at Wimborne. These meetings will

commence at 10.00am.

8 URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972

The reason for the urgency shall be recorded in the minutes.

9 EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph 3 of schedule 12 A to the Local Government Act 1972 (as amended)

The public and the press will be asked to leave the meeting whilst the item of business is considered.

(There are no exempt items on the agenda)



DORSET COUNCIL - EASTERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 3 JULY 2019

Present: Cllrs Toni Coombs (Chairman), Shane Bartlett (Vice-Chairman), Alex Brenton, Cherry Brooks, Robin Cook, Mike Dyer, Beryl Ezzard (Arrived 14.27), Barry Goringe, David Morgan, David Tooke, Bill Trite and John Worth

Apologies: Cllrs

Also present: Cllr David Walsh

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

Elizabeth Adams (Principal Planning Officer), Lara Altree (Legal Services Manager), Andrew Collins (Principal Planning Officer), Kim Cowell (Development Management Team Leader), Alan Davies (Development Manager), Elizabeth Fay (Major Projects Officer), Naomi Shinkins (Planning Officer) and Elaine Tibble (Democratic Services Officer)

6. Minutes

The minutes of the meeting held on 29 May 2019 were agreed and signed as a correct record.

7. Declarations of Interest

No declarations of disclosable pecuniary interests were made at the meeting.

8. West Lulworth C of E Primary School, School Lane, West Lulworth, Wareham, BH20 5SA

The Principal Planning Officer introduced the report which proposed the change of use of existing buildings, conversion of the existing school building, demolition of extensions and erection of 1½ storey extension to form 3 dwelling houses and erection of 6 dwelling houses with associated parking and landscaping.

He explained that the application had been deferred earlier in the year by the former Purbeck District Council following receipt of a late representation which raised the issue of surface water flooding. The applicant had commissioned a Flood Risk Assessment that the officers were satisfied addressed the concerns raised about flooding by the representation.

An update with an additional condition which required submission of a Construction Management Plan had been circulated to the committee members prior to the start of the meeting.

In relation to the history of the site the Principal Planning Officer advised that the application for redevelopment of the site had been submitted in 2017, this had been refused by Purbeck District Council due to the impact of the overall scale, form and layout of the development on the AONB, and overdevelopment of the site as well as failing to positively integrate with the surroundings.

Following refusal the applicant entered into pre-application discussions with Purbeck District Council to look for a solution. The revised application was not now considered to be detrimental to the AONB, there were no objections from Highways or Tree Officers although the Council's Tree Officer required a more detailed arboricultural method statement.

In summarising, all significant planning matters had been appropriately addressed, the principle of development on the brownfield site was acceptable and the application was recommended for approval.

Oral representation was received from Cllr Jackson on behalf of West Lulworth Parish Council. She pointed out that making a 66 mile round trip to attend the meeting went against climate emergency concerns. West Lulworth Parish Council felt that the homes would end up as holiday lets which would not help local housing needs. The Parish Council were disappointed that the site would go to private housing, there were flood issues with the site and although there had been some mitigation the water still ran off the site down to School Lane.

Oral representation in support of the application was received from Mr Whild, the agent for the applicant.

In response to the comments the Development Manager re-iterated that Officers and the applicant had come up with a scheme to mitigate the risk of flooding. There was no policy in relation to the internal layout of the development and referring to page 31 of the report advised that policies in the emerging Local Plan carried sufficient weight to include in the report a condition to ensure that the properties would only be occupied as the owners only or principal home.

He understood that internally the development would have raised flooring and plug sockets and the drainage engineers were happy that there were no problems with the site.

Members were conscious of the Parish Council's concerns about flooding, however felt that if the drainage engineers had put a plan together which would adequately mitigate against flooding. They were pleased about the second homes policy, but disappointed that there were no affordable elements to the scheme but accepted that the application fell below the policy threshold. It was requested that although it could not be conditioned, officers liaise with the agent and applicant to request they use materials in the construction of the homes that would not weather and go black.

Some Committee members felt that they should listen to the Parish Council and tended to agree that the overdevelopment of the site and scale would affect the AONB, the properties would not integrate sufficiently with the surroundings and an extra unit had been added to the proposal.

The Development Manager suggested, in response to being asked how the occupation of the properties would be monitored, that he was of the opinion that the Parish Council and local residents would bring this to the attention of the Dorset Council if the homes were not being used as a permanent residence and enforcement action would be taken where necessary. Solicitors would advise potential buyers of the condition and this would run with the properties not the owners.

Proposed by Cllr Bartlett, seconded by Cllr Worth

Decision: that the application be granted subject to the conditions outlined in the appendix to these minutes to include the additional planning condition circulated at the meeting requiring a Construction Management Plan.

Cllr Ezzard did not take part in the vote as she had not been present for the presentation.

9. Land to the South of Howe Lane, Verwood, Dorset, BH31 6JF

The application seeking approval for reserved matters of landscape, appearance and layout for the construction of 29 residential dwellings was presented by the Planning Officer. An email from the land owner had been received on the morning of the committee and this had been circulated to all committee members prior to the meeting.

There were a number of mature trees on the site which were the subject of Tree Preservation Orders and there had been some issues raised during consultation regarding land ownership, but the Planning Officer was able to confirm that the land was within the ownership of the applicant.

In 2015, a full permission had been granted for 3 bungalows on part of the site with a condition to protect the oak trees, and in 2016, 29 dwellings had been approved in outline at appeal. A further application to amend conditions had been dismissed. The 2015 application had lapsed but the 3 bungalows were now proposed again as part of the 29 dwellings.

There had been 2 neighbour objections which had already been addressed in the Inspector's appeal decision.

An element of affordable housing was proposed and would be located to the west of the site. The proposed road would be private but built to adoptable standards.

In summary the officer recommendation was to approve.

Oral representation was received from Mr Charalambakis, he was concerned about the possibility of flooding into neighbouring gardens due to the development and asked about traffic management and yellow lines. He also wanted to know who would be responsible for compensating him if his fence fell down.

The Major Projects Officer responded that these concerns had already been considered as part of the outline application which had been approved by the Inspector, there was a drainage condition which has not yet been discharged but officers were confident that this could be dealt with. Traffic on site had also been considered by the Inspector at appeal and it was concluded there was no evidence that the local road network could not accommodate the traffic created by the new development. Boundaries were a civil matter and not part of granting planning consent.

The Chairman pointed out that Dorset Highways would wait a while to see if there was an impact on the area to decide if yellow lines were needed.

In response to a question regarding the estate road not being suitable for adoption, members were advised that due to the requirement of a bridging structure over the tree routes the Highways authority could not consider it suitable for adoption but would ensure the construction was to required standards. This had also been considered in the appeal decision, but the Highways authority had not wanted to take on the responsibility of the structure.

Officers were confident that a suitable layout could be put in place to protect trees and cover drainage.

Although some members found the design of the houses uninspiring, generally they felt that the site fulfilled the criteria, was workable and manageable.

The affordable housing contribution was negotiated in the 2016 section 106 agreement and was not negotiable at reserved matters stage

Proposed by Cllr Bartlett, seconded by Cllr Worth

Decision: that the application be approved subject to the conditions outlined in the appendix to these minutes.

10. Frampton's Yard, Holt, Wimborne, Dorset, BH21 7DX

The application to demolish existing outbuildings and erect three single storey dwellings, convert existing offices to three flats and improve vehicular access junction with the highway was presented by the Principal Planning Officer.

The application had come to Committee with the agreement of the Chairman, following an objection by the Parish Council to the proximity of the proposal to nearby Sites of Special Scientific Interest (SSSI), as the site lay within the Green Belt.

A Unilateral Undertaking had been received since the publication of the agenda and members were advised that the second part (b) of the recommendation was therefore no longer required.

The site had lawful use as open storage, vehicle and plant parking and manoeuvring and as an HGV operating centre.

The conversion of building to flats would not impact on the Green Belt and when considering the proposal against extant consent, the buildings would be placed perpendicular to allow more openness

The Tree Officer was content that the back gardens were of sufficient length to avoid harm to trees. There was equine use of the road but no demonstrable impact on road safety. No objection had been raised by Natural England in relation to the proximity to the SSSI; the planning obligation has secured mitigation in relation to internationally protected European Sites.

In summary the application was recommended for approval

Oral representation was received from Mr Hirsh, the Planning Consultant on behalf of the applicant. He regarded the proposed scheme to be well developed with no increase in volume of buildings, which confirmed to policy and would deliver a planning gain

Members considered the application to be well designed and well considered. There would be no harm to the Green Belt and the development would deliver much needed homes. This was a Brownfield site which could be used for residential purposes.

In response to a query about nearby archaeological sites the Team Leader – Development Management advised that as the site has already been disturbed and developed, there was no reason to justify an archaeological search and Officers could only apply such a condition when reasonable and necessary. It was agreed that an informative note would be put on the decision notice asking the applicant to be aware but there was no reason to put the applicant to additional expense for measures that were not needed.

Proposed by Cllr Morgan, seconded by Cllr Cook

Decision: that the application be delegated to the Development Management Manager to grant permission, subject to the conditions outlined in the appendix to these minutes and including an informative in relation to archaeological finds.

11. **Urgent items**

There were no urgent items.

12. **Exempt Business**

There was no exempt business.

Appendix

Duration of meeting: 2.00 - 3.56 pm

Chairman

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REPORT SUMMARY

REFERENCE NO.	3/17/3609/OUT
APPLICATION PROPOSAL	Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of foodstore (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.
ADDRESS	Lands East of New Road West Parley Dorset
RECOMMENDATION - Grant, subject to conditions: (see Section 9 of the report for the full recommendation)	
REASON FOR REFERRAL TO COMMITTEE At the request of the Development Manager: significant major application recommended for approval	
SUMMARY OF REASONS FOR RECOMMENDATION <ul style="list-style-type: none"> • The delivery of housing on an allocated site to meet the Local Plan area's needs • The delivery of a village centre expansion in accordance with Policy FWP6 • The provision of the Eastern West Parley link road • The provision of affordable housing at a rate of 19% • The provision of open spaces and SANG • The offer of appropriate financial contributions to off-set the proposal's impact in relation to education services, transport mitigation, protected heathland, community provision, health provision and obligations to secure the long-term maintenance of various elements to form part of the development • That part of the development that is located with the Green Belt is appropriate development within this designation • It is considered that the proposal would not give rise to any significant adverse impacts in any respect, and that the proposal accords with the Development Plan as a whole, and is acceptable in all material respects 	
INFORMATION ABOUT FINANCIAL BENEFITS OF PROPOSAL <u>The following are considered to be material to the application:</u> Contributions to be secured through Section 106 legal agreement: <ul style="list-style-type: none"> • Education contribution of £5,880 per eligible dwelling (two or more bedrooms) • Local Health contribution of £24,000 • Longham Road double roundabout contribution of £156,234 • Ringwood Road / New Road junction contribution of £92,802 	

- SANGS Step In Maintenance Contribution of £20,000
- SAMM Contribution of £179 per flat and £263 per house
- Parley Sports and Social Club Community Project contribution of £130,000

Contributions to be secured through CIL: £0

Net increase in numbers of jobs: Employment within foodstore and local centre – numbers to be confirmed at reserved matters stage

Estimated increase/ reduction in average annual workplace salary spend in District through net increase/decrease in numbers of jobs: Unknown

The following are not considered to be material to the application:

Estimated annual council tax benefit total: £725,394

Estimated annual new homes bonus per residential unit, per year (for first 4 years): £1,000 approx. *(NB. based on current payment scheme, the assumption that the 0.4% housing growth baseline is exceeded and assuming this baseline is reached through the delivery of other new homes)*

Estimated annual business rates benefits for District: Unknown

APPLICANT	LEWIS WYATT (CONSTRUCTION LTD)	AGENT	Mr Ryan Johnson
WARD	West Parley	PARISH/ TOWN COUNCIL	West Parley
PUBLICITY EXPIRY DATE	23 February 2018	OFFICER SITE VISIT DATE	15 April 2019
DECISION DUE DATE	10 April 2018	EXT. OF TIME	31 July 2019
RELEVANT PLANNING HISTORY – ADJACENT SITE			
App No	Proposal	Decision	Date
3/17/3610/COU	Change of use of land to a suitable alternative natural greenspace (SANG) and associated works. (see elsewhere on this agenda)	Under consideration	N/A

MAIN REPORT

1.0 DESCRIPTION OF SITE AND SURROUNDINGS

- 1.1 The application site comprises 20.2ha of greenfield land and is located to the south-east of the intersection of A347 and B3073, in the Parley Cross area, the local centre of the village. It is relatively flat with only a slight north west to south east gradient.

- 1.2 The A347 and B3073 connect the site East – West and North – South to the surrounding area.
- 1.3 The northern boundary is partly defined by Christchurch Road, vegetation associated with the curtilage of properties and an adjacent parcel of undeveloped land. The eastern boundary is predominantly delineated by the vegetation of rear gardens of properties along Church Lane and small parcels of undeveloped land. The southern boundary is bounded by agricultural fields to the south and the property boundaries of houses along New Road to the south west. New Road itself forms the western boundary including the curtilages of the properties noted above.
- 1.4 Many of the existing boundary treatments are formed by hedgerows and woodland edges, with a number of significant quality trees especially along the western edge at Parley Cross (which are protected) and a central southern landmark tree. There are a number of existing trees of varying quality across the site. Of particular interest are the protected trees that run along the north-west and part of the south west boundary.
- 1.5 The site also has a Public Right of Way that crosses the site east-west connecting Church Lane to New Road.
- 1.6 The site is on land allocated within the Christchurch and East Dorset Local Plan Part 1 - Core Strategy (April 2014) under Policy FWP6. The majority of the site lies in the urban area of Ferndown and West Parley and part of the land to the south is located within the Green Belt.
- 1.7 Part of the northern element of the site is located within 400m of the Dorset Heathland Special Protection Area (SPA) and Dorset Heath SACS, with the remainder of the site located within 5km of the Dorset Heathlands.

2.0 PROPOSAL

- 2.1 The application seeks outline planning permission for the following elements:
 - Construction of up to 386 dwellings
 - New local centre comprising up to 1000sqm of retail units (Classes A1-A5); 900sqm of offices (Class B1); and 2200 sqm of foodstore (Class A1)
 - Access from Christchurch Road and New Road
 - Link road connecting Christchurch Road and New Road and associated highway works
 - Open Space, including SANG; allotments, landscaping and associated works; and a children's play area

Residential dwellings

- 2.2 Up to 386 dwellings are proposed for the site with the proposed housing mix to be agreed at reserved matters. At present the applicant proposes a mix of 1 to 5 bedroom dwellings, with smaller units focused close to the local centre and amenities; and larger homes to the periphery of the site to create an appropriate transition to Church Lane and the countryside to the east and south. Dwellings will be provided in the form of detached, attached dwellings and apartment blocks. Proposed residential buildings will be 1-3.5 storeys in height.

New Local Centre

- 2.3 The proposed Local centre will form an extension to the existing local centre with up to 1000sqm of retail shops interacting with New Road / Christchurch Road at ground level, up to 900sqm of office space above and associated parking (103 spaces). It will also include a new public square at its centre. It is intended that the office space will provide adaptable office suites, capable of sub-division to be suitable for a variety of small businesses. Proposed buildings will be 2 storeys in height.

Food Store

- 2.4 Up to 2,200sqm of food store is provided east of the proposed link road with associated parking. Access to the both to the retail/office units and the food store will be from Christchurch Road. The store will have a maximum ridge height of 7m.

Sustainable Alternative Natural Greenspace (SANG) and Open Space

- 2.5 SANG and open space is mainly located to the east and south of the site with integrated sustainable drainage systems. Designated Green Belt land to the south has been identified as SANG and 0.23ha of allotment space. An informal children's play area will be provided within the SANG. A network of 'green corridors', comprising landscaping and footpaths, are located across the site.
- 2.6 A further area of SANG is proposed to the south east of the site and is dealt with under PA 3/17/3610/COU.

3.0 SUMMARY OF INFORMATION

	Existing	Proposed
Site Area (ha)	20.18	No change
Use	Agricultural - Grazing	Residential (approx. 9.5ha) Foodstore (approx. 1ha) Local Centre (approx. 1ha) Link Road (approx. 1.ha) Allotments (0.23ha) SANG (Approx. 6ha)
No. of Units	-	386 dwellings
Floor Space	-	Up to:

		1,000sqm retail (Class A1-A5) 900sqm Offices (B1) 2,200sqm foodstore (A1) SANG including play area and allotments
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4.0 RELEVANT PLANNING CONSTRAINTS

- Medium Pressure Gas Pipeline
- Agricultural Land Classification – Grades 2, 3 & 4
- Wildlife – bird, badger & squirrel
- Historic Contaminated Land – Parley Cross Service Station; Vapour Recovering; Quarrying of sand & clay
- Green Belt
- Heathland 400m Consultation Area
- Heathland 5km Consultation Area
- Rights of Way - 0.61m
- Airport Safeguarding
- Village Infilling
- Tree Preservation Order – WP/52, Group Ref: T1; WP/55, Group Ref: W1; WP/18, Group Ref: A1
- Brambles Farmhouse Listed Grade II (*statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990*)

5.0 POLICY AND OTHER CONSIDERATIONS

- 5.1 In accordance with Section 70(2) of the Town & Country Planning Act 1990 (as amended) and Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the application is to be determined in accordance with the development plan, unless material considerations indicate otherwise.

Environmental Impact Assessment (EIA)

- 5.2 The site was screened for Environmental Impact Assessment (EIA) when being considered for allocation as a New Neighbourhood site and re-screened with an EIA Screening Opinion issued to the developer on the 30/04/2018. No EIA was deemed necessary as the effects of the development, in combination with the effects arising from other adopted development sites in the Local Plan, are considered unlikely to be significant in terms of the requirements of Regulation 5 of the Town and Country Planning (EIA) Regulations 2011. The development is therefore not considered to be EIA development.

Development Plan

- 5.3 The site is identified in the Christchurch and East Dorset Local Plan – Part 1 Core Strategy (April 2014) (Local Plan) as a New Neighbourhood under Policy FWP6. The Local Plan was formally adopted in 2014 having been found sound by a Planning Inspector and is the development plan for the district. As

a recent document it has substantial weight, and has established the principle of development on the site.

Policy FWP6

East of New Road New Neighbourhood, West Parley

- 5.4 FWP6 States “A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 800 - 900 sq metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses.

Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This is to incorporate very significant areas of open space to the east of Church Lane, to the south of the allocated housing area and between the allocated development area and housing on Church Lane.
- A park is to be provided adjacent to the village centre.

Transport and access

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.
- Vehicular access to the village centre extension is to come from the link road. Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.
- Improvements to public transport services.

Phasing

- The link road must be fully operational prior to the opening of a convenience foodstore, or the occupation of 50% of the new homes.

Masterplan

- 5.6 The New Neighbourhoods Masterplan Final Report (January 2012) prepared by Broadway Malyan is relevant as it is referenced in the Local Plan which also includes the masterplan that is set out at Map 10.9 adjacent to Policy FWP6.

Relevant policies from the development plan

5.6 The relevant policies from the Local Plan for the proposal are;

- KS1 Presumption in favour of sustainable development
- KS2 Settlement Hierarchy
- KS3 Green Belt
- KS4 Housing Provision in Christchurch and East Dorset
- KS8 Future Retail Provision
- KS9 Transport Strategy and Prime Transport Corridors
- KS10 Strategic Transport Improvements
- KS11 Transport and Development
- KS12 Parking Provision
- HE1 Valuing and Conserving our Historic Environment
- HE2 Design of new development
- HE3 Landscape Quality
- HE4 Open Space Provision
- LN1 The Size and Type of New Dwellings
- LN2 Design, Layout and Density of New Housing Development
- LN3 Provision of Affordable Housing
- ME1 Safeguarding biodiversity and geodiversity
- ME2 Protection of the Dorset Heathlands
- ME3 Sustainable development standards for new development
- ME4 Renewable energy provision for residential and non-residential developments
- ME6 Flood Management, Mitigation and Defence
- ME7 Protection of Groundwater
- FWP6 East of New Road New Neighbourhood, West Parley
- FWP5 West Parley Village Centre Enhancement Scheme

5.7 The Local Plan has retained certain 'saved policies' from the East Dorset Local Plan 2002 (the previous development plan for the district) and the relevant saved policies from this document are;

- DES2 - impacts from development
- LTDEV1 - External lighting
- DES6 - Landscaping

Other relevant planning policy

5.8 Planning policy contained in the National Planning Policy Framework and National Planning Practice Guidance is relevant and is a material consideration to be considered in the planning judgement.

5.9 Of particular relevance to the proposal in respect of the NPPF are Section 5: Delivering a wide choice of high quality homes; Section 6: Building a strong, competitive economy; Section 7: Ensuring the vitality of town centres; Section 9: Promoting sustainable transport; Section 12: Achieving well-designed places; Section 8: Promoting healthy and safe communities; Section 14: Meeting the challenge of climate change, flooding and coastal change;

Section 15: Conserving and enhancing the natural environment and Section 16: Conserving and enhancing the historic environment.

Supplementary Planning Documents

- Affordable Housing SPD
- West Parley Conservation Area Appraisal

Community Infrastructure Levy (CIL)

- 5.10 As a New Neighbourhood making on-site SANG provision, the site is zero rated for Community Infrastructure Levy (CIL) charges. This is due to the need to avoid double counting of contributions required to mitigate the impact of residential development on protected European Heathlands where significant sites are required to provide SANGs, where heathland mitigation is also part of the monies collected via CIL.

6.0 LOCAL REPRESENTATIONS

- 6.1 The application was advertised by means of neighbour notification letters, a site notice displayed on 25 January 2018, and press advertisement on 2 February 2018.
- 6.2 226 letters of representation (209 letters of objection, 0 letter of support, and 17 neutral comments) have been received from neighbouring occupiers and interested groups who are not statutory consultees. A number of comments were received in relation to the adjacent application for a SANG at Land East of Church Lane (3/17/3610/COU). These comments will be considered in the report for this application.
- 6.3 A summary of the comments received are in the following table.

<u>Theme & (Relevant Local Plan Policy in brackets)</u>	<u>Planning Application: 3/17/3609/OUT – West Parley – Summary of Neighbour Representation Comments (Dec 2018 – Jan 2019).</u>
SUSTAINABLE DEVELOPMENT (KS1)	<ul style="list-style-type: none"> • Development will not be sustainable. • No jobs in the area to support the new residents.
PRINCIPLE OF DEVELOPMENT (KS2 and KS4)	<ul style="list-style-type: none"> • No justification for increase in dwelling numbers and increased retail and office floorspace. • The number of dwellings should be reduced to significantly below that allocated in the Local Plan. • Disproportionate to the size of West Parley. • Disproportionate to the size of the site. • No local housing shortage – there are vacant properties in area. • Houses will not be occupied by local people with local connections • This development needs to be considered in light of other housing developments in the area. • Other sites are available for development. • Other types of development should be considered on this site including new schools, parks and doctors surgery. • The development will cause disruption to local community while being built. • Proposal will lead to devaluation of existing homes, making them harder to sell. • The original proposal included landscaped areas with multiple trees, shrubs, small lakes, allotments and an orchard – why are these no longer included? • The site was designated as landing/crash landing site for aircraft taking off or landing in the event of mechanical failure so should not be developed.
GREEN BELT (KS3)	<ul style="list-style-type: none"> • Loss of Green Belt. • Greenbelt should not have been de-designated, this decision should be revisited. • Will lead to amalgamation of West Parley and Bournemouth
OFFICES (KS5)	<ul style="list-style-type: none"> • No evidence that more office space is needed. • Other sites could be developed for office space. • There are vacant offices in the local area. • Offices will cause more vehicles in the area meaning more traffic congestion and parking issues. • Support for the proposed retail, food and office space.
RETAIL / SHOPS / SUPERMARKET (KS6 and KS7 and KS8)	<ul style="list-style-type: none"> • No need or evidence for supermarket / retail shops and they may not be viable. • There are already shops available within driving distance of West Parley. • Shops and offices may be detrimental to viability of existing shops and businesses. • Supermarket is too large to be considered for local use • Supermarket will attract traffic including lorries.

	<ul style="list-style-type: none"> • Supermarket may cause noise impacts depending on opening hours etc. • Food store site is too close to existing residential properties.
HIGHWAYS & TRANSPORT (KS9, KS10, KS11)	<p>Link Road/Parley Cross:</p> <ul style="list-style-type: none"> • Existing infrastructure is inadequate / insufficient to cope with traffic. • Existing system at Parley Cross works well, no change needed. • Taking traffic away from Parley Cross will be bad for businesses in village centre. • Link road has potential to alleviate traffic problems but only if done properly. • Development will cause increase in traffic in an already very busy area. • New link road should be provided without the addition of new housing. • Solution needed to the already over congested roads that does not include additional development. • 30% reduction in traffic at crossroads will be channelled down the link road. • Will lead to increase in vehicles using the narrow Church Lane and parking along Church Lane. • Link road will not be suitable for proposed location through a residential estate. Too many side roads. How will residents park their cars? • Link road will not work as planned, feeder lanes at junctions are not long enough, traffic lights are too close together and there is insufficient width for lorries and buses. • Link road will cause more traffic congestion and “rat running” down local roads. • Link road will increase local journey times. • Link road will impact on residents in the area and their ability to access their roads and properties • Link road will cause disruption during construction. • Lack of detail provided about proposed road layout. • Concerns over safety implications of proposed road layout. <p>Other road impacts:</p> <ul style="list-style-type: none"> • No confidence in traffic survey and forecasts. • Will cause increased traffic on “school runs”. • Proposed roundabout at entrance to airport industrial estate will not work and will be dangerous • Until the traffic is controlled better to the South of Ensbury Bridge, West Parley will remain congested. • Other ideas submitted for transport improvements including new bridge over the River Stour, ring road around West Parley, replacing traffic lights with roundabouts. <p>Pedestrians and Cyclists:</p> <ul style="list-style-type: none"> • Makes insufficient provision for pedestrians and cyclists. <p>Public transport:</p> <ul style="list-style-type: none"> • Provision should be made for public transport in particular local bus services.

PARKING (KS12)	<ul style="list-style-type: none"> • Parking on the new development looks to be inadequate, will cause highway congestion. • Proposed offices and retail will contribute to parking issues. • Proposed retail utilises too much land for parking. • Parking at Church Lane will cause problems as the lane has lack of parking. • Parking for allotments will cause problems. • Will not address existing parking problems. • SANG should not have a car park.
HOUSING MIX (LN1)	<ul style="list-style-type: none"> • Needs to be in keeping with surrounding properties (i.e. family bungalows with driveways and good sized gardens). Focus on suitable housing fitting to area's current dwellings. • Not in keeping with the local vicinity of the area of which 92% are bungalows. Applications for houses in the vicinity have been refused by EDDC as not in keeping with the environment or area, so these proposals should also be refused.
HOUSING DENSITY (LN2)	<ul style="list-style-type: none"> • Proposed development is too dense which is not in keeping with the area. • High-density development leads to problems in communities.
AFFORDABLE HOUSING (LN3)	<ul style="list-style-type: none"> • Lack of commitment to providing affordable housing • 3-stories are totally unacceptable for affordable housing. • Very poor design and location of the affordable housing.
COMMUNITY SERVICES (LN7)	<ul style="list-style-type: none"> • The development will increase pressure on community services and amenities. • Lack of healthcare provision, facilities need to be improved/expanded. • No provision for a new school on this site – more pressure on existing schools. • Expansion of local schools may have knock on effects on their quality. • S106 funding should be channelled into local community projects.
SANG/HEALTHLANDS (ME1)	<ul style="list-style-type: none"> • SANG does not comply with guidance notes and does not fulfil SANG criteria. • Lack of access to SANG by footpath or pavement. • SANG is not large enough and too far away from Parley Cross. • Car park is needed at SANG and SANG needs to be more accessible. Car access to SANG along Church Lane should be avoided. • Development south of Church Lane to New Road footpath - this was supposed to be part of the SANG and should be left as such.
BIODIVERSITY (ME2)	<ul style="list-style-type: none"> • Trees and hedges should be retained. • Local wildlife will be disrupted, where will animals on this site go? • Bats are present but have not been reported in the survey.
POLLUTION (ME3)	<ul style="list-style-type: none"> • Increase in pollution (including noise pollution, light pollution, and increase in litter).

	<ul style="list-style-type: none"> • Requirements for sound proofing any new homes due to the noise associated with increased road traffic. • Residents will be disrupted by aircraft noise. • Noise pollution, dust and vibrations from construction. • Air Quality assessment based on out-of-date information and under-estimates pollution levels
FLOODING / DRAINAGE (ME6 / ME7)	<ul style="list-style-type: none"> • Risk of surface water and ground water flooding and impacts on surface water run-off to other areas. Flood Risk Assessment should be independent. • Sewage and water services will not cope.
HISTORIC / HERITAGE (HE1)	<ul style="list-style-type: none"> • West Parley's historic character will be lost. • The All Saints Church dates back to Saxon times and should be preserved.
AIRPORT	<ul style="list-style-type: none"> • Conflict between development of housing and continued viability of airport. • Risks to air traffic.
HISTORIC / HERITAGE (HE1)	<ul style="list-style-type: none"> • Dwellings need to provide good quality of accommodation for incoming residents • Design is poor and does not constitute good design as required by the NPPF
DESIGN (HE2) LANDSCAPE (HE3)	<p><u>Housing Types:</u></p> <ul style="list-style-type: none"> • The development is out of keeping with the local housing stock, particularly proposed three storey dwellings. • Should not include flats or terraces, but bungalows or detached properties in fair sized gardens. • A certain number of properties should be reserved in the affordable element for people with local connections, who are unable to get onto the housing market. • Development should provide bungalows rather than houses. <p><u>Density / Scale:</u></p> <ul style="list-style-type: none"> • This should be of more medium and low density to enhance existing area with any higher density being deeper within the estate. • Lower density housing should be around perimeter to help preserve village feel. • Development is too dense and does not represent surrounding development. <p><u>Design – Allotments:</u></p> <ul style="list-style-type: none"> • Allotments not needed • Allotments are needed and should be accessible to new and local residents. <p><u>Design –Green Space:</u></p> <ul style="list-style-type: none"> • Green space between the new homes and the rear of the existing properties in Church Lane / the wooded area to the south of the site should be increased <p><u>Amenity:</u></p> <ul style="list-style-type: none"> • Indicative masterplan shows overlooking of neighbouring properties. • Indicative masterplan is overbearing, un-neighbourly and out of character with the surrounding area.

	<ul style="list-style-type: none"> • Will block views of existing properties. <p><u>Landscape:</u></p> <ul style="list-style-type: none"> • Harm to character and visual amenity of area. • No attempt to integrate with existing areas of West Parley. <p><u>Other:</u></p> <ul style="list-style-type: none"> • Proposed houses adjacent to Church Lane will set a precedent for redevelopment of dwellings along this road and should not be included. • Will lead to increase in crime, including antisocial behaviour and fly-tipping
OPEN SPACE(HE4)	<p><u>Open Space:</u></p> <ul style="list-style-type: none"> • There is insufficient open space propose. • A park should be provided at the cross roads. • An area of open space /village green should be provided instead of the supermarket. • The development needs a play area for children.
PLANNING PROCESS	<ul style="list-style-type: none"> • General lack of transparency and information in all areas of this application. Lacks sufficient detail. • The whole process of directing individuals to a website with massive documents is not acceptable. • Matters should not be reserved. Clarity on 'reserved matters' is essential. • Offers of loans to developers should be scrutinised

7.0 CONSULTATIONS

Archaeologist - No objection

Bournemouth Borough Council - No response received

British Horse Society – Comments

- SANG a valuable space for recreation but horses should only be permitted to use the bridle way
- Stone Mastic Asphalt should not be used on roads as it is difficult for horses hooves to grip

CPRE – Objection

- No requirement for office space
- Any additional space available on the site should be used for housing or a school
- Support for retail units
- Support for provision of SANG and open space
- Support for proposal making use of off-site community services
- Link road needs to be carefully designed
- Pedestrian and cycle routes with safe crossing places are needed
- Transport Assessment is optimistic to conclude the link road will relieve congestion

Dorset Fire & Rescue Service - No response received

Dorset Police Crime Prevention Design Advisor - No response received

Dorset Wildlife Trust – No objection subject to conditions

- BMP should be agreed and conditioned
- A detailed lighting strategy should be conditioned to ensure no adverse impact on bats and other nocturnal species.
- With regards to the SANG Management Strategy, grass should be removed from the site rather than raked into piles.

East Dorset Environment Partnership - No response received

East Midlands Airport – No objection subject to conditions

- Conditions requested to ensure flight safety

Environment Agency - No response received

Ferndown Town Council – Objection

Principle

- Detrimental to West Parley and surrounding towns and villages including that of Ferndown, Longham and Hampreston.

- Site taken out of the green belt against the wishes of many of the local residents.
- Fails to empower local people to shape their surroundings
- Fails to take into account the different roles and character of West Parley's rural community

Green Belt

- Fails to check the unrestricted sprawl of large built-up areas.
- Fails to prevent neighbouring towns merging into one another
- Fails to assist in safeguarding the countryside from encroachment
- Fails to assist in urban regeneration
- Green Belt should be restored to previous boundary

Design

- Fails to function well and add to the overall quality of the area.
- Fails to establish a strong sense of place,
- Fails to respond to local character and history, and fails to reflect the identity of local surroundings.

Countryside

- The development would be harmful to the existing countryside
- Impacts on ecology and the health of the existing local residents from emissions from additional traffic
- Fails to take the opportunities available for improving the character and quality of the area and the way it functions.
- Proposed access and highway routes will not help to alleviate the congestion and proposed development will make the situation worse
- Proposed retail space will attract people from the surrounding area worsening traffic
- Amenity adjacent to link road will be poor

Go South Coast – Comments

- Request contribution towards additional evening bus journeys
- Distributer road should be wide enough for buses
- Bus stop should be provided on the distributer road
- Diverting through the site would have cost implications which cannot be borne by a commercial bus operator
- Concerns that diverting might reduce accessibility of bus route to existing customers
- Preference is for buses to continue on existing route with connections into the site for pedestrian access

Highways Authority – No objection subject to conditions

- Modelling exercise for Parley Crossroads demonstrates the benefits of a link road through the site indicating a significant reduction in queuing and average journey times
- Modelling indicated development impacts on B3073/Ringwood Road (Longham mini-roundabouts) and Ringwood Road/New Road/Victoria Road

signals. These can be addressed through financial contributions towards the necessary mitigation works.

- Junctions at the site will provide solutions in accordance with the Local Plan while also providing the required capacity for forecast travel demand.
- Layout will provide for access to Parley Close by providing an additional stage to the signal sequence.
- Toucan crossings will provide connectivity across junctions for pedestrians and cyclists.
- Existing bus route 13 along New Road is within 400m walk of all parts of the proposed development.
- Independent access for residential development parcel from New Road is acceptable.
- Travel plan has been submitted.
- Construction traffic can be managed through a Construction Traffic Management Plan.
- Transport Statement is satisfactory and robust.

Historic England – No objection

Hurn Parish Council – Objection

- The increase in the number of dwellings is overdevelopment of the site
- further loss of green belt.
- unacceptable increase in traffic.
- Offices are inappropriate in a residential development.
- Offices could lead to vandalism and antisocial behaviour.
- No demonstration of need for the offices and they will be in competition with other areas
- The Food Store is too large.
- The Retail Units are not required
- Concerns over road safety to access retail units
- There should be no right turn out of the end of the link road as this would be dangerous.

Lead Flood Authority – No objection subject to conditions

- Site is within Flood Zone 1 (low risk).
- Surface water flooding mapping suggests a migration of overland flows towards the north/north-eastern corner of the site.
- Proposal is supported by a comprehensive Flood Risk Assessment (FRA).
- LFA are in broad agreement with the findings of the FRA.

Manchester Airport Group – No response received

Minerals and Waste – No objection subject to conditions

- Support preparation of a site water management plan
- Site is within a Minerals Safeguarding Area
- Minerals within the site should be extracted as far as possible prior to development

Natural England – No objection subject to conditions and S106

Dorset Heathlands/SANG

- Initial response 19/07/2018 requested further information in respect of costs, maintenance and ongoing funding of SANG.
- Further response 21/01/2019 confirmed no objection subject to commitments proposed by the applicant being secured as follows:
 - Appointment of a Management Company to manage the SANG and other public open space
 - Provision of the SANG prior to occupation of the first dwelling
 - Detailed costings for SANG set up to be added as an appendix to the detailed SANG Management Plan
 - Management of the SANG in perpetuity
 - SANG management to be financed by service charges attached to the properties of the new development

Air pollution

- Initial response 19/07/2018 requested further information
- Further response 22/01/2019 concluded development unlikely to have a significant effect on designated sites as a result of air pollution effects

Landscape Strategy/Design Guidelines

- Open space within the development site should be secured through planning condition
- Welcome the inclusion of SuDS

Natural Environment Team – No objection

NHS Dorset (DCCG) - Comments

- Population increase will have an impact on the local NHS resources
- Financial contribution is requested to fund the additional NHS infrastructure

Open Spaces Society - Comments

- Monitoring plan needed.
- Horse linkages should be considered from New Road to Church Lane
- More screening (planting native species) is recommended along the Eastern boundary edge
- Allotment concerns in terms of access and parking. The access is shared with the riding school and the surface is in poor condition.
- Allotments should be related north
- Car parking should not be exclusive to the allotments.
- Security of the Open Space needs consideration
- Dual Use Waste Bins need to be considered
- The path network on the OS needs to be constructed with longevity and ease of maintenance considered.

Ramblers Association – No response received

Rights Of Way Officer - No response received

Scottish And Southern Energy – No response received

Sembcorp Bournemouth Water Ltd – No response received

SGN – No response received

Statutory Amenity Societies – No response received

Wessex Water – No response received

West Parley Parish Council – Objection

Access, link road and traffic

- Information submitted regarding access is inadequate
- No information about junction controls
- Road materials should be horse safe
- No information on how lorries will access the retail and office developments
- Link road is too narrow for heavy vehicles
- Link road does not have cycle ways to link into existing on New Road and Christchurch Road
- Too many junctions off link road – will inhibit traffic flow
- Rat running needs to be addressed
- All construction traffic should be parked on site for the duration of the project
- Further details of junction design needed
- Further details of southern New Road access needed
- Other highways projects should be considered to accompany this development and grampian conditions placed
- SANG will lead to increased traffic
- Further detail needed re. pedestrian crossings between existing and proposed retail units

Housing

- Proposed density is too high, development should be detached dwellings/bungalows on large plots
- Increase in housing numbers is too high for West Parley
- Flats should not be provided.
- Landscaping should ensure the development retains a semi-rural feel
- Parking is insufficient
- Concern over potential to place 3 dwellings adjacent to Church lane

Retail

- Proposed foodstore is too large
- Proposed retail is disproportionate to West Parley
- No evidence of demand for units
- concern over foodstore hours, light and noise pollution, deliveries

Offices

- Offices should not be provided in former green belt
- Existing units are unlet
- Will lead to extra traffic

- Concerns over viability

Community Facilities

- Contribution sought towards provision of community project at West Parley Sports and Social Centre
- A play area should be provided
- Allotments are too far away and may cause damage to trees

Infrastructure

- Concerns over capacity of hospitals, fire stations, police.

Environment

- Mitigation and enhancement needed for bats
- Hedgerows need to be retained and enhanced/reintroduced around the boundary of the whole site to encourage wildlife

Flooding

- Site has a high risk of flooding
- Development will exacerbate the impact of flooding elsewhere
- Sewers will not be able to cope with increased demands

Air quality

- Concerns over accuracy and inputs to Air Quality Assessment

Airport

- SuDS will attract birds causing a hazard for aircraft

8.0 APPRAISAL

8.1. PRINCIPLE OF DEVELOPMENT

8.1.1 Policy FWP6 establishes the principle of the development of a new neighbourhood at East of New Road, West Parley, stating the New Neighbourhood is expected to deliver *'about 320 homes and additions to the village centre which could include a convenience foodstore of about 80-900 sq meters'*. This application proposes a development of 386 homes, retail including a 2,200sqm foodstore, and office uses with accompanying open space, allotments and SANG.

8.1.2 The principle of allocated sites providing an increased quantum of development has been accepted previously by the former East Dorset District Council Planning Committee, most notably at Leigh Road in Wimborne. The policy wording utilises the word 'about' which does not place a limit on the quantum of development. In addition, as the Local Plan area is not currently able to demonstrate a sufficient supply of housing, any additional housing that can be accommodated on allocated sites should be supported in principle.

- 8.1.3 The application also proposes the provision of a foodstore (up to 2,200m²) retail space for Use Classes A1-A5 (1,000m²) and office space (900sqm). Although an extension to the village centre including a foodstore was anticipated, this provision also goes beyond the expectations of the Local Plan to provide a larger foodstore, local centre and office space. When describing the development to be provided the Policy FWP6 states “to include”. The principle of the proposed development therefore meets the intended development objectives. The submitted application does not provide details of the number of new jobs expected to be created by the development however it is considered that the opportunities for employment created by the proposal are a benefit of the scheme.
- 8.1.4 The NPPF defines the proposed foodstore, local centre and office space as ‘main town centre uses’. The NPPF’s definition of ‘town centre’ for the purposes identifying suitable locations for ‘main town centre uses’ includes local centres. East of New Road is allocated with the intention of providing an extension to the existing village centre and providing *‘improved services and facilities for the local community’* including *‘retail and commercial services and facilities’*. Given this aim, the inclusion of the proposed local centre consisting of retail provision with offices above, is considered beneficial and in accordance with the objectives of the policy.
- 8.1.5 The proposed foodstore will provide an anchor for the local centre, aiding its vitality and viability, potentially acting as a catalyst to encourage future investment in the centre. However, as the proposal provides a level of development in excess of the principle established within the Local Plan, a Sequential Test and assessment of the impact of the whole retail offering has been submitted. The Sequential Test failed to find any town centre location that was both suitable and available for the broad type of development proposed. The Retail Assessment concluded that the impacts associated with the proposal are low and represent no threat to the vitality and viability of designated centres. Both the Sequential Test and Retail Assessment were subject to independent scrutiny by a retail consultant who confirmed these findings.
- 8.1.6 The proposed development includes provision of a partial SANG (additional SANG land forms part of a separate application - 3/17/3610/COU to be considered elsewhere on this agenda), which include land designated as Green Belt falling within the southern portion of the allocated site.
- 8.1.7 It is considered that the creation of a SANG in these areas would result in a material change of use. Paragraph 146 of the NPPF includes material changes of use in its definitions of appropriate Green Belt development.
- (e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)*
- 8.1.8 The proposed SANG would involve a material change of use to land in the Green Belt provide recreational facilities, and the land has been allocated for

this use in the Local Plan. This proposed SANG is therefore considered to be appropriate development in the Green Belt.

8.2. ACCESS ARRANGEMENTS AND LINK ROAD

8.2.1 Policy FWP6 of the Local Plan states that:

8.2.2 *Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.*

8.2.3 The proposal provides for the new link road, with the plans for this part of the site forming part of the submission rather than a reserved matter. It is proposed that a new link road will be constructed to connect the A347 - New Road and the B3073 - Christchurch Road (with two new signalised junctions at each end of it), with associated works to highways and an upgraded footpath/cycleway will be provided on New Road. Improvements will be made to the design of the junction between Christchurch Road and New Road to make it more pedestrian-friendly.

8.2.4 The proposed link road will be constructed with a 6.75m wide carriageway with wide tree-lined verges separating 3.5m wide shared pedestrian/cyclist routes from the main carriageway. A 6.75m dimension is consistent with the requisite width for bus routes. At the approximate mid-way point along the link road a pedestrian crossing is proposed, in addition to the uncontrolled crossing with pedestrian refuge providing connectivity between the proposed local centre and the supermarket. The link road design adopts the principles set out in Manual for Streets, with some frontage access to help generate activity and a positive relationship between the street, pedestrians, cyclists and the surroundings. The link road will be subject to a 30mph speed restriction.

8.2.5 A new additional access to serve a small development parcel in the south of the scheme is indicated and this is considered acceptable.

8.2.6 *Vehicular access to the village centre extension is to come from the link road.*

8.2.7 Vehicular access points from the link road designed to serve both the local centre and foodstore are provided.

8.2.8 *Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.*

8.2.9 Toucan crossings are provided at both ends of the link road providing full connectivity for pedestrians and cyclists in and out of the site. A 3m cycleway will be provided along the full extent of the site's boundary with New Road and

Christchurch Road, and the link road will include a 3.5m shared pedestrian/cyclist route separated from the main carriageway.

8.2.10 *Improvements to public transport services.*

8.2.11 The existing bus route 13 along New Road is accessible to all parts of the proposed development within the recommended 400m walk distance and provides a good frequency of service throughout the day. Officers considered whether bus stops should be required on the proposed link road rather than as currently on New Road, however, it was considered that this would be likely to have a negative impact on the viability of the village centre. A request for funding from the development towards the provision of additional bus services was requested by Go South Coast, however, it has not been considered appropriate to prioritise this request over other requirements such as affordable housing.

8.2.12 Policy FWP6 also places expectations regarding the phasing of development and link road as follows.

8.2.13 *The link road must be fully operational prior to the opening of a convenience foodstore, or the occupation of 50% of the new homes.*

8.2.14 The provision of the link road in accordance with this requirement will be secured by condition (Condition 6).

Impact on the Road Network

8.2.15 The submitted Transport Assessment (TA), prepared by the applicant's highways consultants, considers the impact that the development of up to 386 dwellings, 1000m² of retail units, 900 m² of offices and up to 2200 m² of foodstore will have on the highway network in the vicinity of the site. It also considers the sustainability of the development in terms of accessibility to and from the site.

8.2.16 Both Christchurch and East Dorset Council and DCC (as the application was submitted prior to Local Government Re- organisation) were consulted during the preparation of the submitted Transport Assessment. An S-Paramics micro-simulation traffic model of the local highway network surrounding Parley Crossroads has been built in full consultation with the then Dorset County Council. It has been important to ensure that the proposed highway infrastructure supporting the development proposals will marry with the series of programmed works to be undertaken by the Highways Authority. It should be noted that the proposed scheme does not prejudice any future works required by Dorset Council (DC) and accounts for the planned closure of the westbound left turns and northbound right turns at Parley Crossroads, with these movements relocated via the proposed link road.

- 8.2.17 The results of the modelling exercise for Parley Crossroads demonstrates the benefits of a link road through the site with the 2028 forecast for the peak traffic periods (allowing for future traffic growth) indicating a significant reduction in queuing and a reduction in average journey times through the network. The volume of daily traffic passing through Parley Crossroads should materially reduce.
- 8.2.18 Looking further afield on the strategic highway network, four additional junctions were modelled using the TRL software program Junctions 9 for roundabout junctions and Linsig for signal-controlled junction. These junctions were New Road/A341/Whitelegg Way Roundabout, Glenmoor Road/New Road (A347) junction, both in Ferndown, B3073/Ringwood Road (Longham mini-roundabouts) and Ringwood Road/New Road/Victoria Road Ferndown signals.
- 8.2.19 The modelling indicated that last two junctions currently experience existing delay during both the AM and PM peak hours and will be subsequently impacted upon by the development traffic. The applicant will, therefore, make a financial contribution towards the necessary mitigation works at these identified junctions. This is accepted by the Highways Authority as there are on-going studies of the A348 corridor which include the assessment and mitigation of both of these junctions and DC is committed to securing a programme of funding to deliver mitigation schemes.
- 8.2.20 The site will be served by two new signal-controlled junctions, the scale of which were dictated by forecast traffic volume which accounted for other significant allocations and permissions in the locality. The junctions proposed provide solutions which meet the concepts of the Local Plan (Policy FWP6, KS9, 10 and 11), whilst also providing the requisite capacity for forecast traffic demands. The junction sizes are dictated by the forecast traffic demand.
- 8.2.21 The northern signal-controlled junction from Christchurch Road has been designed for maximum efficiency between the site access junction and Parley Crossroads and seeks to promote traffic movement whilst limiting queuing. With the eventual alterations separately proposed for the Parley Crossroads (replaced by the Link Road), the positioning of the site access enables a green traffic light stage at both junctions simultaneously, coordinating east and westbound movements along the B3073 Christchurch Road, thus allowing an increased number of east/west traffic to travel through the two junctions on a green wave. The layout provides multiple lane approaches and allows for access/egress from Parley Close by providing an additional stage to the signal sequence. This will improve upon the current situation experienced by residents of this close whose access and egress are currently often impeded by queuing traffic. A dedicated signal phase that allows them to access and exit the close will overcome this existing problem. A toucan

(pedestrian and cyclist) crossing is proposed north/south on the eastern side of the junction as well as across the link road arm, providing full connectivity across the northern site frontage to Parley Crossroads and the village centre.

8.2.22 The proposed junction at the southern end of the link road, connecting to New Road from the western site frontage, provides options for both north and southbound trips along New Road and eastbound trips towards Bournemouth Airport and beyond. Longfield Drive, located on the western side of New Road, retains its existing operational uses and does not conflict with the proposed junction. A toucan crossing is proposed east/west on the northern side of the junction as well as the link road arm, providing full connectivity across the western site frontage north to Parley Crossroads.

8.2.23 The Highway Authority have advised that the submitted Transport Statement is satisfactory and robust. A suitable means of access can be provided to serve the proposed development alongside providing the relief of existing congestion at Parley Crossroads by the implementation of the proposed link road. Whilst it is accepted that the proposal will obviously increase traffic flows on the highway network the residual cumulative impact of the development cannot be thought to be "severe", when consideration is given to paragraphs 29 to 36 of the National Planning Policy Framework (NPPF).

8.3 FLOODING AND DRAINAGE ARRANGEMENTS

8.3.1 The Environment Agency (EA) (to advise on fluvial flooding); Dorset Council's Flood Risk Management (DC FRM) (to advise on surface water flooding and drainage), and Wessex Water (to advise on foul drainage) were consulted on the application as statutory consultees.

8.3.2 The application site falls entirely within Flood Zone 1 (low risk of fluvial flooding) as indicated by the Environment Agency's (EA) indicative mapping of fluvial flood risk. However, the northern part of the site where the local centre and foodstore are proposed is shown to be at risk of surface water flooding during significant rainfall events (1:100/1000yr). Adjacent land and adjoining highways are also thought to be at some risk of surface water flooding.

8.3.3 The application is supported by a comprehensive Flood Risk Assessment (FRA) document, which incorporates a preliminary/conceptual Drainage Strategy. This includes a Ground Investigation Report.

8.3.4 FRA main findings

8.3.5 The FRA finds that the area to the northern boundary of the site is shown to be at a Medium to High risk of flooding from surface water. This corresponds to a localised low spot within the site that would be drained by the proposed developments surface water drainage system.

8.3.6 The FRA finds a low risk of both groundwater flooding and overwhelmed sewers across the site.

8.3.7 Proposed surface water disposal mechanisms

8.3.8 A sustainable drainage strategy, involving the implementation of Sustainable Urban Drainage Systems (SuDS), is proposed for managing the disposal of surface water runoff from the proposed development on the site.

8.3.9 As the use of infiltration devices may not be feasible across the entire site, the feasibility of using flow balancing methods to store and attenuate surface water runoff to greenfield runoff rates has been assessed with discharges to the local surface water sewer network. Due to the proximity of the site to the Bournemouth Airport, SuDS features that result in permanently wet areas have not been considered to avoid the risk of 'bird strike'. The FRA finds that the required storage may be provided using swales, detention basins, oversized pipes, underground geocellular storage facilities and pervious paving.

8.3.10 When considering the cumulative effects of the proposed development, the FRA finds that surface water flows from the site would be significantly less than the existing greenfield runoff rate during extreme rainfall events. It concludes that, when assessed in combination with other sites, the proposed development would have no detrimental impact in terms of hydrology and, during extreme events, may provide a minor benefit due to the reduction in flow rates from the site.

8.3.11 The FRA complies with the requirements of the National Planning Policy Framework (NPPF), technical guidance and best practice, and sets out an acceptable and deliverable (conceptual) strategy of surface water management, subject to a detailed design being finalised which would require further ground and infiltration testing. The Lead Flood Authority have advised imposition of two pre-commencement conditions (Conditions 21 and 22)

8.3.12 The conditions would require submission of a detailed surface water management scheme to include how surface water would be managed during construction, and submission of details of maintenance and management of the surface water drainage scheme for the lifetime of the development.

8.3.13 Foul water drainage

8.3.14 It is proposed that foul water connects to the public foul water sewage system, with the FRA stating that a point of connection has been agreed with Wessex Water. Wessex Water were consulted on the application and have not raised any objection.

8.4 HERITAGE ASSETS

- 8.4.1 There are two listed buildings situated in close proximity to this site. The site's southern boundary is located approx. 140m from the West Parley Conservation Area.
- 8.4.2 Development is acceptable provided it accords with Policies HE1 to 3 of the Christchurch and East Dorset Core Strategy 2014 as well as sections 12 'Achieving Well Designed Places' and 16 'Conserving and enhancing the historic environment' of the NPPF.
- 8.4.3 Stocks House, a Grade II Listed former farmhouse which now forms part of The Curlew Public House, is located 130m to the north of the site, on the opposite side of Christchurch Road. Officers consider the proposed development can be delivered without any harm to this asset.
- 8.4.4 Brambles Farmhouse is a Grade II Listed dwelling which abuts the boundary of the site to the south-east, and fronts onto Church Lane. The submitted Heritage Statement identifies the importance of the open fields and farmland to the east and west of the farmhouse, which make a positive contribution to its setting. Following the proposed development land to the west of the farmhouse would be utilised as part of the proposed SANG and so this open character would be retained. Consequently no harm has been identified in relation to this asset as a result of the proposed development.
- 8.4.5 Impacts on the setting of the West Parley Conservation Area (CA) have also been considered, again, due to the distance of the CA from the site boundary, and the proposed development at this part of the site being SANG and allotments, no harm to the setting of the CA has been identified.
- 8.4.6 Officers have not identified any harm to heritage assets as a result of the proposed development. Further consideration of heritage assets in relation to the detailed design will be undertaken at the reserved matters stage.

8.5 MASTERPLAN PRINCIPLES

- 8.5.1 Policy FWP6 states that, in terms of layout and design, the new neighbourhood will be set out according to the principles of the Masterplan Reports. Policy FWP6 also states that a design code will be agreed by the Council, setting out the required standards. The requirement for a Design Code can be secured by condition (Condition 5).
- 8.5.2 Policy WMC5 is accompanied by a map showing expected design parameters for the site, taken from the New Neighbourhoods Masterplan Report. The map is indicative, and is intended to show that a development adopting the principles of the masterplan is deliverable, rather than being a prescriptive layout. Greater weight is placed on the Masterplan principles set out in the New Neighbourhoods Masterplan Report for the sites, which Policy FWP6 expects development to be consistent with.

8.5.3 The New Neighbourhoods Masterplan Report provides the following principles which relate to the proposed outline development:

8.5.4 Land use

8.5.5 *“The sites comprise predominantly residential uses. Residential densities are generally higher on the eastern site (to the east of New Road), largely due to its higher landscape capacity (capacity to accommodate development) and proximity to the existing shopping parade at Parley Cross.”*

8.5.6 Residential uses are pre-dominant on the site. With an average residential density of 40 dwellings per hectare, the site will provide a medium density, which is considered to be in accordance with the principle.

8.5.7 *“A new local centre is provided adjacent to Parley Cross and opposite the existing parade of shops on New Road. This local centre could contain a medium sized convenience store. The convenience store could potentially be located adjacent to the local centre with road access from Christchurch Road.”*

8.5.8 Both the new local centre and a convenience store are proposed, with road access to both from the link store. The local centre and store will be provided adjacent to Parley Cross.

8.5.9 *“A small village square has been placed at the heart of the local centre. This could be used as a social gathering space/ meeting point or double up as a parking area at certain times of the day.”*

8.5.10 The illustrative masterplan shows there is space to accommodate this square, with detailed design to be considered through the Design Code and at the reserved matters stage.

8.5.11 *“Land at the northern end of the eastern site is within 400m of Parley Common (a Special Protection Area). No residential development is allowed in this location. Development here should also form a barrier to prevent access north onto Parley Common. Land uses here could, therefore, include a leisure use or indeed a hotel (potentially a good location for this in relation to the airport).”*

8.5.12 No residential development is proposed within the 400m zone and there is no through route proposed into land to the north of the site.

8.5.13 *“No residential land uses are placed in the area within the 60dB airport noise zone.”*

8.5.14 No residential uses are proposed within this area.

8.5.15 Access and movement

8.5.16 *“At a strategic level, both sites link into the main north-south and east-west routes.”*

8.5.17 This has been achieved.

8.5.18 *“The eastern site has one vehicular access point on to New Road and one on to Christchurch Road. The road link between New Road and Christchurch Road will relieve some of the vehicular traffic currently going through Parley Cross. However, the approach taken here is to provide this capacity improvement through streets rather than an over-engineered solution that does little to ensure good place making. New Road would become a central tree lined boulevard and a new improved gateway to the town. It would, however, still accommodate vehicular traffic.”*

8.5.19 The proposed link road is as expected and facilitates the future planned improvements to Parley Cross.

8.5.20 *“No vehicular access is allowed directly onto Church Lane (thus protecting this quiet country lane and the nearby Conservation Area).”*

8.5.21 Vehicular access will serve only the small 0.15ha residential parcel to the east, which is provided in order to enable best surveillance of the SANG and footpath linking out from this development. This is expected to be very low density and is shown as providing three dwellings on the indicative masterplan.

8.5.22 Existing dwellings in Church Lane were removed from the Green Belt at the time that this allocation FWP6 was made and any scope that may exist for their redevelopment in line with Local Plan policies would relate to this decision rather than to the layout of this site.

8.5.23 Vehicular access and parking will be provide from the link road to serve both the SANG provided on this site and the adjacent SANG (application 3/17/3610/COU) so SANG visitors will not need to make use of Church Lane.

8.5.24 Urban Form

8.5.25 *“As with the other locations, development is organised as a series of robust perimeter blocks on both the east and west sites.*

8.5.26 *The eastern site comprises a more formal, high density grid of streets and spaces. The lack of landscape and natural features on this site means that the character of this site is defined almost entirely by the new urban form.”*

8.5.27 These principles will be addressed through the Design Code and reserved matters application, however, the indicative masterplan provides assurance

that an acceptable residential layout can be achieved. The Design Code will set urban design principles such as ensuring perimeter blocks and surveillance of open spaces to design out crime and reduce the risk of anti-social behaviour taking place within the development.

8.5.28 Open space and green links

8.5.29 *“The eastern site contains three key green spaces. The first is the new park at the northern end of the development. This park not only provides an attractive green open space, close to the existing residential area, but also helps create a setting for the local centre and its public square. The local centre and surrounding housing will help frame the park and provide for activity throughout the day meaning that this will be an attractive, safe and well used space. It will also help intercept people living in the north of the development from going up onto Parley Common. The second green space lies to the south of the development. Again, this not only serves people in the south, but makes use of land otherwise sterilised from development due to the aircraft noise zone. The third green space is a green corridor that runs along the eastern edge. This ensures that the properties on Church Road are buffered from the new development and retain their separate identity.”*

8.5.30 The submitted illustrative masterplan includes the expected level of green space. The new park/public square to be provided within the area identified for a ‘local centre (including public square)’ will require further consideration in the production of the Design Code and reserved matters application, but officers consider that there is sufficient space for the provision of a green open space with this area.

8.5.31 *“To the south of the development the parameter plan shows an area of SANG which will include allotments and a Local Equipped Area for Play (LEAP) utilising natural play features.”*

8.5.32 The parameter plan also shows a green corridor in the form of SANG along the eastern edge of the site.

8.5.33 *“A key strategy with both the east and west sites is the use of green links to attract people away from the heathland areas to the north of the development. The green spaces form key corridors that ultimately help create new desire lines away from the heathlands and down to the proposed SANG area to the south.”*

8.5.34 The parameter plan indicates the location of green links that will join the local centre and residential areas on this site to the SANG, as well as linking to the West of New Road new neighbourhood.

8.5.35 Landscape and vegetation

8.5.36 *“The existing row of trees opposite the parade of shops on New Road (covered by Tree Preservation Orders) is retained.”*

8.5.37 These trees are shown to be retained and are the subject of conditions (Conditions 17).

8.5.38 *“Additional tree planting is provided, particularly on the eastern site to help create character and green links.”*

8.5.39 This will be picked up through the Design Code and reserved matters application, however, the indicative masterplan provides assurance that there is sufficient room to accommodate new tree planting.

8.5.40 ADDITIONAL DESIGN CONSIDERATIONS

8.5.41 Maximum Building Heights

8.5.42 The parameter plan identifies maximum building heights for the proposed development as follows:

- Residential Main Area: Landmark buildings up to 3.5 storeys, key buildings up to 3 storeys and the remainder up to 2.5 storeys.
- Residential Eastern Parcel: up to 1.5 storeys
- Mixed Use Commercial: up to 2 storeys
- Foodstore: Maximum building height up to 7m to ridge allowing for point/entrance features

8.5.43 The proposed maximum building heights for residential properties will allow for the creation of new character areas on the site, with areas of lower, medium and higher density. They will ensure the new urban form includes variety and variation rather than the creation of a homogenous estate.

8.5.44 It is acknowledged that residential development in adjoining areas is between one and two storeys in height, however this is a large site and once developed its central area will have a minimal relationship to this existing development. It is expected that the character of existing development will be respected and considered in creating the Design Code and reserved matters layouts.

8.5.45 The proposed maximum height of 2 storeys for the mixed use commercial area is considered a positive element of the scheme, as it enables a two storey local centre with offices at first floor level which will add more vitality to village centre, and could bring economic investment into West Parley.

8.5.46 The proposed maximum ridge height for the foodstore is considered acceptable, however officers wish it to be made clear that, while parts of the building reaching this height will be acceptable, a flat-roofed structure uniformly 7m tall would not be acceptable on this site.

8.5.47 Illustrative Masterplan

8.5.48 Although officers are satisfied that the illustrative masterplan demonstrates that the proposed level of development can be accommodated within this site, this should not be taken as acceptance of this detailed design of this layout. A number of concerns will need to be addressed in preparation of the Design Code and reserved matters applications including:

- The siting of the proposed foodstore
- How the foodstore and local centre will be serviced
- The over-dominance of car parking for the proposed foodstore and local centre within the street scene
- The large parking courts within the residential areas

8.5.49 An informative note is proposed setting out these concerns in more detail (Informative Note 4).

8.6 HOUSING MIX

8.6.1 Policy LN1 of the Core Strategy states that individual sites will be expected, in terms of the size and type of new market and affordable dwellings, to reflect the needs of the Strategic Housing Market Assessment (SHMA). Policy LN3 of the Core Strategy states that greenfield residential development resulting in a net increase of housing is to provide up to 50% of the residential units as affordable housing.

8.6.2 The proposed housing types and sizes indicated in the submitted information differs slightly from the mix identified in the SHMA. A comparison between the SHMA requirements and what is proposed by the applicant is as follows:

Unit Type	Affordable Housing SHMA Requirement / (Amount proposed by applicant) / Quantity Proposed	Market Housing SHMA Requirement / (Amount proposed by applicant) / Quantity Proposed	Total Site Numbers (%)
1 bed	32.5% (41.1%) 30	8.3% (6.7%) 21	51 (13.2%)
2 bed	42.3% (37%) 27	48.7% (36.1%) 113	140 (36.3%)

3 bed	22.8% (20.5%) 15	43.0% (34.8%) 109	124 (32.1%)
4+ beds	2.4% (1.4%) 1	0.0% (22.4%) 70	71 (18.4%)
Total Units Proposed	73	313	386

8.6.3 The proposed affordable housing mix is very close to that required by the SHMA and will secure a good mix of properties including larger properties for affordable rent that are currently in high demand. The shared ownership mix will provide a higher proportion of 1 and 2 bed properties. Officers consider that the proposed affordable mix is acceptable and will make a valuable contribution to meeting needs for affordable housing.

8.6.4 The proposed market housing mix provides some 4+ bed properties, but also provides a good mix of 1, 2 and 3 bedroom market units. It is considered unrealistic to expect housing sites to come forward with no 4+ market units and given that to reduce the number of 4+ bed market units would likely have a negative impact on site viability the proposed market mix is considered satisfactory.

8.6.5 Subject to the completion of a legal agreement to secure the proposed affordable housing and mix of units, and having regard to Policies LN1 and LN3 of the Core Strategy as well as other material considerations, the proposal is considered acceptable.

8.7 AFFORDABLE HOUSING

8.7.1 Policy LN3 requires that greenfield residential development which results in a net increase of housing should provide up to 50% of the residential units as affordable housing. Where a lower level of affordable housing is offered, this must be supported by clear and robust evidence that will be subject to verification.

8.7.2 In 2012 the Council commissioned a study on affordable housing viability of the Local Plan Housing Sites by Whiteleaf Consulting. The Whiteleaf Viability Assessment of the East of New Road new neighbourhood anticipated that 40% affordable housing could be achieved. The Planning Inspector who found the Local Plan sound judged that up to 50% affordable housing on greenfield development sites across the district was realistic based upon the non-site specific viability assessment undertaken in 2010 by the consultancy Three Dragons.

- 8.7.3 It has now been over five years since the Local Plan was adopted, and so a review of it is needed in order to ensure that policies are up-to-date. This work has started but has not yet been concluded. The work to date has not identified the need for changes to the targets set by Policy LN3 nor is there any evidence that there does not remain a significant need for affordable housing within the plan area. The NPPF allows the submission of viability assessments at the planning application stage in the absence of up-to-date policies, and states that such assessments should be made publically available. The NPPF also requires all viability assessments use the approach recommended in the NPPG.
- 8.7.4 The NPPG provides further guidance on the approaches and standardised inputs that must be used when assessing site viability. This includes advice on the definition of Gross Development Value (GDV), assessment of development costs, assumptions regarding the return to the developer and how to establish Benchmark Land Value (BLV).
- 8.7.5 When it was originally submitted the proposal included no provision of affordable housing. Following negotiations, an offer of 10% affordable housing was made by the applicant.
- 8.7.6 The applicant's Viability Appraisal was independently reviewed by a District Valuer (DV) at the Valuation Office Agency, followed by negotiations between the applicant's viability consultants and the DV. It was the opinion of the DV that the site could support affordable housing at a level of 19%, based upon the following affordable housing mix, and this led to submission of a "without prejudice" offer at this level.

Dwelling Type	Affordable Rented (70%)	Shared Ownership (30%)
1 bed flat	20	10
2 bed flat	8	10
2 bed house	9	0
3 bed house	13	2
4 bed house	1	0
TOTAL	51	22

- 8.7.7 Policy LN5 requires that, of the affordable housing proposed, there should be a tenure split of 70:30 between affordable rented and intermediate forms, such as shared ownership, respectively. The final mix is subject to negotiation, and dependant on a number of factors including the market for different unit sizes and tenures.
- 8.7.8 In this instance, officers have chosen to prioritise the provision of a SHMA-compliant mix, including larger 3 and 4 bed properties. The impact of delivering larger properties is a detrimental effect on overall site viability,

however, due to the significant demand for larger properties in the former East Dorset administrative area at present officers believe the overall percentage of units that can be achieved needs to be balanced against securing the units types that are most in demand.

8.7.9 Officers have had regard to changes in the market and other circumstances that have occurred since the publication in 2012 of the Whiteleaf Viability Assessment, and which are reflected in the DV's assessment. The main factor in the reduction of viability on this site is that while residential sales values (GDV) have increased since 2012 by 40%, construction costs have increased by 55%. This is the result of a general trend in build costs compared to sales values across the country.

8.7.10 The level of developers profit assumed in 2012 was 25% for the open market units and 8% for the affordable units. The NPPG now provides guidance on the level of return to the developer, stating that profit should be assumed within the range 15-20%. In light of this guidance, and taking into account the level of risk associated with this site and the availability of a loan to forward fund the link road, the DV advised that a profit level of 17.5% for market housing and 6% for affordable housing is a reasonable assumption for this site and this profit level has been adopted in the DVs viability appraisal.

8.7.11 Another factor affecting viability of this site in particular is the extent of land required to deliver the SANG required by Natural England to support this development, which is only just outside the 400m Dorset Heathlands buffer zone. SANG is being provided totalling 22ha which is proportionally larger than many other strategic sites in the plan area. In terms of the BLV value, this assumed value has been decreased from that assumed in 2012 taking into account the advice in the NPPG. The BLV assumption for the site in 2012 was £11.5mil, while the BLV agreed with the applicant is £9.8mil.

8.7.12 Despite the reduction in assumed returns to the developer and landowners in the form of profit and land values, the site is found to be unviable to support affordable housing at the level of 40% as found viable in 2012. This is due to the discrepancy between increases in sales values and construction costs. In such circumstances the NPPG provides for viability to be reviewed during the lifetime of a project, and the affordable housing mix above along with a viability review at the halfway point of this site will be secured through a S106 agreement.

8.8 AMENITY

8.8.1 Policy HE2 of the Core Strategy states that new development should be compatible with or improve its surroundings in relation to nearby properties and general disturbance to amenity. Policy DES2 of the Local Plan states that developments will not be permitted which will either impose or suffer

unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.

- 8.8.2 The majority of properties abutting this site are located within Church Lane, adjacent to proposed SANG areas, where there is unlikely to be any unacceptable disturbance to amenity. Likewise development facing the site from Christchurch Road and New Road will not be detrimentally affected, and indeed may see improvements to amenity as a result of the reduction in traffic and congestion on these roads.
- 8.8.3 The development of the site will have an impact on private views from existing dwellings opposite the site in New Road and Christchurch Road. However, it is considered possible to develop the site without any unacceptable loss of amenity to these dwellings and detailed layout is not being considered at this stage.
- 8.8.4 The impacts on nos. 292-296 Christchurch Road merits more detailed consideration at this outline stage. These three dwellings are all located in substantial plots but fall within the 400m heathland consultation zone, hence they were not induced within the FWP6 site boundary.
- 8.8.5 The illustrative masterplan shows residential dwellings located a minimum of 10m from the southern boundaries of 292-296, which would not be unacceptable particularly given the sizeable gardens of these dwellings.
- 8.8.6 What is less likely to be acceptable is the indicative layout for the foodstore including its siting, massing and the location of servicing. However, this is only an indicative design and officers consider that the area identified for the provision of the foodstore on the parameter plan could successfully accommodate a foodstore of up to the 2,200sqm proposed in this outline application.
- 8.8.7 The impact of the foodstore on neighbours amenity will need further and careful consideration at the reserved matters stage, and a condition will require the submission of a noise assessment to accompany this application (Condition 27). It is considered appropriate to leave consideration of opening hours for the foodstore to the reserved matters stage where these could be conditioned, however, officers consider that the location and proximity of this foodstore to neighbours would not make it suitable for extended hours.
- 8.9 TREES
- 8.9.1 Policy HE2 of the Core Strategy states that development will only be permitted if it is compatible with or improves its surroundings in terms of its relationship, amongst other things, to mature trees.

- 8.9.2 There are relatively few mature trees located in the areas of this site proposed for residential, retail and office development. The key tree groups and some of the individual trees have been retained. The loss of the trees along Christchurch Road, necessitated by the new junction is regrettable but inevitable and in mitigation the layout includes space for new landscape and greenspace which will allow space for replacement planting.
- 8.9.3 The Ash in the centre of the site is shown on the illustrative masterplan as being retained in open space which is the best way of keeping mature trees on new developments.
- 8.9.4 The TPOd group of trees on the New Road frontage will become a permeable feature which will need an engineering solution at the detailed stage to ensure that any new surfacing does not damage the rooting environment. There will be some tree loss and some pruning in this location but the effect of the large landscape feature will be retained.
- 8.9.5 Most of the hedgerows have been shown for retention and new planting will supplement and continue the lines of hedges as well as filling in some gaps.
- 8.9.6 The Council's Tree Officer has raised no objection, subject to conditions (Conditions 17 & 18)

8.10 BIODIVERSITY

- 8.10.1 Policy ME1 of the Core Strategy states that the Core Strategy aims to protect, maintain, and enhance the condition of nature conservation sites, habitats and species. The application includes an Ecological Appraisal dated February 2017 and Biodiversity Mitigation Plan (BMP) dated 29/03/2018 endorsed by DCC's Natural Environment Team in a certificate of approval dated 03/04/2018.
- 8.10.2 The Report advises the site consists of predominantly species-poor semi-improved grassland, with a small area of semi-improved acid grassland, an area of woodland and stretches of hedgerow, scrub and bracken on field boundaries. A number of birds were identified on the site, which also has the potential to support reptiles. The appraisal found potential bat roosting and foraging habitats so further survey work was undertaken. This did not identify any bat roosts on site but did find evidence of bat foraging in particular in the hedgerows at site boundaries.
- 8.10.3 The survey concluded that the areas of semi-improved acid grassland and woodland, which are located within the area proposed for SANG and would therefore be retained, are of moderate local value, while the remainder of the site is of low local value.

8.10.4 Mitigation/compensation/enhancement for the development is set out in the BMP, which is endorsed by DC's Natural Environment Team and therefore complies with the Dorset Biodiversity Protocol, demonstrating the application is acceptable in respect of its impact on biodiversity. The application thereby accords with Policy ME1 of the Local Plan, subject to a condition requiring the implementation of the BMP, as it demonstrates the proposal will provide mitigation for the impact on local biodiversity from the proposed development (Condition 19).

8.11 DORSET HEATHLANDS

8.11.1 The areas of the application site proposed for residential development lie within 400m to 5km of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for a 386 net increase in residential units, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.

8.11.2 The appropriate assessment has concluded that the mitigation measures set out in the Dorset Heathlands 2015-2020 SPD and Policy WMC5 can prevent adverse impacts on the integrity of the site. The SPD strategy includes Heathland Infrastructure Projects (HIPs) and Strategic Access Management and Monitoring (SAMM). In relation to this development a Sustainable Alternative Natural Greenspace (SANG), partially on-site and partially on adjoining land to the east of Church Lane, as required by policy WMC5 would be provided as a HIP.

8.11.3 The SANG provision for this site totals some 22 hectares, and this provision results from the requirements of Policy FWP6 and recommendations and guidance from Natural England. The SANG on this site is required to be proportionally larger than provision elsewhere due to a combination of the very close proximity of this site to the Dorset Heathlands as well as the lack of natural features such as water or woodland that might draw people to visit other SANGs. The requirement to provide a SANG of this scale does result in a somewhat less viable development, which impacts on the level of affordable housing provision.

8.11.4 Parking for the both parts of the SANG will be provided with access from the link road on this development site. This has been agreed with the applicant following discussions with Natural England and Highways regarding application 3/17/3610/COU. This will ensure the SANG caters not only to residents of the site but also to existing residents within the surrounding area.

This is required due to the proximity of the heathlands to this site and the impossibility of preventing new residents utilising these, these impacts will therefore be mitigated by reducing access to the heathlands by existing local residents who will choose to make some of their trips to the SANG. This is considered acceptable and the parking provision will be secured through S106.

8.11.5 Appendix E of the Dorset Heathlands SPD contains guidelines for the quality of SANGs and includes a checklist of requirements, such as the provision of vehicle parking arrangements; pedestrian access; the design and length of walking routes; the provision of signage; advertising of the SANG to ensure members of the public are aware of it; inclusion of habitats; ensuring sites have a semi-natural character; connections to the public right of way network; and the provision of adequate space for the exercise of dogs.

8.11.6 Natural England is satisfied that the proposals are sufficient to meet the requirements of the SPD and to ensure the SANG areas are useable by those who will occupy the proposed development. The proposed SANGs are within walking distance of the proposed development, and beyond, and for those who may choose to drive, the proposed development will contain visitor parking spaces accessed from the new link road.

8.11.7 Natural England have agree that the long term management and maintenance of the SANG can remain the obligation of the applicant (or its suitable nominee). A S106 legal agreement will secure the long term management of this SANG in perpetuity through a Management Company, with management financed by service charges attached to the properties of the new development.

8.11.8 SAMM, which forms the second strand of the strategy, requires that contributions be secured via s106 from all development where there is a net increase in dwellings. The strategic approach to access management is necessary to ensure that displacement does not occur across boundaries.

8.11.9 A S106 legal agreement will secure:

- the implementation, maintenance and management of the proposed SANG area both on site and east of Church Lane (3/17/3609/OUT)
- the payment of a £20,000 SANG Maintenance Sum (to safeguard the Council against deficiencies in the owner's management)
- a SAMM contribution of £179 per flat and £263 per house towards Strategic Access Management and Monitoring in accordance with the Dorset Heathlands SPD. This contribution does not relate to the provision of infrastructure so it is not subject to pooling restrictions, is reasonable and necessary; the contribution complies with Regulations

122 and 123(3) of the Community Infrastructure Levy Regulations 2010 (as amended).

- 8.11.10 An Appropriate Assessment of the proposal concluded that, with the above mitigation secured the development will not result in an adverse effect on the integrity of the designated sites so in accordance with regulation 70 of the Habitats Regulations 2017 planning permission can be granted; the application accords with policy ME2.

8.12 LANDSCAPE

- 8.12.1 Policy HE3 requires development to protect and seek to enhance the landscape character of the area. Proposals must take into account a number of factors including the character of settlements and their landscape settings, important views and visual amenity.

- 8.12.2 The site is not viewable from any national or local landscape designations, and will be visually contained by surrounding development to the north, east and west and woodland to the south. The proposed development is considered unlikely to have any adverse effects on the local landscape or townscape.

- 8.12.3 With regard to the proposed landscaping within the development, the illustrative masterplan has demonstrated the site has capacity to provide a good standard of amenity, subject to a condition requiring submission of full landscaping details (Condition 18).

8.13 PUBLIC FOOTPATH

- 8.13.1 The site includes public footpath E56/7, which crosses the site east-west from opposite 107 New Road to exit to the south of the Osborne Day Centre, Church Lane. The indicative layout shows this Right of Way (RoW) could be accommodated within the proposed residential layout and SANG, however, the treatment of the RoW can be addressed through the Design Code and reserved matters applications.

8.14 AIRPORT SAFEGUARDING

- 8.14.1 This site is located within the Bournemouth Airport safeguarding zone. The airport has made no objection to the proposals but has identified a number of detailed considerations to be secured and addressed through the discharge of conditions. These relate to the development of SUDs on the site in a way that ensures the SUDs do not attract large birds, and construction management (Conditions 13 and 21).

8.15 AIR QUALITY AND NOISE POLLUTION

8.15.1 Policy DES2 of the Local Plan states that developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.

8.15.2 The Council's Environmental Health officers have considered the submitted Air Quality Assessment and Acoustic Assessment and, in response, have raised no objections to the proposal.

8.16 RENEWABLE ENERGY

8.16.1 Policy ME4 of the Core Strategy states that 10% of the total regulated energy used in major residential development should be from renewable, low-carbon, and decentralised energy sources. It is also stated that, for the New Neighbourhoods, district heating and/or power facilities should be investigated. A condition will require the approval of details, and their implementation, to ensure that the requirements of Policy ME4 would be achieved (Condition 24).

8.17 ARCHEOLOGY

8.17.1 Paragraph 128 of the NPPF states that:

8.17.2 *"Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation."*

8.17.3 Dorset Council's Archaeology team have considered the submitted information and do not require any condition to be placed in relation to archaeology on this site.

8.18 MINERALS

8.18.1 The site is within a Minerals Safeguarding Area which is defined on the Adopted Policies Map and supported by a clear policy. The proposed housing development could sterilise the potential mineral resource, which Policy SG1 of the adopted Minerals Strategy seeks to avoid.

8.18.2 There is a need for housing and other non-mineral development, and great weight must be given to the fact that this site is allocated for this purpose in the Local Plan. In addition, the water table is at a level which would make it difficult to achieve prior extraction of the minerals.

8.18.3 However, it may be that there is some scope for the utilisation of minerals on-site during the construction process. The Minerals Team have spoken with the applicant who has agreed informally to re-use the excavated material on site and provides a report when the groundworks are substantially complete

setting out how much they have managed to re-use. An informative will be placed on any approval of this application to this effect (Informative 3).

8.19 EDUCATION

8.19.1 The application site is within the catchment area of Parley First School, Ferndown Middle School and Ferndown Upper School.

8.19.2 This section of the report has been prepared having regard to Dorset Council Schools Admission Team (DC SAC) advice, which requires the proposal to provide a financial contribution towards education provision for the schools which have the application site as their catchment area.

8.19.3 A development of this size will generate 50 children for the First School, 43 children for the Middle School and 48 children for the Upper School and Post 16. The site does not generate sufficient children to require on-site school provision.

8.19.4 The Parley First School is likely to require a 1Form Entry (1FE) extension as a result of the proposed development. Middle School and Upper School expansion will also be required at either Ferndown Middle or West Moors Middle and Ferndown Upper School. The manner in which these schools will be expanded is a matter for consideration by the Local Education Authority, along with consideration of any proposed expansion that requires planning permission by the Local Planning Authority.

8.19.5 Based on the DC agreed methodology, a cost per East Dorset house of £5,880 is required to be provided by way of a S106 contribution. This contribution will be secured through a S106 legal agreement.

8.20 HEALTH

8.20.1 The application site is within the catchment area of a number of doctors surgeries, and the Clinical Commissioning Group have identified a need for expansion of facilities as a result of this and the planned new neighbourhood West of New Road. This may take the form of a strategic project to relocate existing surgeries to a new site at Hyde Road, or should this not be viable the expansion of an existing surgery which serves the site.

8.20.2 A contribution of £48,000 towards a new clinical consulting/nurses room was requested and was found to be directly related and necessary to support the development. However, the amount requested was not proportionate as the proposed development would only provide half the number of new patients that such a room would serve. Consequently a contribution of £24,000 has been agreed, to be secured through S106.

8.21 COMMUNITY FACILITIES

8.21.1 The West Parley Parish Council (PC) are owners of the West Parley Sports and Social Club, located 125m to the north of this site. This facility has been privately leased however it is due to revert back to the Parish Council in the very near future. The existing buildings at this facility are in dis-repair and do not provide the level of community provision that would be expected given the Local Plan allocations to expand of West Parley at East and West of New Road neighbourhoods.

8.21.2 The PC wish to demolish and construct a new community facility at the Sports and Social Club to provide a wide ranging community centre for all age groups, including Equalities Act compliant facilities for people with disabilities. This building would provide changing and function rooms for the sports grounds but also space for other community activities and for PC offices. While the provision of offices for the PC does not constitute infrastructure, the other elements are considered directly related and necessary to support the development. The total cost of the new facility has been estimated by the PC at £1mil, and a proportionate contribution from this site towards the infrastructure elements of the project has been calculated at £130,000 to be secured through S106.

8.22 CONCLUSION

8.22.1 This assessment exercise has involved considering the acceptability of the proposal in relation to the Development Plan, taken as a whole, and all other materials considerations. All of the foregoing factors have also been considered in relation to the social, economic, and environmental benefits to be provided by the proposal.

8.22.2 The proposal for this site accords with the requirements of Local Plan New Neighbourhood Policy FWP6. A parameter plan has been submitted which provides confidence that the proposed development will be distributed across the site in a way which will not have adverse impacts on the Dorset Heathlands, Green Belt or existing properties in Church Lane.

8.22.3 In other respects the proposal conforms to the requirements of the general policies of the Christchurch and East Dorset Local Plan Part 1, as explained in each subject area above, taking into account material considerations.

8.22.4 The scheme will (in combination with application 3/17/3609/OUT) secure approx. 22 hectares of informal public recreational land as SANG including allotments and play space, 73 affordable housing units and 313 market dwellings towards the Council's five year housing land supply, a village centre extension and convenience store for West Parley village centre and a new eastern link road to improve congestion at Parley Cross.

8.22.5 The Council has also secured a good package of contributions to provide benefits to the overall area including:

- 19% affordable housing (73 dwellings), to be reviewed at 50% occupation
- Funding towards education
- Funding towards off-site highways works at the Longham mini-roundabouts (B3073 / Ringwood Road) and Ringwood Road./ New Road / Victoria Road signals junctions
- Funding towards a new consulting / nurses room at a nearby doctor's surgery
- Funding towards the Parish Council's Community Project at the West Parley Sports and Social Club

8.22.6 Having had regard to the representations of objection and support and the advice of the various consulted parties, Officers consider that the benefits of the scheme significantly outweigh the impacts.

8.22.7 Overall the proposal represents sustainable development, which accords with current National Planning Policy Guidance and the Local Development Plan, and as such approval is recommended subject to completion of a suitably worded S106 agreement.

9.0 HUMAN RIGHTS

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

9.1 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.

10.0 PUBLIC SECTOR EQUALITIES DUTY

10.1 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.

- 10.2 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.

11.0 RECOMMENDATION –

A) GRANT, SUBJECT TO THE COMPLETION OF A LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) IN A FORM TO BE AGREED BY THE LEGAL SERVICES MANAGER TO SECURE THE FOLLOWING:

1. 19% affordable housing (73 dwellings), to be provided in the following mix, or as subsequently agreed by officers.

Dwelling Type	Affordable Rented	Shared Ownership
1 bed flat	20	10
2 bed flat	8	10
2 bed house	9	0
3 bed house	13	2
4 bed house	1	0
TOTAL	51	22

Review of affordable housing viability at mid-point of the development with any additional affordable housing found viable to be delivered on-site.

2. Market housing to be provide in the following mix or as subsequently agreed by officers:

Dwelling Type	Market Dwellings
1 bed flat	21
2 bed flat (inc. FOG)	92
2 bed house	21
3 bed house	109
4+ bed house	70
TOTAL	313

3. Education contribution of £5,880 per eligible dwelling (two or more bedrooms)
4. Local Health Facility Contribution of £24,000
5. Link Road loan of £2million to be made available for a period of one year from the date of permission should the applicant wish to draw against this.
6. Requirement to enter into a S278 in respect of the link road.
7. Off-Site Highway Works Contribution of £156,234 for Longham Road double roundabout + £92,802 for Ringwood Road / New Road junction

8. SANG to be created including on the main site approved pursuant to this permission, and east of Church Lane approved pursuant to application 3/17/3610/COU in accordance with a SANG Management Plan. SANG to include a LEAP in the form of a natural children's play area (within the boundary of application 3/17/3609/OUT) and a car park serving both SANG areas to be accessed from the new link road. Monitoring of SANG to take place in accordance with a Visitor Monitoring Strategy.
9. On-going management and maintenance of the SANG in the form of the appointment of a Management Company by Lewis Wyatt (Construction) Ltd to manage the SANG or transfer to another suitable organisation e.g. The Land Trust, Dorset Wildlife Trust approved by Natural England. SANG to be managed in perpetuity.
10. SANGS Step In Maintenance Contribution of £20,000
11. SAMM Contribution - Flats (@ £179 per flat) & houses (@ £263 per house)
12. Community Contribution towards West Parley Parish Council's community project at the Parley Sports and Social Club of £130,000
13. Provision of Allotments (0.23ha)
14. All financial contributions to be index-linked from 6 months post-committee resolution or date of consent, whichever is sooner.

And the following conditions (NB. The agreement of the applicant to pre-commencement conditions is not required in relation to Outline consents):

1. (a) Before any development is commenced details of 'Reserved Matters', (that is any matters in respect of which details have not been given in the application and which concern the siting, design or external 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 submitted to and approved in writing by the Local Planning Authority.

(b) An application for approval of any 'Reserved Matters' must be made not later than the expiration of three years beginning with the date of this permission.

(c) The development to which this permission relates must be begun not later than 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: (a) This condition is required to be imposed by the provisions of Article 5(1) of the Town and Country Planning (Development Management Procedure) Order 2015: (1) of the (b) and (c) These conditions are required to be imposed by Section 92 of the Town and Country Planning Act 1990.

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

- W524/02 rev B (Proposed Link Road between Christchurch Road and New Road)
- W524/04 (New Road Access)
- W524/05 (Church Lane Access)
- Preliminary Tree Loss and Impact Plan (10537/P15 – included within Tyler Grange Preliminary Arboricultural Impact Assessment, 14 December 2017) insofar as it relates to highway works approved pursuant to drawings W524/02 rev B, W524/04 and W524/05
- LP-01 rev E (Site Location Plan)
- LUBHP-01 (Land Use and Building Heights Plan)

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

3. No development shall commence until a scheme of phasing of construction for the housing, foodstore, local centre and associated works including SANG hereby approved has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed scheme of phasing unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the housing and commercial development is fully supported by associated development.

4. An extension to the village centre shall be provided within the area identified for Mixed Use Commercial development on approved plan LUBHP-01, not exceeding 1,900sqm floor area.

Reason: To ensure compliance with policy WMC7 of the adopted Local Plan.

5. Prior to the submission of any application for Reserved Matters for any phase, a detailed Design Code, accompanied by a masterplan, shall be submitted to and approved in writing by the Local Planning Authority. The detailed Design Code shall set out the proposed design principles for the development and the associated measures intended to secure a high quality development, taking into account the character of the site and its surroundings. It shall include details of:

- Street hierarchy and character;
- Green infrastructure and green corridor framework;
- Urban form, and;
- The character areas, including boundary treatments and materials.

All applications for Reserved Matters approval shall be accompanied by a Design Statement which shall explain how the proposal conforms to the principles and requirements of the approved detailed Design Code.

Reason: To ensure that a design code is agreed by the Council as required by Policy FWP5 in order that development respects it's setting in the interests of visual amenity.

6. The following works must have been constructed to the specification of the Local Planning Authority prior to the opening of the foodstore or the occupation of the 193rd dwelling unless otherwise agreed in writing with the local planning authority:
- The construction of a link road and associated signal-controlled junctions (including crossing facilities) as shown on Drawing No W524/02 Rev B (or similar scheme to be agreed in writing with the Local Planning Authority).
 - A continuous 3.00m wide shared footway cycleway along the complete site frontages to both Christchurch Road and New Road as shown on Drawing No W524/02 Rev B (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.

7. Each phase of the development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed motor vehicle and cycle parking facilities for that phase is submitted to the Local Planning Authority. Any such scheme requires approval to be obtained in writing from the Local Planning Authority and these works shall be carried out as approved 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.

8. The reserved matters application for access in relation to each phase of the development shall include details of the access, geometric highway layout, turning and parking areas for that phase.

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

9. Prior to the occupation of any dwellings within the phase of the development it serves the first 15.00 metres of the vehicle access formed onto New Road, as shown on Drawing Number W524/04, measured from the rear edge of the highway (excluding the vehicle crossing – see the Informative Note 1 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.

10. Prior to the occupation of any dwellings within the phase of the development it serves the visibility splay areas as shown on Drawing Number W524/04 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.

11. Prior to the occupation of any dwellings taking vehicular access from Church Lane the first 5.00 metres of each vehicular access formed onto Church Lane, as shown on Drawing Number W524/05 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.

12. Prior to the occupation of any dwellings taking vehicular access from Church Lane the visibility splay areas as shown on Drawing Number W524/05 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.

13. No phase of development shall take place, including any works of demolition, until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. an airport communication plan for any cranes and tall plant equipment
- ix. radio frequency use by staff site to be agreed with Bournemouth Airport

Reason: This information is required prior to commencement to safeguard the amenity of the locality and to reduce or mitigate the impacts of construction traffic on the surrounding highway network, to prevent the possible deposit of loose material on the adjoining highway and to ensure aircraft safety.

14. Demolition or construction works shall not take place outside 7:30 hours to 18:30 Mondays to Fridays and 8:00 hours to 13:00 hours on Saturdays nor at any time on Sundays or Bank Holidays.

Reason: To protect the amenities of the locality.

15. A Travel Plan for each land use category (Residential, Mixed Use Commercial and Foodstore) shall be submitted to and approved in writing by the Planning Authority prior to the first occupation and / or bringing into use of any building for the relevant use. The Travel Plan, as submitted, will include:

- Targets for sustainable travel arrangements.
- Effective measures for the on-going monitoring of the Travel Plan.
- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation/utilisation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers/users of the development

The development shall be implemented only in accordance with the approved Travel Plan.

Reason: This information is required 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 in accordance with the requirements of policy KS11 of the Local Plan and Government Guidance contained in the National Planning Policy Framework

16. The plans and particulars submitted in accordance with condition 1 above shall include:
- (a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
 - (b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;
 - (c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
 - (d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, [within the crown spread of any retained tree or of any tree on land adjacent to the site] [within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree];

Reason: In order to allow for the preservation of trees during the design process.

17. No development shall commence on any phase or development parcel until details of the adequate protection of all trees and tree root systems to be

retained within, bordering and adjacent to that phase have been submitted to and approved in writing by the Local Planning Authority and enacted (retention / protection shall be in accordance with BS 5837:2012 'Trees in Relation to Design, Demolition and Construction'). The details shall include a site plan identifying all trees to be retained and removed in accordance with the Preliminary Arboricultural Impact Assessment (December 2017), unless otherwise agreed in writing with the local planning authority. The details shall include the location of Root Protection Areas and Construction Exclusion Zones and the erection of tree protection measures. The tree protection measures shall be in place prior to the commencement of development for that phase and retained until the development in that phase is completed. The areas enclosed by the tree protection measures shall not be used for any storage and the levels within these areas shall not be altered.

Reason: To safeguard the future of these trees and shrubs in the interests of visual amenities and the biodiversity value of the area and the setting and character of the proposed development in accordance with policies HE2 and HE3 of the Christchurch and East Dorset Local Plan- Core Strategy Part 1.

18. No development above DCP (damp proof course) within each development phase shall take place until full details of both hard and soft landscape works for that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include hard surfacing materials; means of enclosure; details of boundary planting, schedules of plants (noting species, plant sizes and proposed numbers/densities where appropriate).

All hard and soft landscape works shall be carried out in accordance with the approved details. The works approved for that phase shall be carried out prior to the occupation of that phase of the development and the planting carried out in the first planting season following completion of the development. Any planting found damaged, dead or dying in the first five years following their planting are to be duly replaced with appropriate species.

Reason: The long term establishment, maintenance and landscaping of the site is necessary to preserve the amenity of the locality. This decision has also had regard to Policies HE2 and HE3 of the Local Plan and Government Guidance contained in the National Planning Policy Framework.

19. The development hereby approved shall be undertaken in accordance with the biodiversity mitigation plan dated 29 March 2018 approved by Certificate of Approval dated 3 April 2018, unless otherwise agreed in writing by the Local Planning Authority in conjunction with Dorset Council's Natural Environment Team. Thereafter approved mitigation measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the protection and enhancement of biodiversity on the site in accordance with policy ME1 of the Christchurch and East Dorset Core Strategy.

20. No development shall take place in each phase until a lighting strategy for that phase has been submitted to and approved by the local planning authority in writing. The approved scheme shall be implemented and thereafter retained.

Reason: To ensure that the lighting is appropriate in its context, to safeguard the safety of Bournemouth Airport and contribute to public safety.

21. 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 due consideration of the construction phase, 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 commenced. The surface water management system shall be designed in a way that will avoid attracting large birds.

Reason: To prevent the increased risk of flooding, to improve water quality and to safeguard the airport flightpath.

22. 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 the increased risk of flooding.

23. No development shall take place within any phase until a plan showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished floor levels for that part of the site and its relationship with adjoining buildings, including indicative floor levels of adjoining properties within any future phase, and adjoining ground levels has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved finished floor and ground levels.

Reason: To control matters which will impact on neighbouring amenity, views within the site and the visual impact of the development.

24. Details shall be submitted with the first reserved matters application which demonstrate:

- how the development shall achieve at least 10% of the total regulated energy (used for space heating, hot water provision, fixed lighting and ventilation) used in the dwellings in each phase from renewable sources, unless otherwise agreed in writing with the local planning authority
- that options for district heating, and/or power facilities to serve the development have been investigated
- Where it is possible to do so the development should be connected to a district heating and/or power facility in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME4 of the Christchurch and East Dorset Core Strategy.

25. No development above DPC (damp proof course) shall take place within each development phase until details and samples of all external facing and roofing materials within that phase have been provided on site, and approved in writing by the Local Planning Authority (LPA). All works shall be undertaken strictly in accordance with the details as approved, unless otherwise agreed in writing with the LPA.

Reason: This information is required to ensure satisfactory visual relationship of the new development to the existing.

26. Residential properties fronting onto New Road and onto the proposed link road shall be designed to minimise the adverse impacts of road traffic noise within internal spaces including the use of acoustic glazing to facades facing these roads as identified within the submitted Acoustic Assessment.

Reason: To ensure development is carried out in accordance with the submitted evidence.

27. The SANG Land as shown on drawing LUBHP-01 shall not be utilised until details of a car park accessed via a vehicular access road from New Road or Christchurch Road and intended to serve the SANG Land, including that approved under planning permission ref: 3/17/3610/COU, are submitted in writing to and approved by the Council. The submitted details shall include a timetable for the delivery of the car park. The car park shall thereafter be laid out in accordance with the agreed details and retained in perpetuity.

Reason: To mitigate the impacts of vehicular access and parking on existing residential properties in Church Lane.

28. The details submitted pursuant to condition 1 with respect to the approved food store shall include an assessment of the noise generated by this use carried out by a suitably qualified person and the design shall incorporate mitigation measures where necessary.

Reason: To safeguard the amenity of nearby existing and proposed residential uses.

Informatives:

1. Highways – Section 38
2. Highways – Section 184
3. Measures shall be taken to ensure the re-use on-site of all suitable sands or gravels raised during construction wherever viable, environmentally feasible and practicable to reuse them. Within six months of the substantial completion of groundworks in each phase of the development a report setting out the quantum of material re-used on-site shall be submitted to the Mineral Planning Authority.
4. Comments on illustrative layout
5. Legal agreement details

B) REFUSE PERMISSION FOR THE REASONS SET OUT BELOW IF THE AGREEMENT IS NOT COMPLETED BY 31 January 2020 OR SUCH EXTENDED TIME AS AGREED BY THE HEAD OF PLANNING SERVICES OR RELEVANT LEAD OFFICER:

1. The proposal does not make provision through a S106 legal agreement for the delivery of policy compliant affordable housing on the site, contrary to Policy LN3 of the Local Plan Part 1 (2014) and the Affordable Housing SPD. The submitted evidence is insufficient to warrant a departure from policy requirements.
2. The site lies within 5km of a number of Sites of Special Scientific Interest (SSSIs) which are also designated European wildlife sites, namely Dorset Heathlands Special Protection Area, Dorset Heaths Special Area of Conservation and Dorset Heathlands Ramsar. The proximity of these European sites means that determination of the application should be undertaken with regard to the requirements of the Conservation of Habitats and Species Regulations 2017, in particular Regulation 63. The proposal fails to secure the avoidance measures identified as necessary to mitigate the impact of the development, in combination with other plans and projects, on the integrity of the designated site as set out in the Dorset Heathlands Planning Framework Supplementary Planning Document (SPD) 2015-2020 and there are no imperative reasons of overriding public interest in support of the proposal. The development is therefore contrary to policy ME2 of the Christchurch and East Dorset Local Plan, Part 1 - Core Strategy adopted April 2014, the provisions of the National Planning Policy Framework, particularly paragraphs 175-177 and the Conservation of Habitats and Species Regulations 2017.
3. The provision of a financial contribution towards education provision is required to ensure sufficient provision of school places to support the development. In the absence of a completed legal agreement to secure the

necessary education contribution, the proposal is contrary to paragraph 94 of the NPPF.

4. The provision of a LEAP, is required to serve the development, along with providing for its long terms maintenance and management. In the absence of a completed legal agreement to secure the necessary LEAP, the proposal is contrary to Policy HE4 of the Local Plan Part 1 (2014) and paragraph 8 of the NPPF.
5. The provision of financial contributions to mitigate identified transport impacts on Longham Road double roundabout and Ringwood Road / New Road junction is required. In the absence of a completed legal agreement to secure the necessary works, the proposal is contrary to Policy KS11 of the Local Plan Part 1 (2014) and paragraphs 108 of the NPPF.

Background Documents:

Updated Review of Development Viability Assessment (July 2019) DVS

Case Officer: Elizabeth Fay

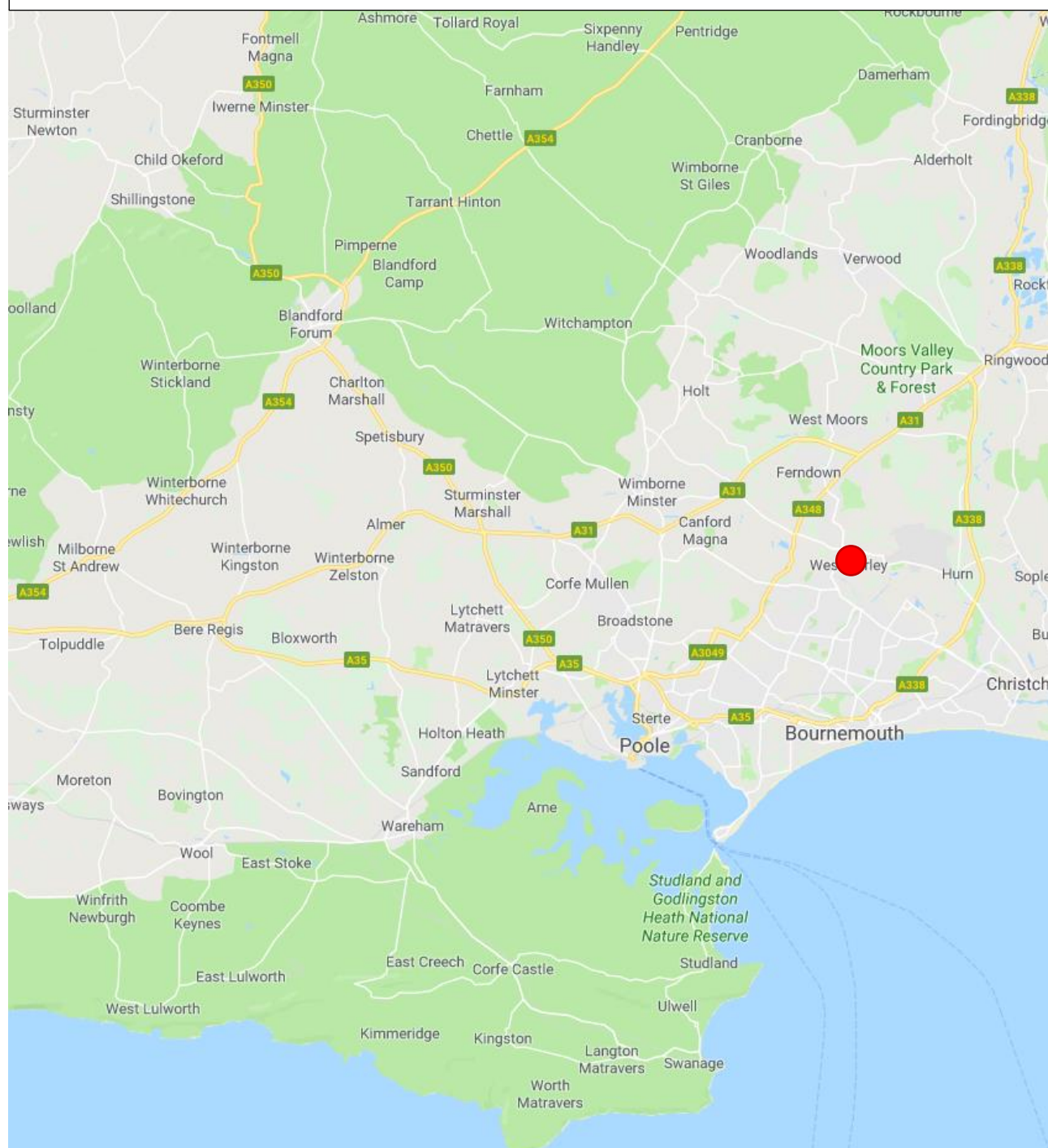
NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy, enforceability and amendments resulting from S106 negotiations.

Approximate Site Location ●

3/17/3609/Outline planning application - Land East of New Road West Parley Dorset.

Proposal: Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); upto 1000sqm of retail units (Classes A1-A5); upto 900sqm of offices (Class B1) and upto 2200sqm of foodstore (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.



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REPORT SUMMARY

REFERENCE NO.	3/17/3610/COU		
APPLICATION PROPOSAL	Change of use of land to a suitable alternative natural greenspace (SANG) and associated works.		
ADDRESS	Land East of Church Lane, West Parley (SANG for Core Strategy Policy Site FWP6)		
RECOMMENDATION - Grant, subject to conditions: (see Section 9 of the report for the full recommendation)			
REASON FOR REFERRAL TO COMMITTEE At the request of the Development Manager: significant major application recommended for approval			
SUMMARY OF REASONS FOR RECOMMENDATION <ul style="list-style-type: none">• The provision of SANG to support the delivery of housing on an allocated site to meet the Local Plan area’s needs• The development is located within the Green Belt and is appropriate development within this designation• It is considered that the proposal would not give rise to any significant adverse impacts in any respect, and that the proposal accords with the Development Plan as a whole, and is acceptable in all material respects			
INFORMATION ABOUT FINANCIAL BENEFITS OF PROPOSAL Not applicable.			
APPLICANT	LEWIS WYATT (Construction) Ltd	AGENT	Mr Ryan Johnson
WARD	West Parley	PARISH/ TOWN COUNCIL	West Parley
PUBLICITY EXPIRY DATE	27 June 2019	OFFICER SITE VISIT DATE	15 April 2019
DECISION DUE DATE	6 March 2018	EXT. OF TIME	31 July 2019
RELEVANT PLANNING HISTORY			
App No	Proposal	Decision	Date
3/17/3609/OUT	Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); upto 1000sqm of retail units (Classes A1-A5); upto 900sqm of offices (Class B1) and upto	Under considera tion (see elsewher e on this	N/A

	2200sqm of foodstore (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.	agenda)	
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MAIN REPORT

1.0 DESCRIPTION OF SITE AND SURROUNDINGS

- 1.1 The application site comprises 16ha of greenfield land and is located to the east of Church Lane, West Parley. It is a relatively flat site, within the Green Belt, comprising a large modern barn and a pond located centrally.
- 1.2 It is bordered by undeveloped land on the north, east and south boundaries and Church Lane forms the western boundary. Many of the existing boundary treatments are formed by hedgerows, with only some trees to the southern boundary. There are no protected trees on the site.
- 1.3 Public Rights of Way are located to the northern and southern boundaries.
- 1.4 The site is on land allocated within the Christchurch and East Dorset Adopted Core Strategy (April 2014) under Policy FWP6, where it is designated as potential Suitable Alternative Natural Greenspace (SANG) land.

2.0 PROPOSAL

- 2.1 The application seeks planning permission for the change of use of land east of Church Lane for use as a Suitable Alternative Natural Greenspace (SANG) for the residential element of the development proposed under PA 3/17/3609/OUT. This approx. 16ha site will provide part of the SANG serving this proposed development, and will be located to its immediate east.
- 2.2 The existing agricultural buildings and associated hardstanding will be removed, and meadow grassland, scattered tree planting, a pond, hedgerow and scrub habitats will be provided.
- 2.3 A network of informal footpaths, including a 2.3-2.5km circular walking route, with signage and way markers will be designed to link to the proposed development to the west, and existing Public Rights of Way (PRoW) including PRoW E56/7 to the west and PRoW E56/4 to the south which form part of the Stour Valley Way long distance walking route, and PRoW 56/3 to the north. Gated access points will be provided.
- 2.4 The landscape scheme for the proposed SANG includes the retention of the majority of woodland and hedgerow habitats.

- 2.5 Opportunities for foraging bats will be maintained through a sensitive lighting scheme and enhancement of foraging habitat around the application site margins and within the SANG.
- 2.6 It is expected that opportunities for reptiles will be enhanced through scrub and hedgerow planting and creation of rough grassland habitats, particularly within the SANG, in addition to provision of new opportunities for hibernation and refuge.
- 2.7 Where badger setts are present around the boundaries of the proposed SANG, these will be retained within undisturbed areas through scrub planting and sensitive positioning of the proposed paths.

3.0 RELEVANT PLANNING CONSTRAINTS

- Agricultural Land Classification – grade 2
- EDDC Historic Contaminated Land
- Green Belt
- Heathland 5km Consultation Area
- Rights of Way - 7.56m
- Airport Safeguarding
- BIA Public Safety Zone
- Tree Preservation Order ref: WP/75 - 1.02m

4.0 POLICY AND OTHER CONSIDERATIONS

- KS1 Presumption in favour of sustainable development
- KS3 Green Belt
- KS12 Parking Provision
- KS11 Transport and Development
- FWP6 East of New Road New Neighbourhood, West Parley
- ME1 Safeguarding biodiversity and geodiversity
- ME2 Protection of the Dorset Heathlands
- HE2 Design of New Development
- HE3 Landscape Quality
- DES2 Criteria for development to avoid unacceptable impacts from types of pollution

5.0 LOCAL REPRESENTATIONS

- 5.1 The application was advertised by means of neighbour notification letters, a site notice displayed on 25 January 2018, and press advertisement on 2 February 2018.
- 5.2 127 letters of representation (112 letters of objection, 0 letter of support, and 15 neutral comments) have been received from neighbouring occupiers and interested groups who are not statutory consultees. A number of comments were received in relation to the adjacent application for residential and

commercial development at Land East of New Road (3/17/3609/OUT). These comments will be considered in the report for this application.

5.3 A summary of the comments received are as follows.

- Proposed SANG area is not appropriate or suitable
- Too far from adjacent new neighbourhood development
- SANG should be relocated to adjacent new neighbourhood site
- SANG needs to have adequate parking for visitors
- SANG needs safe access for pedestrians
- Vehicular access to SANG should not be from Church Lane
- SANG should supply a choice of circular walking route of 2.3-2.5km in length.
- SANG should have an all-weather route and sufficient drainage due to flooding
- Attracting visitors to drive to SANG will create more traffic
- Concerns regarding impacts of proposal on wildlife
- Pylons will detract from attractiveness of SANG
- Pylons make the site dangerous
- SANG needs to be made accessible to all including the disabled
- Risk of anti-social behaviour and fly tipping
- Surfacing should be safe and appropriate for horse riders
- Risk of dogs attacking or disturbing animals on adjacent farmland

7.0 CONSULTATIONS

Bournemouth Airport – No objection subject to conditions

- Content that birdstrike will not be an issue subject to details of Management Plan

Bournemouth Borough Council – No response received

CPRE – Comments

- Approve of proposal to provide SANG
- Concerns regarding lack of parking proposed

Dorset Police Crime Prevention Design Advisor – No response received

Dorset Wildlife Trust - Comments

- Biodiversity Mitigation Plan submitted and should be conditioned
- Concern re. proposals to pile of grass cuttings within the SANG, these should be removed

East Dorset Environment Partnership – Comments

- Entrance gates should be DDA compliant and accessible for maintenance machinery
- Concern re. proposals to pile of grass cuttings within the SANG, these should be removed

- Car parking should be included

Environment Agency – No response received

Environmental Health – No response received in relation to proposed SANG

Highways – Comments

- Traffic assessment will be required in order to assess the implications of the additional traffic generated on the highway network.

Hurn Parish Council – Object

- The SANG is detached from the development site East of New Road.
- There is no parking. Vehicles will therefore park in Church Lane which is unsuitable and unacceptable.
- No pavement on Church Lane for pedestrians walking to the SANG.
- The lack of parking or a pavement makes it unsuitable for disabled access.

Minerals and Waste – No response received

Natural England – No objection subject to conditions

- no objection subject to commitments proposed by the applicant being secured as follows:
 - Appointment of a Management Company to manage the SANG and other public open space
 - Provision of the SANG prior to occupation of the first dwelling
 - Detailed costings for SANG set up to be added as an appendix to the detailed SANG Management Plan
 - Management of the SANG in perpetuity
 - SANG management to be financed by service charges attached to the properties of the new development

Natural Environment Team – No response received

Open Spaces Society – No response received

Ramblers Association – No response received

Rights Of Way Officer – No response received

West Parley Parish Council – Objection

- Provision of a SANG is welcomed in principle
- Church Lane is narrow and busy, it is not suitable for additional traffic or parking
- A car park should be provided
- Pylons and power cables make the site unsuitable
- Gates for SANG access need to be “horse friendly”
- Signage should be installed to indicate links from the SANG to RoW
- Lease or freehold of SANG should be passed to the parish council
- Anti-social behaviour may occur

- Measures are needed to prevent commuter and airport parking
- Concerns regarding air pollution and noise pollution from airport

7.0 APPRAISAL

7.1 Policy FWP6 establishes the principle of the development of a new neighbourhood at East of New Road, West Parley. The allocated area includes the area identified for a potential SANG to which this application relates. This area is located within the Green Belt but still forms part of the site allocated for development.

7.2 It is considered that the creation of a SANG in this area would result in a material change of use. Paragraph 146 of the NPPF includes material changes of use in its definitions of appropriate Green Belt development.

(e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)

7.3 The proposed SANG would involve a material change of use to land in the Green Belt provide recreational facilities, and the land has been allocated for this use in the Local Plan. This proposed SANG is therefore considered to be appropriate development in the Green Belt.

LAYOUT AND APPEARANCE

7.4 Policy HE2 of the Core Strategy states that new development must be of a high quality stating that in various respects, including its visual impact, it must be compatible with or improve its surroundings. Saved Policy DES11 of the East Dorset Local Plan states that development will only be allowed where, in terms of its form and materials amongst other things, it would respect or enhance its surroundings.

7.5 Given the nature of the proposal, which would continue to have a mainly open, undeveloped appearance, in addition to the proposed landscaping, which would complement the existing vegetation at the site, in addition to the proposal's siting, it is considered that it would not result in any significant harm to the character of the area.

7.6 The submitted information provides an indication of the proposed layout and design, which Natural England and the Council's Countryside Officers are satisfied with, however, further details in relation to the design of the proposal have been requested, to be secured by a planning condition. This will include the detailed designs of boundary treatments, gates and any security proposed in relation to preventing anti-social behaviour, containing dogs or safeguarding visitors from access to the pylons, should these be considered necessary in consultation with Natural England. The details will also ensure the proposed SANG does not include any features that might increase the risk of birdstrike to over-flying aircraft.

- 7.7 Subject to the use of the afore mentioned condition, in terms of the proposal's appearance and impact on the character of the area, the proposal is considered to be in accordance with Policy HE2 of the Core Strategy and saved policy DES11 of the East Dorset Local Plan.

ACCESS AND HIGHWAYS

- 7.8 The proposed SANG will be accessible on foot from Church Lane and from public PRow E56/4 which joins Church Lane to the south of the Osborne Day Centre and travels east from the SANG to Parley Court Barn. Pedestrian access into the SANG will be provided from two points on Church Lane as well as to PRow E56/4 at the south-east of the SANG.
- 7.9 It is anticipated that users originating from the proposed residential development would access the SANG on foot. However, a small SANG car park will be provided within the proposed residential development to attract any visitors arriving by car to limit vehicular access or parking on Church Lane. It is not anticipated that the SANG would attract visitors from a large catchment area, it is anticipated the car park would be for those relatively local visitors that choose to drive.
- 7.10 The Highway Authority has raised no objections to this proposal and Natural England are satisfied that adequate vehicle parking and general access arrangements would be provided, in accordance with the guidance contained in the SPD. A Legal Agreement will secure the provision of the car park on the adjacent site).

LOCAL AMENITY

- 7.11 Policy HE2 of the Core Strategy states that new development should be compatible with or improve its surroundings in relation to nearby properties and general disturbance to amenity. Policy DES2 of the Local Plan states that development will not be permitted where it would give rise to significant noise, traffic, and other disturbances.
- 7.12 One of the proposal's pedestrian access points would be taken from PRow E56/7 which joins Church Lane to the south of the Osborne Day Centre. It is likely that the proposed SANG, in conjunction with the associated residential development, will lead to an increase in the numbers of pedestrians using the public right of way. It is accepted that visitors to the Centre have a requirement for peace and quiet. However, given the frequency and nature of this use, it is considered unlikely to result in significant harm to the amenities of the centre, over and above the existing situation.
- 7.13 Concerns were raised by residents within Church Lane, Natural England and the Highways Authority regarding the impacts of vehicular access and parking in association with the SANG on Church Lane. Following negotiations with the applicant agreement has been reached to provide a car park in a suitable location adjacent to that part of the SANG that will be provided on the

adjoining residential site. This will attract the majority of vehicular traffic using the SANG, and can be secured by condition.

- 7.14 Concerns have been raised regarding the potential risks to users of the SANG from air and noise pollution arising from air traffic. However, there is no evidence that aircraft causes pollution significant enough to warrant concern at the distances involved, and Environmental Health have raised no objection to the proposal.
- 7.15 In relation to its impact on residential amenity, the proposal is considered to be in accordance with Policy HE2 of the Core Strategy and Policy DES2 of the Local Plan.

TREES

- 7.16 Policy HE2 of the Core Strategy states that development will only be permitted if it is compatible with or improved its surroundings in terms of its relationship, amongst other things, to mature trees.
- 7.17 The Council's Tree officers are satisfied that, given the nature of the proposal, significant harm to mature trees is unlikely to arise. In this regard, the proposal is considered to be in accordance with Policy HE2 of the Core Strategy.

NATURE CONSERVATION

- 7.18 Policy ME2 of the Core Strategy states that mitigation measures will be required where residential development is located between 400m and 5km of protected heathland. The Dorset Heathlands Planning Framework SPD provides detailed guidance in relation to the provision of mitigation measures. Policy FWP6 states that a Suitable Alternative Natural Greenspace (SANG) strategy is to be implemented as part of the provision of new housing at this site.
- 7.19 Appendix E of the Dorset Heathlands SPD contains guidelines for the quality of SANGs and includes a checklist of requirements, such as the provision of vehicle parking arrangements; pedestrian access; the design and length of walking routes; the provision of signage; advertising of the SANG to ensure members of the public are aware of it; inclusion of habitats; ensuring sites have a semi-natural character; connections to the public right of way network; and the provision of adequate space for the exercise of dogs.
- 7.20 The proposed SANG is required, as an extension of the proposed on-site SANG forming part of planning application 3/17/3609/OUT, to compensate for the impact of a proposed residential development on internationally protected heathland. Subject to compliance with a planning condition that will seek the approval of a detailed design specification, Natural England are satisfied that the proposal's design would sufficiently meet the design requirements of the Dorset Heathlands SPD.

- 7.21 Natural England have agreed that the long term management and maintenance of the SANG can remain the obligation of the applicant (or its suitable nominee). A S106 legal agreement will secure the long term management of this SANG in perpetuity through a Management Company, with management financed by service charges attached to the properties of the new development.

BIODIVERSITY

- 7.22 Policy ME1 of the Core Strategy states that the Core Strategy aims to protect, maintain, and enhance the condition of nature conservation sites, habitats and species. The application includes an Ecological Appraisal dated February 2017 and Biodiversity Mitigation Plan (BMP) dated 29/03/2018 endorsed by DC's Natural Environment Team in a certificate of approval dated 03/04/2018.
- 7.23 Mitigation/compensation/enhancement for the development is set out in the BMP, which is endorsed by DC's Natural Environment Team and therefore complies with the Dorset Biodiversity Protocol, demonstrating the application is acceptable in respect of its impact on biodiversity. The application thereby accords with Policy ME1 of the Local Plan, subject to a condition requiring the implementation of the BMP, as it demonstrates the proposal will provide mitigation for the impact on local biodiversity from the proposed development (Condition 3).

FLOODING

- 7.24 The proposed SANG is located within fluvial flood zone 1, the zone with the least risk of flooding. There may be some risks of pluvial flooding however the site is not identified as at risk of pluvial flooding with the Strategic Flood Risk Assessment. It is considered that the proposed use of the site as a site for natural recreation will not increase the vulnerability of the public to flood events. There is not considered to be any need to take measures to address any surface water flooding that may occur given the proposed use of the site.

CONCLUSION

- 7.25 Having had regard to the representations of objection and support and the advice of the various consulted parties, Officers consider that the benefits of the scheme significantly outweigh the impacts.
- 7.26 Overall the proposal represents sustainable development, which accords with current National Planning Policy Guidance and the Local Development Plan, and as such approval is recommended subject to conditions.

9.0 HUMAN RIGHTS

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

- 9.1 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.

10.0 PUBLIC SECTOR EQUALITIES DUTY

- 10.1 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.

- 10.2 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.

9.0 RECOMMENDATION - Grant, subject to the following:

A) GRANT, SUBJECT TO THE COMPLETION OF A LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) IN A FORM TO BE AGREED BY THE LEGAL SERVICES MANAGER TO SECURE THE FOLLOWING:

1. SANG to be created including on the this site, and land East of New Road approved pursuant to application 3/17/3609/OUT in accordance with a SANG Management Plan. SANG to include a LEAP in the form of a natural children’s play area (within the boundary of application 3/17/3609/OUT) and a car park serving both SANG areas to be accessed from the new link road. Monitoring of SANG to take place in accordance with a Visitor Monitoring Strategy.
2. On-going management and maintenance of the SANG in the form of the appointment of a Management Company by Lewis Wyatt (Construction) Ltd to manage the SANG or transfer to another suitable organisation e.g. The Land Trust, Dorset Wildlife Trust approved by Natural England. SANG to be managed in perpetuity.

Conditions (NB: The applicant has agreed to all pre-commencement 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.

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

SANG Location Plan SGLP-01 RevB

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

3. The development hereby approved shall be undertaken in accordance with the biodiversity mitigation plan dated 29 March 2018 approved by Certificate of Approval dated 3 April 2018, unless otherwise agreed in writing by the Local Planning Authority in conjunction with Dorset Council's Natural Environment Team. Thereafter approved mitigation measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the protection and enhancement of biodiversity on the site in accordance with policy ME1 of the Christchurch and East Dorset Core Strategy.

4. No development shall take place until details of the proposed SANG have been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include details of the proposed layout; infrastructure specification; vehicular (for maintenance) and pedestrian accesses; hard and soft landscaping; along with any proposed structures and equipment. The development shall be undertaken in accordance with the approved details and the timescales set out within the SANG Management Plan to be approved pursuant to outline planning permission 3/17/3609/OUT,, and shall be retained as such for the life of the development.

Reason: To provide adequate heathland mitigation in accordance with Policy ME2 of the Christchurch and East Dorset Core Strategy.

7. No development shall take place, including any works of demolition, until a 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 construction period. The Statement shall provide for:

i. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

- ii. wheel washing facilities
- iii. measures to control the emission of dust and dirt during construction
- vi. a scheme for recycling/disposing of waste resulting from demolition and construction works
- v. Details of the proposed access arrangements during construction.

Reason: This information is required prior to commencement to safeguard the amenity of the locality in accordance with Policy DES2 of the East Dorset Local Plan.

Informatives:

1. Legal Agreement

B) REFUSE PERMISSION FOR THE REASONS SET OUT BELOW IF THE AGREEMENT IS NOT COMPLETED BY 31 January 2020 OR SUCH EXTENDED TIME AS AGREED BY THE HEAD OF PLANNING SERVICES OR RELEVANT LEAD OFFICER:

1. The proposal fails to secure appropriate SANG management and maintenance measures, contrary to Policy ME2 of the Christchurch and East Dorset Core Strategy.

Background Documents:

Case Officer: Elizabeth Fay

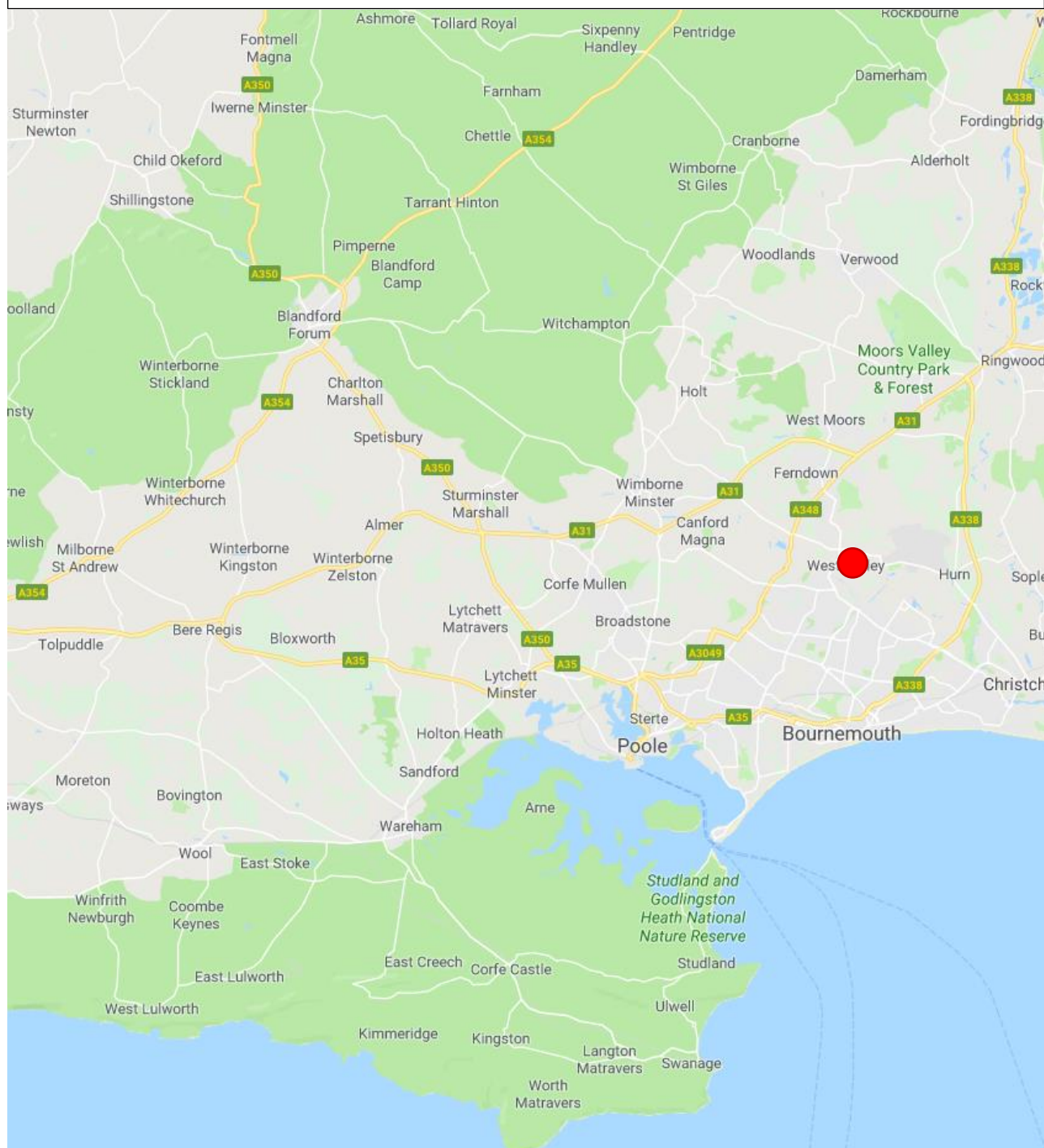
NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability and amendments resulting from S106 negotiations.

Approximate Site Location ●

3/17/3610/Change of Use - Land East of Church Lane, West Parley (SANG for Core Strategy Policy Site FWP6)

Proposal: Change of use of land to a suitable alternative natural greenspace (SANG) and associated works.



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REPORT SUMMARY

REFERENCE NO.	3/19/0821/FUL		
APPLICATION PROPOSAL	Erect an 80 bedroom Care Home with associated parking, landscaping and amenity space.		
ADDRESS	Land South of Christchurch Road, Christchurch Road, West Parley, Dorset, BH22 8SL		
RECOMMENDATION	- Grant, subject to conditions: (see Section 9 of the report for the full recommendation)		
REASON FOR REFERRAL TO COMMITTEE	At the request of the Development Manager: significant major application recommended for approval		
SUMMARY OF REASONS FOR RECOMMENDATION	<ul style="list-style-type: none"> • The delivery of a residential care home on an allocated site which will contribute to meet the Local Plan area's housing needs. • The provision of employment opportunities. • It is considered that the proposal would not give rise to any significant adverse impacts in any respect, and that the proposal accords with the Development Plan as a whole, and is acceptable in all material respects. 		
INFORMATION ABOUT FINANCIAL BENEFITS OF PROPOSAL	<p><u>The following are considered to be material to the application:</u></p> <p>Contributions to be secured through CIL: £168,480</p> <p>Net increase in numbers of jobs: 70</p> <p>Estimated increase/ reduction in average annual workplace salary spend in District through net increase/decrease in numbers of jobs: Unknown</p> <p><u>The following are not considered to be material to the application:</u></p> <p>Estimated annual business rates benefits for District: Unknown</p>		
APPLICANT	Mr Matt Croger	AGENT	Mr Adrian Kearley
WARD	West Parley	PARISH/ TOWN COUNCIL	West Parley
PUBLICITY EXPIRY DATE	11 July 2019	OFFICER SITE VISIT DATE	14 April 2019
DECISION DUE DATE	4 July 2019	EXT. OF TIME	31 July 2019
RELEVANT PLANNING HISTORY	Not applicable, although the application site is included in Policy Area FWP6		

MAIN REPORT

1.0 DESCRIPTION OF SITE AND SURROUNDINGS

- 1.1 The application site comprises 0.75ha of greenfield land and is located to the south of Christchurch Road, between the Meeting Hall no. 320 Christchurch Road and 398 Christchurch Road, West Parley. The site is relatively level.
- 1.2 The A347 and B3073 connects the site East – West to the surrounding area, with Bournemouth Airport to the east and the village of West Parley to the west.
- 1.3 The northern boundary is defined by a number of protected trees adjacent to Christchurch Road. To the east of the site is a Meeting Hall. To the south are agricultural fields which are allocated within the Local Plan for a new neighbourhood under Policy FWP6. To the west of the site are nos. 298-292 Christchurch Road, three detached residential properties situated within large plots.
- 1.4 Aside from the row of protected trees adjoining Christchurch Road, the site boundary treatments are not particularly substantial, the majority being low level and patchy scrub. Of note is large protected tree on the southern boundary of the site and a more significant area of hedgerow adjoining the rear boundary of no. 398.
- 1.5 The site is on land allocated within the Christchurch and East Dorset Local Plan Part 1 - Adopted Core Strategy (April 2014) under Policy FWP6 and is contained within the urban area.
- 1.6 The site is located within 400m of the Dorset Heathland Special Protection Area (SPA) and Dorset Heath SACS.

2.0 PROPOSAL

- 2.1 The application seeks planning permission for an 80 - bedroom residential care home, to provide accommodation for frail and elderly persons with a range of dependancies. The accommodation is provided in the form of group living units of between 17 and 23 residents. Each group is provided with its own dayrooms for sitting, dining and activities while the care home as a whole is equipped with a café/bar/lounge area as well as a nail salon, cinema and library.
- 2.2 The accommodation would be provided over two storeys, with a main entrance to the building facing Christchurch Road, and a servicing entrance to the north east of the building. The buildings main relationship would be with Christchurch Road, with two wings extending to the rear enclosing a courtyard area within the secure gardens.

- 2.3 Vehicular access to the care home would be via a new site access off Christchurch Road, and parking would be provide at the front of the site for 35 cars, cycles and an ambulance.

3.0 SUMMARY OF INFORMATION

	Existing	Proposed
Site Area (ha)	0.75ha	0.75ha
Use	Agricultural/grazing	Residential care home
Approximate Ridge Height (m)	-	10.6m
Approximate Eaves Height (m)	-	5.2m
Approximate Depth (m)	-	38m
Approximate Width (m)	-	99m
Distance from west site boundary	-	15m
Distance from east site boundary	-	2.5m
Distance from north site boundary	-	14m
Distance from south site boundary	-	6.5m
No. of Storeys	-	2
Parking Spaces	-	35
No. of Units	-	80 bedspaces
Floor Space	-	4,212sqm

4.0 RELEVANT PLANNING CONSTRAINTS

- Agricultural Land Classification – Grade 2
- Heathland 400m Consultation Area
- Airport Safeguarding
- Main Urban Area
- Dorset Minerals Consultation Area - 21.37m

5.0 POLICY AND OTHER CONSIDERATIONS

- 5.1 In accordance with Section 70(2) of the Town & Country Planning Act 1990 (as amended) and Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the application is to be determined in accordance with the development plan, unless material considerations indicate otherwise.

Development Plan

- 5.3 The site is identified in the Christchurch and East Dorset Local Plan – Part 1 Core Strategy (April 2014) (Local Plan) as a New Neighbourhood under Policy FWP6. The Local Plan was formally adopted in 2014 having been found sound by a Planning Inspector and is the Development Plan for this part of the Council area. As a recent document it has substantial weight, and has established the principle of development on the site.

Policy FWP6

East of New Road New Neighbourhood, West Parley

- 5.4 FWP6 States “A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 800 - 900 sq metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses.

Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This is to incorporate very significant areas of open space to the east of Church Lane, to the south of the allocated housing area and between the allocated development area and housing on Church Lane.
- A park is to be provided adjacent to the village centre.

Transport and access

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.
- Vehicular access to the village centre extension is to come from the link road. Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.
- Improvements to public transport services.

Phasing

- The link road must be fully operational prior to the opening of a convenience foodstore, or the occupation of 50% of the new homes.

Masterplan

- 5.6 The New Neighbourhoods Masterplan Final Report (January 2012) prepared by Broadway Malyan is relevant as it is referenced in the Local Plan which also includes the masterplan that is set out at Map 10.9 adjacent to Policy FWP6.

Relevant policies from the development plan

- 5.6 The relevant policies from the Local Plan for the proposal are;
- KS1 Presumption in favour of sustainable development
 - KS2 Settlement Hierarchy
 - KS11 Transport and Development
 - KS12 Parking Provision
 - LN6 Housing Accommodation Proposals for Vulnerable People
 - FWP6 East of New Road New Neighbourhood, West Parley
 - ME1 Safeguarding biodiversity and geodiversity
 - ME2 Protection of the Dorset Heathlands
 - ME3 Sustainable development standards for new development
 - ME4 Renewable energy provision for residential and non-residential developments
 - ME6 Flood Management, Mitigation and Defence
 - ME7 Protection of Groundwater
 - HE1 Valuing and Conserving our Historic Environment
 - HE2 Design of new development
 - HE3 Landscape Quality
 - DES2 Criteria for development to avoid unacceptable impacts from types of pollution.

- 5.7 The Local Plan has retained certain 'saved policies' from the East Dorset Local Plan 2002 (the previous development plan for the district) and the relevant saved policies from this document are;

- DES2 - impacts from development
- LTDEV1 - External lighting
- DES6 - Landscaping

Other relevant planning policy

- 5.8 Planning policy contained in the National Planning Policy Framework and National Planning Practice Guidance is relevant and is a material consideration to be considered in the planning judgement.
- 5.9 Of particular relevance to the proposal in respect of the NPPF are Section 5: Delivering a wide choice of high quality homes; Section 6: Building a strong, competitive economy; Section 9: Promoting sustainable transport; Section 12: Achieving well-designed places; Section 8: Promoting healthy and safe communities; Section 14: Meeting the challenge of climate change, flooding and coastal change; Section 15: Conserving and enhancing the natural

environment and Section 16: Conserving and enhancing the historic environment.

Community Infrastructure Levy (CIL)

- 5.10 This site is part of the area allocated for a New Neighbourhood, however it is not making any contribution to on-site SANG provision, and consequently the site is liable for Community Infrastructure Levy (CIL) charges.

6.0 LOCAL REPRESENTATIONS

- 6.1 The application was advertised by means of neighbour notification letters, a site notice displayed on 15 April 2019, and press advertisement on 26 April 2019.
- 6.2 21 letters of representation (10 letters of objection, 4 letter of support, and 7 comments) have been received from neighbouring occupiers and interested groups who are not statutory consultees.
- 6.3 A summary of the comments received are as follows:
- Proposal will be good for local businesses
 - Development will be good for the area
 - Development will be good for local employment
 - This part of the site was allocated for community uses in the Local Plan, care home is not a community use
 - Support for a care home use to assist the aging population
 - No need for additional care homes in the area
 - Existing care homes in the area are under-occupied
 - Care home should provide affordable care
 - Development will cause additional traffic
 - Proposal will not affect traffic
 - Road infrastructure in the area is inadequate
 - Access will be dangerous as there are three entrances opposite the site
 - Insufficient on-site parking proposed
 - Proposal will be detrimental to the character of the area
 - Proposal will impact on existing residents amenity
 - Building is too large for the plot
 - Development should be limited to single storey

7.0 CONSULTATIONS

Bournemouth Airport Safeguarding - Comments

- No safeguarding objections to this development provided that all safeguarding criteria are met

Bournemouth Borough Council – No response received

Dorset Social Care Team –

- East Dorset and Ferndown in particular do not currently have a shortage of Care Home beds
- The shortage is of placements that are financially sustainable for the council
- Would like to see a commitment from the developer to offer Dorset Council access to a proportion of rooms offered at Dorset Care Framework established rates
- Although large in scale this development is in line with the size of care home being brought forward - we are advised by the market that this is necessary to balance financial viability

Dorset Waste Partnership

- Bin store location is against DWP guidelines

East Dorset Environment Partnership - Comments

- Staff and visitors should be encouraged to use the SANG proposed East of Church Lane
- Welcome principle of wildlife friendly planting
- Objection to planting of specific species due to their invasive tendencies

Highways – No objection subject to conditions

Lead Flood Authority – No objection subject to conditions

Minerals and Waste – No response received

Natural England – No objection subject to conditions

- Site is within 400m of protected heathland
- Application is clearly for a use that would provide accommodation for residents with a high level of dependency and so can be considered acceptable subject to controls/conditions

NHS Dorset (DCCG) – No comments

SGN (web consult only) – No response received

West Parley Parish Council – Objection

- Wishes to receive CIL income (15%)
- The proposed care home is not what was expected by the community, who expected a community use such as sports provision, allotments or a cemetery
- Design, scale and bulk is too great for the street scene
- Overbearing in relation to neighbouring bungalow
- Proposal should not take into account likelihood of residential development to south
- There are already sufficient care homes in the local area
- Concerns regarding traffic and highway safety
- Insufficient parking provided on-site

8.0 APPRAISAL

7.0. PRINCIPLE OF DEVELOPMENT

- 7.1. The site lies within the urban area when the principle of development is acceptable. West Parley is identified in Local Plan policy KS2 as a Main Settlement where residential and other development will be focused. The proposal would provide 80 additional units of accommodation which would contribute to delivering a sufficient supply of homes in accordance with policy KS4.
- 7.2. The site is part of an area allocated by Policy FWP6 for a “New Neighbourhood”. Policy FWP6 requires development on the allocated site to be in accordance with the principles of the Masterplan Reports, this refers to the East Dorset New Neighbourhoods Masterplan Report 2012. The Masterplan principles are reflected in exemplar maps, which provide one possible way in which the principles could be achieved on the wider site. These maps are re-produced within the Local Plan with the map for East of New Road numbered Map 10.9.
- 7.3. Policy FWP6 establishes the principle of the development of a new neighbourhood at East of New Road, West Parley, stating the New Neighbourhood is expected to deliver *‘about 320 homes and additions to the village centre which could include a convenience foodstore of about 80-900 sq meters’*. The supporting text accompanying the policy expands on this identifying the allocation as offering *‘the opportunity to provide much needed new housing, traffic alleviation, community, retail and commercial services and facilities’*.
- 7.4. The proposed care home is not a use required or foreseen by Policy FWP6, however, neither does the policy prohibit the delivery of additional or alternative uses beyond those identified. The required elements of the New Neighbourhood are the homes and village centre expansion which are not expected to be delivered on this part of the site.
- 7.5. Indeed in relation to this site which forms part of this application, the Masterplan principles state that no residential development will be allowed, due to proximity to Parley Common SSSI, part of the Dorset Heathlands. It states *“Land uses here could, therefore, include a leisure use or indeed a hotel.”* Although the indicative masterplan map shows this site potentially providing a community use this is not required by the policy nor by the Masterplan principles.
- 7.6. Officers consider that this site is in principle available for an urban area use that would not have an impact on the Dorset Heathlands.
- ### 7.7. CARE HOME NEED AND IMPACTS
- 7.8. With regard to the acceptability of a care home in particular, Local Plan policy LN6 requires that *‘New social, care or health related development proposals, or major extensions to existing developments, within the C2 use classification*

will not be subject to Policy LN3 (Affordable Housing) however they will be required to demonstrate that any impacts upon, or risks to, the strategic aims and objectives of Dorset County Council and NHS Dorset health and social care services have been taken into account and mitigated against.'

- 7.9. The applicant has submitted a Care Needs Assessment as part of their application, which identifies an existing under-supply of appropriate accommodation for the elderly within the local area, as well as the likelihood that demand for care home places will increase by 20% by 2025.
- 7.10. The NHS have been consulted on the application and did not make any objection to the proposals. The Council's Adult Social Care Team have commented on the application, to the effect that the shortage of care beds in the area is in relation to Council-funded rather than privately-funded placements. It is understood that a shortage of bed placements is causing bed-blocking and delayed discharge within local hospitals, with a knock on effect on health infrastructure.
- 7.11. These comments were passed to the applicant, who subsequently met with the Social Care Team regarding the proposals. The applicant advised that, although an operator for the site has not yet been chosen and contracted, all operators are being made aware of the Adult Social Care's desire to speak with the operator at an early stage and have all reacted positively and confirmed they would be both happy and keen to meet with the authority.
- 7.12. It is considered that the evidence has been provided as required by Policy LN3 which demonstrates need for the care home, the proposal will not have a negative impact on strategic health objectives and may have a positive impact.
- 7.13. DORSET HEALTHLANDS
- 7.14. The areas of the application site proposed for residential development lie within 400m to 5km of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for an 80 bed care home, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.
- 7.15. The appropriate assessment has concluded that avoidance measures in the form of conditions attached to any planning consent can prevent adverse impacts on the integrity of the site. These conditions will limit the residential occupancy of the site to those with dementia or the requirement for 24 hour close care, restrict staff from sleeping at the care home, restrict pets on the site and require the proposed parking to be limited to care home staff and visitors (Conditions 7, 8 and 9).

- 7.16. Consequently the development will not result in an adverse effect on the integrity of the designated sites so in accordance with regulation 70 of the Habitats Regulations 2017 planning permission can be granted; the application accords with policy ME2.

7.17. ACCESS AND HIGHWAYS

- 7.18. A new vehicular site access would be taken from Christchurch Road, to the west of the access servicing the Parley Sport and Social Club/Memorial hall to the north. A separate pedestrian access would be provided just to the east of the vehicular access point, and would take pedestrians directly to the care home entrance.
- 7.19. The access point is situated within a gap in protected trees on the Christchurch Road frontage, and will not require the removal of any trees fronting directly onto Christchurch Road. One silver birch tree in poor condition to the immediate south of the frontage trees would need to be removed.
- 7.20. The Highways Authority have raised no objection to the proposal, subject to conditions (Conditions 3, 4 and 5).

7.21. FLOODING AND DRAINAGE ARRANGEMENTS

- 7.22. The Environment Agency (EA) (to advise on fluvial flooding); Dorset Council's Flood Risk Management (DC FRM) (to advise on surface water flooding and drainage), and Wessex Water (to advise on foul drainage) were consulted on the application as statutory consultees.
- 7.23. The application site falls entirely within Flood Zone 1 (low risk of fluvial flooding) as indicated by the Environment Agency's (EA) indicative mapping of fluvial flood risk and is not identified as being at risk of flooding within the Council's Strategic Flood Risk Assessment. For this reason the site was not found to require a Sequential Test as part of the Local Plan evidence base.
- 7.24. However, the northern part of the site where the local centre and foodstore are proposed is shown to be at risk of surface water flooding during significant rainfall events (1:100/1000yr). Adjacent land and adjoining highways are also thought to be at some risk of surface water flooding.
- 7.25. The NPPF is clear that applicants need not apply the sequential test again to sites that come forward on sites allocated in the development plan. It is considered that the principle of development on this site has been accepted by the Local Plan and so consideration can only be had to the

specific proposals and how it is intended to manage the surface water flooding risks.

- 7.26. The application is supported by a comprehensive Flood Risk Assessment (FRA) document, which incorporates a preliminary/conceptual Drainage Strategy. This includes a Ground Investigation Report.

7.27. FRA main findings

- 7.28. The FRA shows the eastern end of the site to be at a medium risk of surface water flooding, with land towards the west found to be at low risk of flooding from surface water. Within the area adjacent to the B3073 Christchurch Road, the risk of surface water flooding is high.

- 7.29. However, it is understood from discussions with the Lead Flood Authority that this surface water flooding is largely caused by the run-off of surface water from fields immediately to the south of the site. These fields are part of the FWP6 allocation and an application for their redevelopment, including a comprehensive SuDS system, is under consideration. The level of surface water run-off from this source is therefore expected to be significantly reduced in the near future.

- 7.30. Notwithstanding this, the FRA sets out proposals to manage both the surface water arising on the site and any exceedance flows from the wider catchment area.

7.31. Proposed surface water disposal mechanisms

- 7.32. The FRA sets out the applicant's intention to make use of pervious pavement and tarmac to the north of the site to collect rainfall. This will then drain to a podiatry 'crate' system beneath the car par/access road.

- 7.33. Run offs from the roof of the care home will be intercepted by filter drains and again to drained to the 'crate' system. Water will infiltrate from these crates into the ground.

- 7.34. Exceedance flows from the wider catchment area, in particular arising from surface water run-off from land to the south of the site, will be accommodated and will flow by a preferential route to an infiltration trench on the southern border.

- 7.35. Any overflow for the Surface Water Drainage System will be directed towards the receiving discharge ditch.

- 7.36. The LLFA have informally advised satisfaction with the proposed arrangements, subject to conditions (Conditions 10, 11 and 12). A formal response is expected to be received prior to the committee date, and an update will be provided to Members.
- 7.37. Foul Water Drainage
- 7.38. A foul water drainage strategy has been presented that passes foul flows of up to 4.1l/s to a 375mmØ Wessex Water foul sewer to the south east.
- 7.39. Policy compliance
- 7.40. With the conditions imposed as recommended by the relevant statutory consultees, the proposal would comply with Policy ME6 (Flood Management, Mitigation & Defence) of the Local Plan.
- 7.41. HERITAGE ASSETS
- 7.42. Development is acceptable provided it accords with Policies HE1 to 3 of the Christchurch and East Dorset Core Strategy 2014 as well as sections 12 'Achieving Well Designed Places' and 16 'Conserving and enhancing the historic environment' of the NPPF.
- 7.43. Stocks House, a Grade II Listed former farmhouse which now forms part of The Curlew Public House, is located on the opposite site of Christchurch Road, approximately 66m from the site, on the opposite side of Christchurch Road. Officers consider the proposed development can be delivered without any harm to this asset.
- 7.44. MASTERPLAN PRINCIPLES
- 7.45. Policy FWP6 states that, in terms of layout and design, the new neighbourhood will be set out according to the principles of the Masterplan Reports.
- 7.46. Policy WMC5 is accompanied by a map showing expected design parameters for the site, taken from the New Neighbourhoods Masterplan Report. The map is indicative, and is intended to show that a development adopting the principles of the masterplan is deliverable, rather than being a prescriptive layout. Greater weight is placed on the Masterplan principles set out in the New Neighbourhoods Masterplan Report for the sites, which Policy FWP6 expects development to be consistent with.
- 7.47. The New Neighbourhoods Masterplan Report relates in main to the provision of the dwellings and village centre extension that will be delivered

elsewhere within the allocation site. It provides the following principle which relate to the proposed development:

7.48. *“Land at the northern end of the eastern site is within 400m of Parley Common (a Special Protection Area). No residential development is allowed in this location. Development here should also form a barrier to prevent access north onto Parley Common. Land uses here could, therefore, include a leisure use or indeed a hotel (potentially a good location for this in relation to the airport).”*

7.49. The development proposed in this location, while being of a residential use class, can be delivered while achieving the aim of preventing impacts on Parley Common subject to conditions (Conditions 7, 8 and 9). The proposed care home will have no access through the site from the south and so it will meet the requirements of this objective.

7.50. DESIGN CONSIDERATIONS

7.51. Policy HE2 of the Local Plan states that new development must be of a high quality stating that in various respects, including its visual impact, it must be compatible with or improve its surroundings. Policy DES11 of the Local Plan 2002 states that development will only be allowed where, in terms of its form and materials amongst other things, it would respect or enhance its surroundings.

7.52. It is considered appropriate to appraise the proposed scale, form and massing of this building in the context of both existing development and in the light of the allocation for an additional 320 homes on land to the south of the site and a village centre extension to the west (separated by nos. 292-298 Christchurch Road).

7.53. Existing development along Christchurch Road and Church Lane takes the form of 1-2 storey detached bungalows, chalet bungalows and houses, with the majority being bungalows. All properties are situated in large plots.

7.54. Also of note are those non-residential uses in close proximity to the site. Opposite the site is the two story building forming part of The Curlew public house, and extensions to this facility are single storey. The West Parley Memorial Hall opposite the site is a single story structure. To the east of the site at Parley Cross development is mostly two storey, with some three storey structures. To the immediate east of the site is the newly constructed single storey Meeting Hall.

7.55. With regard to proposed development on the remainder of the allocation site, the Local Plan and masterplan principles are clear that it is

expected to deliver housing at a higher density and with more of a formal nature than that in the surrounding area. The masterplan principles expect the urban form to create a new character for the area and significant weight should be attached to this expectation. Notwithstanding this, the development of this site also needs to deliver an acceptable street scene in light of existing development to the east and west on Christchurch Road.

7.56. Nos. 292 and 294 Christchurch Road are both 1 1/2 storey chalet bungalows while 298 Christchurch Road is a single storey bungalow. All are set back from the road behind mature hedgerows and trees. It is considered that a two storey building on the application site would not be out of character, subject to this being set back a similar distance (or greater) from the road and retaining the mature trees adjoining Christchurch Road that contribute to the character of the street scene. The proposed care home achieves this, being wholly set back at least as far as No. 298, with the majority of the care home set back further than this. (see Section 3 above for details)

7.57. The scale of the proposed building is large, which reflects the requirements to create a care home that is viable in today's market. However, the site is likewise large and this allows space to accommodate the care home and associated car parking while still leaving sufficient space for gaps between surrounding properties. The proposed building will provide an active frontage along the whole of the site's boundary with Christchurch Road.

7.58. The care home has been designed with variations in roof heights and materials, and with variation in the projection and materials of the various elevations, especially in relation to the relationship with Christchurch Road. The result is the creation of a relatively formal repetition of bricked parts of the elevation, which stand forward from and higher than the rendered elements. This creates the visual impression of a street scene with rhythm rather than one dominated by one single structure.

7.59. It is accepted that the proposal will be a prominent building, however, this does not in itself justify a reason for refusal, especially when considered in light of the allocated nature of this site and the potential development of an extension to the village centre to the west of the site which will likewise add prominent buildings to the street scene. On balance, the impacts of the proposed building, scale and massing on the Christchurch Road street scene are considered acceptable.

7.60. When considering the impacts of the scale on proposed development to the south, regard has been had to the outline nature of the current proposals and the submitted parameter plans relating to application 3/17/3609/OUT show the majority of development to the south to be residential with a small area of SANG adjoining the site to the south-east.

However, officers have also considered that these plans have yet to achieve a consent and so full weight cannot be attached. The scale and massing are not found to significantly impact upon the development of land to the south.

- 7.61. Proposed fenestration and materials used on the Christchurch Road frontage are more traditional and in keeping with existing dwellings styles. To the rear elevation more use is made of areas of glazing, many set back to prevent solar glare. This is considered acceptable.

7.62. LANDSCAPING

- 7.63. The proposal is accompanied by a full landscaping strategy and Softworks Plan. This was revised following comments from East Dorset Environmental Partnership regarding the use of invasive plants, a particularly important issue given the proximity of this site to Parley Common SSSI.

- 7.64. Landscaping on the site will provide a secure garden area including a communal terrace, small individual terraces serving residents rooms, seating area, a bog garden, sensory and wildlife friendly planting and a walking route for residents.

- 7.65. The Council's Tree and Landscape officer is satisfied with the proposals subject to a condition to ensure their implementation (Condition 19).

7.66. AMENITY

- 7.67. Policy HE2 of the Core Strategy states that new development should be compatible with or improve its surroundings in relation to nearby properties and general disturbance to amenity. Policy DES2 of the Local Plan states that developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.

- 7.68. Following pre-application discussions, the applicant re-located the service entrance and bin store from the western boundary of the site adjacent to no. 298 to the western boundary adjacent to the Meeting Hall. It is considered that this will prevent unacceptable impacts on adjoining residential properties from noise, smells and disturbance associated with the servicing of the care home. The applicants have submitted a Noise Assessment which confirms this.

- 7.69. With regard for the potential for over-looking, the proposal has likewise been amended following pre-application advice to ensure a minimum distance of 20m between windows in the western elevation of the care home and the boundary with no. 298. It is considered that this will be an acceptable relationship, taking into account the more intensive use of the care home.
- 7.70. The western wing of the care home will be visible from the garden of no. 298, but given the distances and the reduction in height of the building at the southern end to single storey it is not considered that the relationship will be so overbearing as to warrant a refusal.
- 7.71. The relationships between the proposed care home and dwellings on Church Lane, over 50m away, is likewise considered acceptable.
- 7.72. The care home is considered compatible with the adjoining Meeting Hall use.
- 7.73. With regard to the amenity of future occupants, it is considered the care home will offer a good standard of living, with residents afforded good levels of light and views out from proposed bedrooms and communal areas.
- 7.74. The submitted Noise Assessment has identified the risk of unacceptable noise levels to those residents in rooms fronting on to Christchurch Road should windows be opened. To address this it is suggested these rooms could be provided with an alternative method of ventilation such as air conditioning units to provide residents with a choice. This can be secured by condition (Condition 20).
- 7.75. TREES
- 7.76. Policy HE2 of the Core Strategy states that development will only be permitted if it is compatible with or improves its surroundings in terms of its relationship, amongst other things, to mature trees.
- 7.77. The majority of mature trees on the site are to be retained, including those adjacent to Christchurch Road and on the southern boundary. Two silver birch trees will be removed.
- 7.78. The Council's Landscape and Tree officers have considered the proposal and raised no objections subject to a condition requiring the development to be undertaken in accordance with the submitted Arboricultural Method Statement. Subject to this condition (19) , in terms of

its impact on trees, the proposal is considered to be in accordance with Policy HE2 of the Core Strategy.

7.79. BIODIVERSITY

7.80. Policy ME1 of the Core Strategy states that the Core Strategy aims to protect, maintain, and enhance the condition of nature conservation sites, habitats and species. The application includes a Biodiversity Mitigation Plan (BMP) dated 13/06/2019 endorsed by DC's Natural Environment Team in a certificate of approval dated 26/06/2019.

7.81. Mitigation/compensation/enhancement for the development is set out in the BMP, which is endorsed by DC's Natural Environment Team and therefore complies with the Dorset Biodiversity Protocol, demonstrating the application is acceptable in respect of its impact on biodiversity. The application thereby accords with Policy ME1 of the Local Plan, subject to a condition requiring the implementation of the BMP, as it demonstrates the proposal will provide mitigation for the impact on local biodiversity from the proposed development (Condition 4).

7.82. RENEWABLE ENERGY

7.83. Policy ME4 of the Core Strategy states that 10% of the total regulated energy used in major non-residential development should be from renewable, low-carbon, and decentralised energy sources. It is also stated that, for the New Neighbourhoods, district heating and/or power facilities should be investigated. A condition will require the approval of details, and their implementation, to ensure that the requirements of Policy ME4 would be achieved (Condition 20).

7.84. REFUSE

7.85. The applicant has stated that this site is to be serviced by a private refuse operator, and consequently it is not necessary for the proposal to demonstrate that it can meet the Dorset Waste Partnership's criteria for waste collection. A condition will secure the requirement for the development's waste to be managed privately (Condition 6).

7.86. AIRPORT

7.87. The site is located within the Bournemouth Airport Safeguarding zone. The airport has made no objection to the proposal but has identified a

number of requirements covered by other legislation, which will be highlighted in the form of an informative (Informative 2).

7.88. CONCLUSION

7.89. This assessment exercise has involved considering the acceptability of the proposal in relation to the Development Plan, taken as a whole, and all other materials considerations. All of the foregoing factors have also been considered in relation to the social, economic, and environmental benefits to be provided by the proposal.

7.90. The proposal for this site accords with the requirement of Local Plan New Neighbourhood Policy FWP6 as far as they relate to this part of the allocation.

7.91. In other respects the proposal conforms to the requirements of the general policies of the Christchurch and East Dorset Local Plan Part 1, as explained in each subject area above, taking into account material considerations.

7.92. The scheme will secure the provision of 80 care home bedspaces, freeing up dwellings for occupation by others, and adding 44 dwellings to the Council's five year housing supply. The proposal will also deliver CIL funding which can be used to mitigate the impacts of development.

7.93. Having had regard to the representations of objection and support and the advice of the various consulted parties, Officers consider that the benefits of the scheme significantly outweigh the impacts.

7.94. Overall the proposal represents sustainable development, which accords with current National Planning Policy Guidance and the Local Development Plan.

9.0 HUMAN RIGHTS

8. Article 6 - Right to a fair trial.

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

10. The first protocol of Article 1 Protection of property

11.9.1 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.

10.0 PUBLIC SECTOR EQUALITIES DUTY

10.1 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.

10.2 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.

10.3 This application relates to the provision of purpose – designed accommodation for people with specific needs which will provide for the needs of this group in the local community.

11.0 RECOMMENDATION - Grant, subject to the following:

Conditions (all pre-commencement conditions have been agreed by the applicant):

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.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 1834-PA-003, 1834-PA-004, 1834-PA-005, 1834-PA-006, 1834-PA-007, 1834-PA-008, 1834-PA-009, H002

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

3. Before the development is occupied or utilised the first 10.00 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 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.

4. Before the development hereby approved is occupied or utilised the turning and parking shown on Drawing Number 1834\PA\004 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.

5. Before the development is occupied or utilised the cycle parking facilities shown on Drawing Number 1834\PA\004 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

6. Prior to the first occupation of the care home, details of storage for refuse and recycling, together with the access to it including details of a private refuse collection solution, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the

agreed details before the development is first occupied and thereafter retained as approved. Furthermore unless agreed in writing with the Local Planning Authority the approved private refuse collection solution shall be retained in perpetuity.

Reason: In the interests of highway safety, visual amenity and the amenities of future occupiers of the development.

7. Occupancy of the care home hereby permitted shall be restricted to people with dementia or people requiring 24 hour close care due to frailty or disability.

The care home shall be staffed by shift working only, details of which shall be submitted in writing and approved by the Local Planning Authority prior to occupation of the care home. There shall be no residential staff presence on the site at any time.

Reason: To prevent increased recreational pressures on the internationally designated Dorset Heathlands in accordance with Policy ME2 of the Local Plan.

8. There shall be no pets on the site at any time.

Reason: To safeguard the Dorset Heathlands in accordance with Policy ME2 of the Local Plan.

9. Prior to the occupation of the care home hereby permitted details of signage to be displayed at the entrance to the site advising of the private nature of the development in order to prevent members of the public utilising the car park shall be submitted and approved in writing by the Local Planning Authority. Such signage shall thereafter be displayed and retained in perpetuity.

Reason: To prevent public use of the car park facilities to access the Dorset Heathlands.

10. 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, to improve and protect water quality, and to improve habitat and amenity.

11. No development shall take place until details of maintenance and management of both the surface water sustainable drainage scheme and any 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

12. No development shall take place until detailed designs for the flood risk mitigation measures proposed have been submitted to, and approved in writing by the local planning authority. The designs shall be fully implemented in accordance with the submitted details before the development is completed and maintained for the duration of the lifetime of the development.

Reason: To ensure that prevailing flood risk is managed on site and that the development is safe for its planned lifetime.

13. No development above DPC (damp proof course) shall take place until details and samples of all external facing and roofing materials have been provided on site, and approved in writing by the Local Planning Authority (LPA). All works shall be undertaken strictly in accordance with the details as approved, unless otherwise agreed in writing with the LPA.

Reason: This information is required prior to above ground work commencing to ensure satisfactory visual relationship of the new development to the existing.

14. Plans and particulars showing the finished floor levels, related to ordnance datum or fixed point within the site, of the ground floor of the proposed building(s), (and as appropriate the closest adjacent building beyond the site) shall be submitted to, and approved in writing by the Local Planning Authority prior to development above ground proof level. All works shall be undertaken strictly in accordance with the details as approved.

Reason: To ensure that the development has regard to its surroundings in accordance with Policy HE2 of the Local Plan.

15. The landscape proposals as submitted (SLR-06594-1010 PO4 06/19 General arrangement and SLR-06594-1020 P02 Softworks Plan) shall be carried out as approved before occupation of the building.

Reason: The long term establishment, maintenance and landscaping of the site is necessary to preserve the amenity of the locality, having regard to Policies HE2 and HE3 of the Local Plan and Government Guidance contained in the National Planning Policy Framework.

16. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development and the planting carried out in the first planting season following completion of the development. Any planting found damaged, dead or dying in the first five years following their planting are to be duly replaced with appropriate species.

Reason: This information is required prior to occupation of development in order to ensure the implementation of the scheme is carried out in accordance with the approved plans and to accord with Policies HE2 and HE3 of the Local Plan and Government Guidance contained in the National Planning Policy Framework.

17. The development hereby approved shall not be first brought into use unless and until the protected species mitigation measures as detailed in the approved mitigation plan dated 13/06/2019 have been completed in full, unless any modifications to the agreed mitigation plan as a result of the requirements of a European Protected Species Licence or the results of subsequent bat surveys have first been submitted to and agreed in writing by the Local Planning Authority.

Thereafter approved mitigation measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: This information is required prior to the commencement of development to ensure that bat/barn owl species are protected and their habitat enhanced, in accordance with the Wildlife and Countryside Act 1981 as amended, the Conservation of Habitats and Species Regulations 2010 and policy ME1 of the Christchurch and East Dorset Core Strategy.

18. Demolition or construction works shall not take place outside 07:30 hours to 18:30 hours Mondays to Fridays and 08:00 hours to 13:00 hours on Saturdays nor at any time on Sundays or Bank Holidays.

Reason: To protect the amenities of the locality.

19. The installation of tree protection for the protection of trees to be retained shall be undertaken in accordance with the approved plans (Tree Protection Plan 190620-1.5-WPD-TPP-NC) and particulars (190620-1.1-AMS-WP-MW Arboricultural Method Statement) before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason: In order to prevent damage during construction to trees that are shown to be retained on the site

20. Those bedrooms with windows facing towards Christchurch Road shall be provided with an alternative form of ventilation, details of which shall be submitted to the Local Planning Authority and approved in writing prior to occupation of the development.

Reason: To ensure an acceptable standard of amenity to occupants.

21. Details shall be submitted prior to first occupation of any of the residential units which demonstrates how the development shall achieve at least 10% of the total regulated energy (used for space heating, hot water provision, fixed lighting and ventilation) used in the dwellings in each phase from renewable sources

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME4 of the Christchurch and East Dorset Core Strategy.

Informatives:

1. The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
2. In terms of the Air Navigation Order, it is an offence to endanger an aircraft or its occupants by any means. In developing this site regard must be taken to airport safeguarding notes which all developers and contractors must abide by during construction and commissioning.

These include the following Airport Operators Association Advice notes:

- * Wildlife Hazards around Aerodromes
- * Cranes and other Construction Issues.

To prevent an increased risk of birdstrike to aircraft bird attractants during construction such as waste and standing water must be controlled and the building must be designed in such a way to prevent birds gaining access to interior roof spaces or nest on the roof, and the roof should be designed in such a way to exclude attractions externally including minimal roof overhangs and without ledges beneath overhangs or external protrusions.

During construction if cranes are required to operate in excess of 10m or that of the surrounding structures or trees a crane permit should be applied for from the aerodrome.

Background Documents:

Case Officer: Elizabeth Fay

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

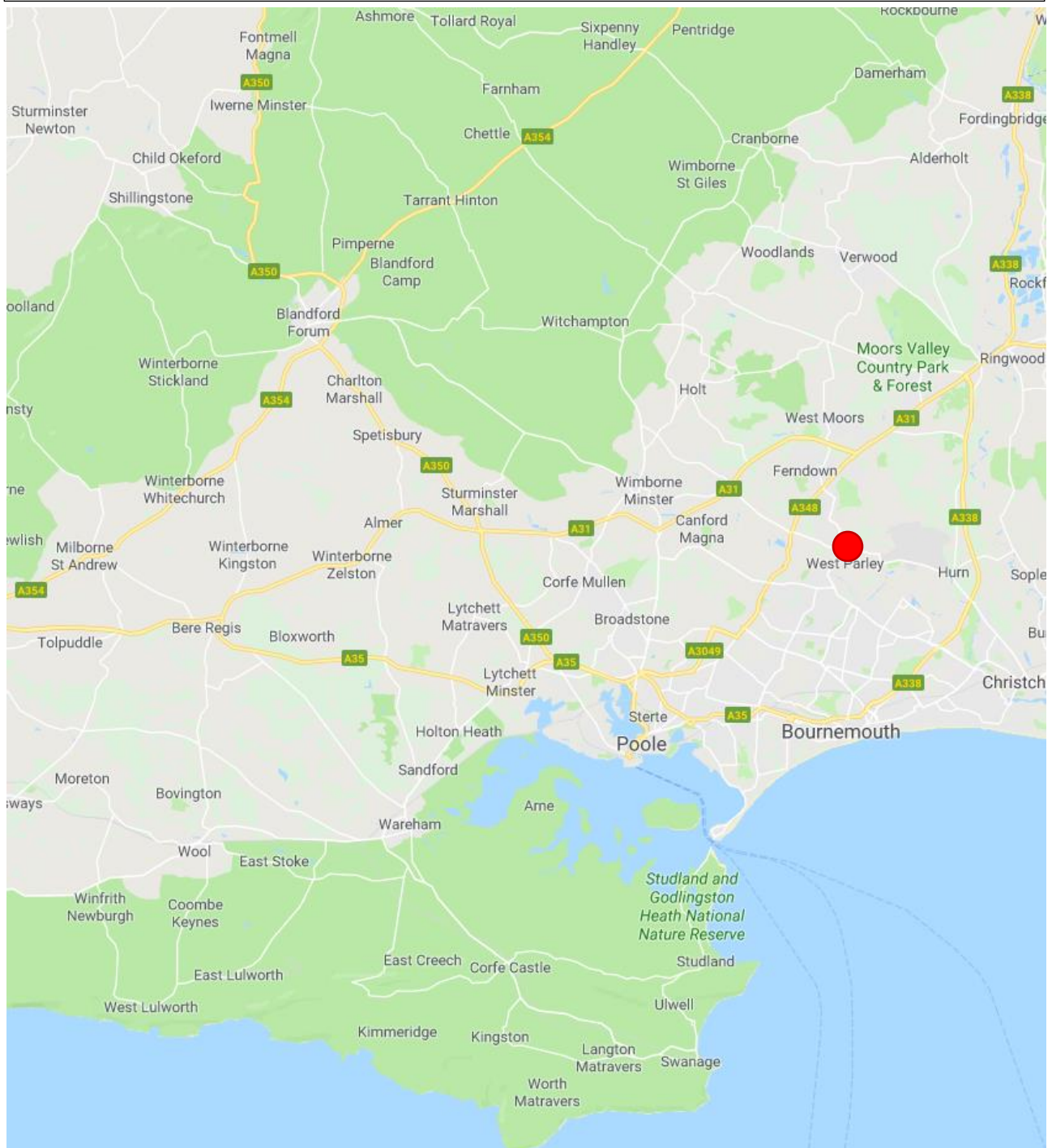
The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.

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Approximate Site Location ●

3/19/0821/FUL Land South of Christchurch Road, Christchurch Road, West Parley, Dorset, BH22 8SL

Proposal: Erect an 80 bedroom Care Home with associated parking, landscaping and amenity space.



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REPORT SUMMARY

REFERENCE NO.	3/19/0545/RM		
APPLICATION PROPOSAL	Approval of all reserved matters in respect of Outline Planning Permission 3/15/0332/OUT to construct 3 detached bungalows with garaging and bin store with access off Stour View Gardens. Part demolish 24A Stour View Gardens and Workshop.		
ADDRESS	Land off Stour View Gardens/ 91 Wimborne Road Corfe Mullen Wimborne BH21 3DS		
RECOMMENDATION - Grant, subject to conditions: (see Section 9 of the report for the full recommendation)			
REASON FOR REFERRAL TO COMMITTEE			
The applicant, Mr Derek Burt, is a former East Dorset, Dorset County Councillor and an Alderman of the Dorset Council			
SUMMARY OF REASONS FOR RECOMMENDATION			
<ul style="list-style-type: none">• Proposal accords with outline planning permission 3/15/0332 granted in 2016• would have no adverse impact on the character and appearance of the locality• Proposal would have no adverse impact on the occupants of adjacent dwellings• appropriate levels of on-site parking• no adverse impact on road safety• no adverse effect on biodiversity			
INFORMATION ABOUT FINANCIAL BENEFITS OF PROPOSAL			
The following are not considered to be material to the application: Estimated annual council tax benefit total: £1933.95 per property. Total £5801.85 Estimated annual new homes bonus per residential unit, per year (for first 4 years): £1,200 approx. (NB. based on current payment scheme, the assumption that the 0.4% housing growth baseline is exceeded and assuming this baseline is reached through the delivery of other new homes)			
APPLICANT	Mr Derek Burt	AGENT	Thornes
WARD	Corfe Mullen	PARISH/ TOWN COUNCIL	Corfe Mullen
PUBLICITY EXPIRY DATE	25 May 2019	OFFICER SITE VISIT DATE	1 May 2019

DECISION DUE DATE	21 June 2019	EXT. OF TIME	N/A
RELEVANT PLANNING HISTORY			
App No	Proposal	Decision	Date
3/15/0332/OUT	Part demolish 24A Stour View Gardens and Workshop. Form access off Stour View Gardens with alteration to access of 24A Stour View Gardens and construct three detached bungalows with garaging and bin store	Approved	18/8/16

MAIN REPORT

1.0 DESCRIPTION OF SITE AND SURROUNDINGS

- 1.1 The application site is in the urban area of Corfe Mullen and currently in use as rear garden area to 91 Wimborne Road.
- 1.2 The site has an approx. area of 0.16 hectares to include 24a Stourview Gardens, and involves splitting the rear garden of No.91.
- 1.3 The site is relatively level and has large and small pitched roof outbuildings near the NW boundary.
- 1.4 The property at 24a Stourview Gardens is a detached bungalow that fronts the cul-de-sac turning head of Stourview Gardens. Access to the bungalow is from Stourview Gardens with parking provided at the side (S) of the dwelling.

2.0 PROPOSAL

- 2.1 The application is for consideration of Reserved Matters (RM) pursuant to Outline Planning Permission 3/15/0332/OUT (with all matters reserved), which was granted in August 2016
- 2.2 The Reserved Matters application includes details of the proposed means of access, layout, appearance, scale and landscaping.
- 2.3 The proposal is for 3 detached, two bedroom bungalows, together with garaging and bin store with access from Stourview Gardens. The bungalows would be sited in a row behind 4 Stourview Gardens and to the rear of 91, 93 & 93A Wimborne Rd. There would be no access to the site from Wimborne Rd.
- 2.4 The application includes partial demolition of the side (S) elevation of the low-level bungalow and the detached garage at 24a Stourview Gardens as well as the construction of a new single storey extension. The proposed side

extension is set back from the front elevation to allow for a new access road to be constructed to serve the new dwellings.

- 2.5 The proposal also shows the demolition of the outbuildings near the site's boundary with the rear of 4 Stourview Gardens.

Community infrastructure Levy (CIL)

- 2.6 The outline permission was granted on the 18/8/2016. CIL was adopted by the then East Dorset District Council on the 5/9/2016. As outline application was granted prior to the introduction of CIL, the proposal is not liable for CIL.

Affordable Housing

- 2.7 NPPF states (para 63) that only major development (i.e. schemes for 10 dwellings or more (or 1000sq metres floor area or more) require affordable housing provision.

The proposal for 3 additional dwellings falls below this threshold.

3.0 SUMMARY OF INFORMATION (FOR THE APPLICATION SITE)

	Existing	Proposed
Site Area (ha)	approx. 0.13ha	0.13ha
Use	Residential curtilage	Residential dwellings, curtilages and access roads
Number of residential units	Single dwelling at 24a Stourview Gardens partly within the application site	3
Number of parking spaces	None	8 external parking spaces to serve all dwellings with 4 garages.

4.0 RELEVANT PLANNING CONSTRAINTS

SSSI Impact Risk Zone
Groundwater Protection Zone
Highways Inspected Network - 1.77m
Heathland 5km Consultation Area
Main Urban Area
Source Protection Zone

5.0 POLICY AND OTHER CONSIDERATIONS

Development Plan:

Christchurch and East Dorset Core Strategy 2014

East Dorset Local Plan 2002 (saved Policies)

HE2	Design of new development
KS1	Presumption in favour of sustainable development
KS2	Settlement Hierarchy
ME1	Safeguarding biodiversity and geodiversity
ME2	Protection of the Dorset Heathlands
KS11	Transport and Development
KS12	Parking Provision

Supplementary Planning Documents:

Dorset Heathlands Planning Framework SPD 2015- 2020

The National Planning Policy Framework (2019)

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.

Relevant NPPF sections include:

- Section 12 Achieving well-designed places

The requirement for good design set out in section 12; paragraph 127 requires that development should add to the overall quality of the area. Permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions (para 130).

6.0 LOCAL REPRESENTATIONS

6.1 In addition to letters to neighbouring properties, a site notice was posted outside the site on 1.05.2019 with an expiry date for consultation of 25.05.2019.

6.1 One local representation has been received. The issues raised comprise the following:

- road safety
- inadequate on-site parking and turning.

7.0 CONSULTATIONS

1. Corfe Mullen Parish Council (received 15.05.2019)

No objection

2. Natural England (received 15.05.2019)

No objection - On the condition that the appropriate level of heathland mitigation contribution is secured as set out in the Dorset Heathlands Planning Framework SPD 2015-2020, to ensure that the effect of increased recreational pressure on the protected heathlands is mitigated by any permission.

In respect of biodiversity enhancement, Natural England advise that at least one generic bird box per dwelling is provided to be built into the structure of the development walls to provide a net gain in biodiversity consistent with paragraph 8, 170 and 175 of the National Planning Policy Framework and East Dorset Council Local Plan.

3. Dorset Council Highways (received 21.05.2019)

No Objection, subject to conditions to ensure the vehicle access crossing is constructed to the correct specification (Condition 3). An informative note is also advised to this effect (Informative note 3).

8.0 APPRAISAL

- the principle of the development
- the proposed mix of units
- Impact on the character and appearance of the area
- Impact on the amenities of the occupants of adjacent properties and future occupiers of the proposed dwellings

- Impact on protected heathland
- Impact on bats
- Impact on road safety

These points will be discussed as well as other material considerations under the headings below

The Principle of Development

- 8.1 Both paragraph 14 of the NPPF, and KS1 of the Local Plan place a presumption in favour of sustainable development. This site falls within the urban area of Corfe Mullen, identified as a main settlement in Policy KS2 of the Local Plan, being a sustainable location where development is supported. A previous proposal for residential development on this site was approved under application 3/15/0332/OUT. The site is therefore a suitable location for residential development.

Impact on the character and appearance of the area

- 8.2 The details submitted for the Reserved Matters show 3 detached , two bedroom bungalows and garaging (plot 1 has an attached single garage and plots 2 &3 have detached single garages). A fenced bin store is also proposed as part of the application.

Development in the vicinity of the application site is a mixture of single and two storey development with a predominance of red brick and grey slate or concrete roof tiles.

The proposed bungalows would be sited in a row behind 4 Stourview Gardens and to the rear of 91, 93 & 93A Wimborne Rd with access from Stourview Gardens. Materials are not specified as part of the application, however the Design and Access statement accompanying the application states that the proposed bungalows “will have a conventional appearance using materials as used on developments in the locality” (A materials condition is recommended Condition 5)

The proposed detached would sit comfortably on the site with appropriate space between them and adjacent properties. The pitched and gabled roof design and low ridge heights would ensure the dwellings respected the character of the development in the immediate area. The proposed extensions to 24a Stourview Gardens are also appropriate, given their subservient scale and design to respect that of the existing bungalow.

- 8.3 The new access from Stourview Gardens is be acceptable in the street scene and would result in a relatively low-key entrance to the site. The timber fence enclosing the refuse store is acceptable as this is to be located inside the site entrance adjacent to the site's boundary with 24 Stourview Gardens, and would not be readily seen from the cul-de-sac given its set back position from the cul-de-sac and the screening provided by the hedge on this boundary.
- 8.4 The low-level form and modest scale of the proposed dwellings would prevent them being visually prominent when viewed from Stourview Gardens to the south, and they would not have an adverse visual impact when seen from Wimborne Rd to the east.
- 8.5 For these reasons the proposed development is considered acceptable in respect of its layout, scale and appearance and the areas for landscaping are appropriate. The proposal accords with Core Strategy Policy HE2 as it would be compatible with its surroundings.

Impact on the amenities of the occupants of adjacent properties and future occupiers of the proposed dwellings

- 8.6 The closest dwellings to the east of the site are predominately two storey houses in Wimborne Rd, with the exception being 93A Wimborne Rd, which is an attached bungalow. Dwellings to the south and west in Stourview Gardens are detached bungalows.
- 8.7 The proposed bungalows are sited an acceptable distance from the existing properties closest to them, and there would be no adverse effects on the occupants of these adjacent dwellings from the physical presence of the proposed dwellings, garages and the extensions to 24a Stourview Gardens.
- 8.8 The site is relatively flat and the proposed dwellings are single storey and there would be no overlooking of the adjacent properties from the new dwellings. Condition 6 is necessary to ensure the finished floor levels of the bungalows are acceptable in respect of existing ground levels and the height of adjacent boundary fencing.
- 8.9 There would be no adverse overlooking of the proposed dwellings from the adjacent house at 91 Wimborne Rd, given the distance between first floor windows in this dwelling and the rear garden of Plot 3 (some 13m between the rear of the house at No.91 and the side boundary of Plot 3).
- 8.10 The dwelling to the south at 4 Stourview Gardens that would be at the rear of Plots 1 & 2 would not be overlooked by the proposed dwellings due to the separation distance between the proposed dwellings and this property, and fact that these proposed dwellings are bungalows.

- 8.11 The proposed dwellings would not be adversely overlooked by the houses at 87 & 89 Wimborne Road, given the relationship between these properties and the proposed dwellings and the separation distance involved.
- 8.12 The proposal complies with Core Strategy Policy HE2 as it would be compatible with its surroundings.

Impact on protected heathland

- 8.13 The application site lies within 5km but beyond 400m of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for a net increase of 3 residential units, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is likely to have a significant effect on the site.
- 8.14 The impact of the 3 new dwellings on the Dorset Heathlands has been considered under the Outline application and it is not necessary to reconsider this matter further under the reserved matters application.
- 8.15 A completed Unilateral Planning Obligation to pay the required SAM contribution as mitigation for the proposal's impact on the Dorset Heathlands in accordance with the Dorset Heathlands strategy was submitted as part of the outline application (29th April 2015).

Impact on bats

- 8.16 The application includes a negative bat certificate dated 26/4/19. Policy ME1 of the Core Strategy is complied with in this respect.
- 8.17 English Nature has advised that the development should provide for biodiversity enhancement and advises that one generic bird box should be built into the walls of each new dwelling, The application is recommended for approval in this respect subject to condition (Condition 4)
- 8.18 With negative bat survey and the imposition of a condition to secure the provision of bat boxes (Condition 4), the proposal is considered to comply with the Dorset Biodiversity Protocol, and Policy ME1 of the Core Strategy, as it would avoid harm to existing priority habitats in respect of bats. For these reasons It also accords with National Planning Policy Guidance (NPPF paragraph 8)

Impact on road safety

- 8.19 The site is in an urban area. The proposal shows 1 parking space and 1 garage space for 24a Stourview Gardens. Plot 1 has an integral garage (3m x 6m) as well as one parking space.

- 8.20 Plots 2 and 3 are shown to have 3 parking spaces each as well as detached single garages (internal measurements of 2.6m x 4.8m)
- 8.21 The on - site parking provision complies with Policy KS12 of the CS as it would provide adequate vehicle parking facilities in accordance with the Local Transport Plan and the Dorset Residential Car Parking Study
- 8.22 Dorset Highways has raised no objection to the proposal as the proposal has adequate on-site parking provision. For these reasons the proposal is considered acceptable, and unlikely to result in an adverse impact on road safety, and accords with Policy KS11 of the CS.

Conclusion

- 8.23 This reserved matters application accords with the outline planning permission, and the submitted reserved matters demonstrate that the development would sit comfortably in the context of the site, have no adverse impact on the character and appearance of the immediate area, the amenities of occupants of adjacent properties, biodiversity, road safety and is compliant with development plan policy in relation to these aspects. Approval is recommended.

9.0 HUMAN RIGHTS

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

- 9.1 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.

10.0 PUBLIC SECTOR EQUALITIES DUTY

- 10.1 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.

- 10.2 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.

11.0 RECOMMENDATION - Grant, subject to the following:

Conditions:

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

Location Plan rec'd 18/6/19

J.Burgess & Associates Ltd Drawing No. 6172-08: Site Plan rec'd 18/6/19

J.Burgess & Associates Ltd Drawing No. 6172-01: Proposed Floor Plan for 24a Stourview Gardens

J.Burgess & Associates Ltd Drawing No. 6172-02: Proposed Elevations (S & W) for 24a Stourview Gardens

J.Burgess & Associates Ltd Drawing No. 6172-03: Proposed Elevations (N & E) for 24a Stourview Gardens

J.Burgess & Associates Ltd Drawing No. 6172-04: Proposed Floor plans Plot 1

J.Burgess & Associates Ltd Drawing No. 6172-05: Proposed Elevations Plot 1

J.Burgess & Associates Ltd Drawing No. 6172-06: Proposed Floor plans & Garage plans Plots 2 & 3

J.Burgess & Associates Ltd Drawing No. 6172-07: Proposed Elevations Plots 2 & 3

J.Burgess & Associates Ltd Drawing No. 6172-09: Proposed Driveway/Access; Refuse Area and Fencing

J.Burgess & Associates Ltd Drawing No. 6172-10: Landscaping

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

2. No development shall take place until full details of the hard and soft landscape works shown on the submitted site plan have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include means of enclosure; hard surfacing materials, species, density and planting size of new planting. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any

part of the development or in accordance with a programme agreed with the local planning authority.

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

3. Before the development is occupied or utilised the first 5.00 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 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.

4. Prior to the occupation of the new dwellings hereby approved, one generic bird box shall be built into the walls of each new dwelling and these shall be retained thereafter for the lifetime of the development.

Reason: To provide a net gain in biodiversity consistent with paragraphs 8, 170 and 175 of the National Planning Policy Framework.

5. Before they are used in the development, details of all external facing and roofing materials (to include colour, type and manufacturer) shall be submitted to and approved in writing by the Local Planning Authority (LPA). All works shall be undertaken strictly in accordance with the details as approved, unless otherwise agreed in writing with the LPA.

Reason: To ensure the development has an appropriate appearance.

6. Plans and particulars showing the finished floor levels, related to a fixed point within the site (that could be the finished floor level of the dwelling at 24a Stourview Gardens), of the ground floor of the proposed new dwellings shall be submitted to, and approved in writing by the Local Planning Authority and the construction of the new dwellings shall not be commenced until these details have been approved. All works shall be undertaken strictly in accordance with the details as approved.

Reason: To ensure the dwellings relate appropriately to the adjacent development.

Informatives:

1. The applicant is advised that given this permission is a Reserved Matters application, the development to which this permission relates must be begun not later than the expiration of two years from the approval of this application for Reserved Matters. Please see the decision notice relating to Outline Planning Permission 3/15/0332/OUT.

2. The outline permission was granted on the 18/8/16 and the Community Infrastructure Levy (CIL) was adopted by the then East Dorset District Council on the 5/9/16. Therefore the application is not eligible for CIL as approval of the 3 new dwellings was given before CIL was adopted.
3. The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
4. The applicant is reminded of the requirement of Condition 4 of the Outline Planning Permission relating to the application, namely that; The development hereby permitted shall not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall incorporate proposed working hours and contractors' arrangements including site compound, storage, parking and turning. The development shall be carried out strictly in accordance with the approved Construction Management Plan.

Background Documents:

Case Officer: James Brightman

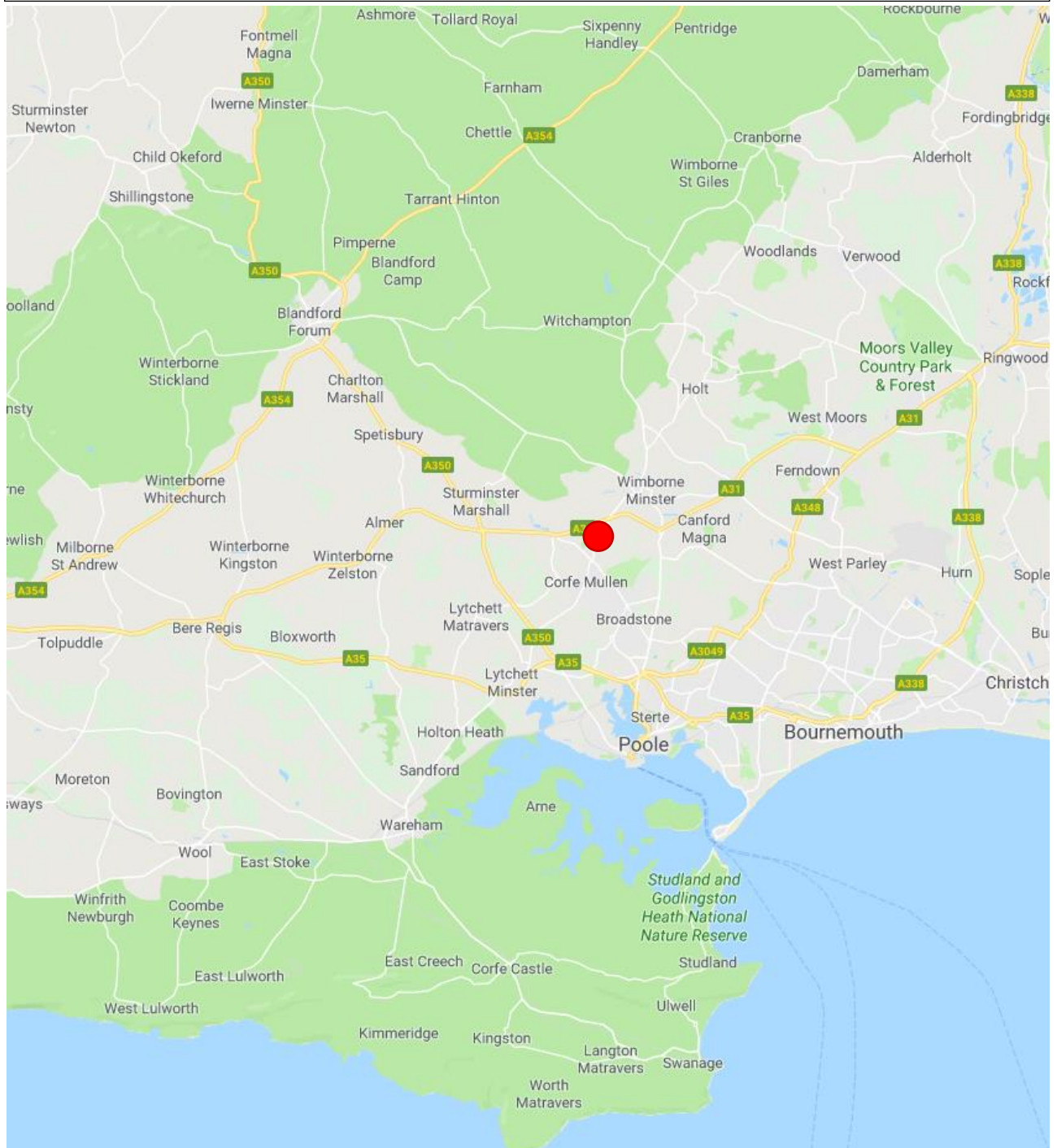
NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.

Approximate Site Location 

3/19/0545/Reserved Matters Land off Stour View Gardens/ 91 Wimborne Road, BH21 3DS, Corfe Mullen

Proposal: Approval of all reserved matters in respect of Outline Planning Permission 3/15/0332/OUT to construct 3 detached bungalows with garaging and bin store with access off Stour View Gardens. Part demolish 24A Stour View Gardens and Workshop.



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REPORT SUMMARY

REFERENCE NO.	3/19/0758/FUL
APPLICATION PROPOSAL	Erect Agricultural building for livestock and machinery
ADDRESS	Land adj to Blandford Road Corfe Mullen Wimborne BH21 3RQ
RECOMMENDATION - Grant, subject to conditions: (see Section 11 of the report for the full recommendation)	
REASON FOR REFERRAL TO COMMITTEE The Chairman/Vice Chairman of the Planning Committee has agreed that the application be considered by Committee given that Corfe Mullen Parish Council has objected to the proposal for a number of reasons, and the Officer recommendation is for the proposed development to be granted planning permission subject to conditions.	
SUMMARY OF REASONS FOR RECOMMENDATION <ul style="list-style-type: none"> • Para. 11 of the revised National Planning Policy Framework (NPPF) dated February 2019, sets out that planning decisions should approve development proposals that accord with an up-to-date development plan without delay, or, where there are no relevant development plan policies, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole. • The site lies within the South East Dorset Green Belt and the proposed building is for agricultural use. The proposed erection of the new building is therefore considered as one of the exceptions to inappropriate development in the Green Belt - as set out in para. 145 part a) of the Framework, relating to buildings for agriculture or forestry. • The scale of the building and associated yard area is considered to be appropriate to the goat-rearing enterprise being carried out on the site. • The impact of the proposed development on the openness of the Green Belt is considered to be acceptable • The visual impact upon the surroundings would be acceptable. • The impact upon highway safety of the use of the access is acceptable. • The impact upon the setting of St Huberts Church, a grade 2 listed building is acceptable. • No impact upon biodiversity, 	
INFORMATION ABOUT FINANCIAL BENEFITS OF PROPOSAL Not Applicable	

APPLICANT	Mrs Vivienne Cooper	AGENT	Mr A J Monro
WARD	Corfe Mullen	PARISH/ TOWN COUNCIL	Corfe Mullen
PUBLICITY EXPIRY DATE	13 June 2019	OFFICER SITE VISIT DATE	5 June 2019
DECISION DUE DATE	13 May 2019	EXT. OF TIME	Extension of time requested until 9 August 2019
RELEVANT PLANNING HISTORY			
App No	Proposal	Decision	Date
3/18/1681/FUL	The erection of two new buildings, the creation of a yard area and a vehicular track for the purpose of a goat rearing enterprise	Refused	26 October 2018
<p>Reasons for refusal:</p> <p>1. The proposed development would involve the erection of two new buildings that would have a combined footprint of approx. 130 square metres, in addition to the creation of a substantial yard area of approx. 225 square metres, on part of a parcel of land of approx. 1.6 hectares in total. The application site lies within the South East Dorset Green Belt. There is currently no agricultural use of the land. The Council considers that the proposed development would be harmful to the purposes of the Green Belt and there is no agricultural justification for the scale of the buildings proposed. The proposal therefore constitutes inappropriate development in the Green Belt that is harmful by definition, and does not fall within the exceptions listed in paragraph 145 part a) of the revised National Planning Policy Framework dated July 2018 which allows for the construction of new buildings for agriculture. The proposed development for two substantial buildings, a yard area and vehicular access would also have a harmful impact upon the openness of the Green Belt. No considerations have been put forward that amount to the very special circumstances necessary to justify the development.</p> <p>The proposal is therefore contrary to paragraphs 133, 134, 143, 144 and 145 of the revised National Planning Policy Framework dated July 2018 by reason of harm to the Green Belt.</p>			
Appeal decision details: No appeal lodged at time of writing report			
<p>Enforcement history: The land has been used as grazing land. However, in recent years various items have been placed on the land without the benefit of planning permission.</p> <p>In 2012 a container was placed on the land without the benefit of planning permission. In May 2017 two caravans, vehicles, plant and a container were recorded on the land. In August 2017 a caravan, container and septic tank were placed on the land.</p> <p>These enforcement issues were resolved either by the removal from the land of the items listed above, or, are awaiting the outcome of the current planning application.</p>			

MAIN REPORT

1.0 DESCRIPTION OF SITE AND SURROUNDINGS

- 1.1 The site lies within the Green Belt and within open countryside.
The site for the proposed new building lies adjacent to the south side of the A31, the Dorchester Road, and adjacent to the junction with the B3074, the Blandford Road. There is an existing field access close to the north western corner of the site directly onto the A31.
- 1.2 An existing hedgerow runs along the highway boundary with the A31 and wraps around the north-west boundary of the site and along the highway boundary with the B3074, the Blandford Road.
To the south-west of the site and on the other side of the Blandford Road, is St Huberts church which is a listed building.
- 1.3 The total land parcel is stated to amount to approx. 1.6 hectares in total. The site is divided into paddocks. A number of field shelters and hay feeders have been erected on the site in recent months. A metal storage container is currently located on the site as well as piles of what appear to be reclaimed building materials including timber and bricks. There was also a stack of hay bales covered by a tarpaulin on the site. At the time of the site visit in June 2019, there appeared to be approx. 40 goats on the site. The site is now in agricultural use.

2.0 PROPOSAL

- 2.1 The proposal involves the erection of a new agricultural building measuring 17.96 metres by 8.09 metres giving a floor area of 145.30 sqm. The building is required for housing of goats, for the storage of machinery and the storage of hay and straw. The proposed building will be 4.572 metres in height. The proposal also includes an area of hardstanding of approx. 121 sqm to the south side of the building and a compacted stone access track from the hardstanding to the existing field access onto the A31, the Dorchester Road.
- 2.2 The proposed building, compacted stone yard area and compacted stone access track would be sited in the corner of the field at the junction of the A31 and the Blandford Road. Additional planting inside the line of the existing hedgerow is proposed to the north and west side of the proposed new building. A revised landscaping plan was submitted by email dated 18 June 2019.
- 2.3 The letter submitted by the agent in support of the current application dated 13 March 2019, states that it is the applicants' intention is to increase the number of breeding does to 60, which together with the existing number of bucks at 20, would give a total of 80 goats to be kept on the application site. Approx. 40 goats have been brought onto the site since the refusal of planning permission in October 2018.

- 2.4 Two of the bays of the proposed building would be required for the storage of hay and straw, one of the bays would be for the storage of a tractor and miscellaneous tools, and the remaining bay would be required for housing goats during the kidding period.
As well as the goats, the applicant also has three alpacas and 50 laying hens which are proposed to be kept on the application site.

3.0 SUMMARY OF INFORMATION

Site Area	0.044 hectares (part of a 1.6ha holding)
Use	Agricultural
Ridge Height of Building	4.572 metres
Depth of Building	8.09 metres
Width of Building	17.96 metres
Floor area of building	145.30 sqm
Distance from A31 boundary	13 metres
Distance from Blandford Road boundary	5.5 metres

4.0 RELEVANT PLANNING CONSTRAINTS

South East Dorset Green Belt and open countryside

5.0 POLICY AND OTHER CONSIDERATIONS

Development Plan:

Christchurch and East Dorset Strategy 2014

East Dorset Local Plan (saved policies)

- KS1 Presumption in favour of sustainable development
- KS11 Transport and Development
- HE2 Design of new development
- HE3 Landscape Quality
- ME1 Safeguarding biodiversity and geodiversity
- PC4 The Rural Economy

The National Planning Policy Framework (2019)

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.

Relevant NPPF sections include:

Section 6 Building a strong, competitive economy

Para. 83 relates to the support for a prosperous rural economy and part b) of the paragraph explains that planning decisions should enable the development and diversification of agricultural businesses.

Section 12 Achieving well-designed places

The requirement set out in section 12, paragraph 127 requires that development should add to the overall quality of the area. Development should be sympathetic to local character and history including the surrounding landscape setting.

Section 13 Protecting Green Belt land

Paragraph 133 explains that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and that the essential characteristics of the Green Belt are their openness and their permanence. The five purposes of the Green Belt are set out in paragraph 134. Part c) of paragraph 134 sets out one of the purposes of the Green Belt - which is to assist in safeguarding the countryside from encroachment. Paragraph 145 sets out that new buildings for agricultural purpose are not inappropriate in the Green Belt.

Section 15 Conserving and enhancing the natural environment

Paragraph 170 explains that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on biodiversity.

Section 16 Conserving and enhancing the historic environment

Paragraph 192 part c) explains that in determining applications, local planning authorities should take into account of the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 193 explains that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

6.0 LOCAL REPRESENTATIONS

- 6.1 In addition to letters to nearby residential properties, a site notice was posted on the Blandford Road frontage and adjacent to the site on 20 May 2019 with an expiry date for consultation until 13 June 2019.
- 6.2 Three representations have been received, all of which are objections. The issues raised are as follows:

Detrimental impact upon visual amenity of locality

Adverse impact upon the openness of the Green Belt

Size of building is overly large and not justified

Adverse impact upon highway safety with access close to junction on A31

Increase in traffic generation

Out of keeping with grade 2 listed church building on opposite side of road

7.0 CONSULTATIONS

- 7.1 Corfe Mullen Parish Council
OBJECTION (received 22 May 2019)
The appearance of the proposed building opposite a Grade 2 listed medieval church is totally out of keeping;
It is poorly positioned within the field leading to a detrimental visual impact on the surroundings;
Both the overlarge structure and the hardstanding will have a detrimental impact on the green belt;
The Parish Council does not consider that sufficient special circumstances have been demonstrated to justify a structure of this size and permanence for a relatively small herd of goats in the green belt;
The access on to the A31 is at a particularly dangerous point and an increase in vehicle movements from activity in the field would exacerbate this.
- 7.2 Highways England
No Objection (received 21 May 2019)
- 7.3 Dorset Council Highways (received 29 May 2019)
No Objection
- 7.4 Dorset Council's Conservation Officer (received 10 June 2019)
No objection subject to landscaping and agricultural use only
- 7.5 Dorset Council's Tree and Landscape Officer
No objection to landscaping scheme dated 18 June 2019 subject to a condition requiring implementation

8.0 APPRAISAL

- 8.1 The main considerations involved with this application are:
- Whether inappropriate development in the Green Belt
 - The effect of the proposal on the openness of the Green Belt
 - Impact upon the character and appearance of the area
 - Impact upon highway safety
 - Impact upon the setting of the Listed Building, St Hubert's church
 - Impact upon biodiversity

Whether Inappropriate Development in the Green Belt

- 8.2 Whilst the construction of new buildings is normally considered inappropriate development in the Green Belt, one of the stated exceptions to this is where the building is required for agriculture – paragraph 145 part a) of the National Planning Policy Framework (NPPF).

The goat breeding business falls within the definition of agriculture under S. 336 of the Town and Country Planning Act 1990. The proposed development therefore comprises a new building for agricultural purpose and as such falls within part a) of paragraph 145 of the revised NPPF, February 2019. The principle of the proposed new building is therefore considered acceptable and accords with Policy PC4 of the Core Strategy and with national and local planning policy relating to the Green Belt. Recommended condition number 4 requires the building to be used for agricultural purpose only.

The effect of the proposal on the openness of the Green Belt

- 8.3 Currently there is a metal storage container stationed on the application site as well as piles of what appears to be reclaimed timber and bricks. There is also a stack of hay bales on the site covered with a tarpaulin. The metal container has been stationed on the land without the benefit of planning permission. Following the refusal of planning permission in October 2018 for two agricultural buildings under reference 3/18/1681/FUL, additional items have been placed on the site in the form of field shelters and covered hay feeding racks. The land has been divided into paddocks and field shelters and hay-feeding racks are to be retained in each paddock in order to provide shelter and fodder for the goats. An agricultural enterprise is now being operated from the land.
- 8.4 Prior to 2012, when the container was placed on the site, the land was open and undeveloped. The proposal - which involves the erection of a new building, a yard area and a stone track – for agricultural purposes is not inappropriate development in the Green Belt if necessary for the agricultural enterprise being carried on from the land. On this basis the impact of the development on the openness of the Green Belt does not need to be assessed.
- 8.5 The provision of field shelters and hay feeding racks in the separate paddocks are also for agricultural purposes. However, the metal container, which if not for agricultural purposes does have an impact on the openness of the Green Belt, would no longer be required if planning permission is granted for the proposed building, and a condition could be imposed to ensure that the container and open storage of reclaimed building materials is removed from the site. The proposed building would provide adequate space for storage of fodder and bedding so there would be no need for bales to be stacked separately on the site.
- 8.6 The proposed building is acceptable in scale to the agricultural activity being undertaken and the proposal offers the opportunity to consolidate the built form on site into the one building – apart from the field shelters and hay feeding racks in the paddocks. Condition number 6 requires the removal of the metal container from the site prior to first use of the building the subject of this application.

Impact Upon The Character And Appearance Of The Area

- 8.7 Whilst the presence of the proposed building and hardstanding on this site would have some adverse impact on the visual amenity of the area - which is largely characterised by open fields, the building would be well-screened from the adjoining roads – and views from the public domain, by the implementation of the additional planting shown on the submitted landscaping scheme and therefore its visual impact would not be so detrimental to the locality as to justify a reason for refusal. Condition number 3 requires the submitted landscaping scheme to be implemented and maintained. Condition number 6 requires the removal of the metal container from the site prior to first use of the building the subject of this application.

Impact Upon Highway Safety

- 8.8 The vehicular access to the site from the A31 appears to be an existing field access formerly used in association with the use of the land for the grazing of animals.
- 8.9 Highways England and Dorset Council Highways Authority were consulted in regard to the proposed development. Highways England raised no objection to the proposed development for the following reasons:
“The application is proposing an agricultural storage building of 145sqm with associated hardstanding. The site is located adjacent to the junction of the B3074 Blandford Road and the A31 trunk road. The site has an existing access onto the A31 which although in close proximity to the Blandford Road junction appears to be suitable to serve the scale of development proposed. No changes are proposed to the access arrangements. As the site is already in use for agricultural/equestrian purposes, it is unlikely that the development will have a material impact on the trunk road.
We note that these are revised proposals following the refusal of a previous application for agricultural buildings on this site considered under application reference 3/18/1681/FUL. We note that our previous comments in relation to the proposed planting mix have been incorporated into the landscaping plan submitted in support of the current proposals. The proposed planting mix is therefore acceptable.
Nonetheless, we would remind the applicant of their obligations to maintain any planting such that it does not impact on the neighbouring trunk road soft estate and future maintenance requirements.
On that basis, the impact of the proposal upon highway safety is considered to be acceptable.”
- 8.10 Dorset Council Highways raised no objection to the proposal. No conditions were recommended by Highways England or Dorset Council Highways.

Impact Upon the Setting Of the nearby Listed Building, St Hubert's church

- 8.11 The Council's Conservation Officer has raised no objection to the proposal given the presence of vegetative screening between the site of the proposed building and the listed building on the opposite side of the road, and the

proposal to provide additional planting as indicated by the submitted landscaping scheme. The Conservation Officer has recommended that a condition is imposed on any permission - that the building is used for agricultural purpose only (condition 4).

The existing metal container on the site is to be removed and its required removal is the subject of condition number 6.

- 8.12 The proposal is therefore considered not to have any significant impact upon the setting of the listed building and the proposal therefore accords with paragraph 197 of the NPPF in that it will represent lead to less than substantial harm to the significance of the heritage asset.

Impact Upon Biodiversity

- 8.13 The Council's Nature Conservation Officer was consulted in regard to the proposal, and a reply dated 24 May 2019 explains that an ecological survey is not required in this instance and that the risk to protected/priority species and habitats is considered to be minimal.

CONCLUSION

- 8.14 The proposed development is considered to accord with relevant national and local planning policy relating to agricultural buildings in the Green Belt. It is therefore recommended for approval subject to the conditions set out below.

9.0 HUMAN RIGHTS

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

This Recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

10. PUBLIC SECTOR EQUALITIES DUTY

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

- Removing or minimising disadvantages suffered by people due to their protected characteristics
 - Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
 - Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.
- Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have "regard to" and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the PSED.

11.0 RECOMMENDATION - Grant, 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.

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 scale Site and Location Plan; Drawing No. 5573/2124792/AJM/01 Floor Plan and Elevations; Drawing No. 5573/2124792/AJM/02 Block Plan; and Drawing No. 5573/2124792/AJM/06 Revision A Hard and Soft Landscaping Plan.

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

3. All hard and soft landscape works shall be carried out in accordance with the approved details on plan 5573/2124792/AJM/06 Rev.A dated 18/6/2019. The works shall be carried out prior to the first use of the building and the planting carried out in the first planting season following completion of the development. Any planting found damaged, dead or dying in the first five years following their planting are to be duly replaced with appropriate species.

Reason: This information is required prior to first use of the building in order to ensure the implementation of the scheme is carried out in accordance with the approved plans and to accord with Policies HE2 and HE3 of the Local Plan and Government Guidance contained in the National Planning Policy Framework.

4. The building hereby permitted shall be used for agricultural purposes only (as defined in Section 336 (1) of the Town and County Planning Act 1990); in conjunction with the remainder of the holding as identified in the supporting information submitted with the application. It shall be removed and the site reinstated to its original condition by a scheme to be agreed with the Local Planning Authority if at any time it ceases to be used for this purpose.

Reason: To ensure the building is used solely for agricultural purposes connected with the working of the holding to which it relates.

5. The development hereby permitted shall be constructed entirely of the materials details of which are shown on plan No. 5573/2124792/AJM/01 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order for the Council to be satisfied with the details of the proposed building.

6. Prior to the first use of the agricultural building hereby permitted, the unauthorised metal shipping container stationed on the site shall cease to be used for any purpose and shall be removed from any part of the site identified in the application as being part of the holding.

Reason: Bearing in mind that the site lies within the South East Dorset Green Belt and in order for the Council to be satisfied regarding any harm to the Green Belt and to the visual amenity of the surroundings.

Case Officer: Caroline Smith

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

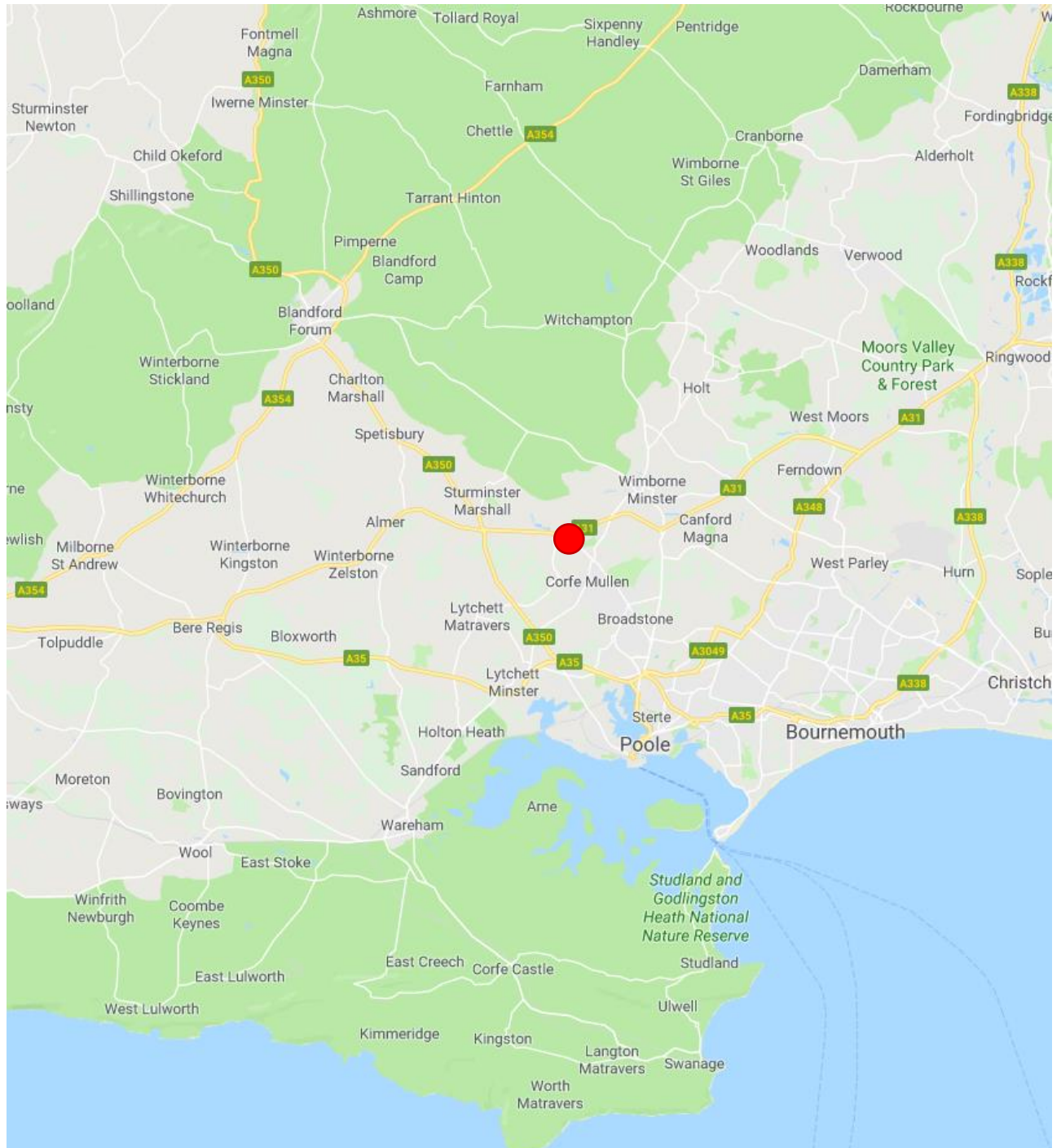
The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.

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Approximate Site Location 

3/19/0758/FUL - Land adjacent to Blandford Road, Corfe Mullen, Wimborne, BH21 3RQ.

Proposal: Erect Agricultural building for livestock and machinery.



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Application details

Ref: 6/2019/0224	Case officer: Alexandra Dones
Applicant: Dorset Waste Partnership	
Address: 8 Westminster Road, Wareham, BH20 4SW	
Proposal: Reorganisation of depot for recycling collection vehicles. Provision of parking, porta cabins for office & welfare facilities, shipping containers for storage and new fencing and lighting.	
Ward Member(s): Cllr Beryl Ezzard & Cllr Ryan Holloway	

1. Recommendation:

The application is brought to the Planning Committee for determination as the agent is a Dorset Council employee (Matthew Piles). The site is owned by Dorset Council.

To **grant** planning permission subject to conditions as set out in the report.

Reason for the recommendation:

All significant planning matters have been appropriately and adequately addressed. Officers are recommending approval.

- The location is considered to be sustainable and the proposal is acceptable in its principle, design and general visual impact.
- There is not considered to be any significant harm to neighbouring residential amenity, subject to conditions.
- There are no material considerations which would warrant refusal of this application

2. Key planning issues

Issue	Conclusion
Principle of development	Acceptable – within the settlement boundary of Wareham.
Scale, design and impact on the character and appearance of the area	Acceptable – there will be no harm to the character and appearance of the area.
Impact on the living conditions of the occupants of neighbouring properties	Acceptable – subject to appropriate conditions. There will be no demonstrable harm to neighbours.
Highway issues	Acceptable – subject to appropriate conditions.
Drainage issues	Acceptable – subject to appropriate conditions.

3. Description of Site

The site is located on the east side of Westminster Road in a primarily industrial area within the settlement boundary of north Wareham. Previously there was a large industrial style building on site, however, at the time of the Officer site visit the site was vacant. To the north of the site is the SSE electricity distribution site and to the south there are other mixed industrial units. The site is

abutted to the east by a number of residential properties and lock up garages accessed via Mistover Close.

4. Description of Proposal

The applicant is seeking planning permission to reorganise a site used as a depot for recycling collection vehicles. The proposals include the provision of parking for the recycling vehicles, a vehicle 'washdown' area, porta cabins for offices and shipping containers for storage. The proposals also include the provision of lighting and boundary treatments in the form of fences and parking for 7 cars at the front of the site. The site has been used as an operational depot for in excess of 20 years. Previously, there was one large industrial style building on site and vans would park behind the building, directly adjacent to the rear boundary which abuts residential properties and their gardens. The large industrial unit has now been demolished and the vehicles have been temporarily relocated to the highways depot (across the road from the application site) whilst the demolition and reorganisation on site takes place. The proposed reorganisation of the site is designed to make better use of the whole site by having smaller buildings and designated parking areas to the front. The applicant believes this will improve the operations on site whilst bettering the previous situation for the occupiers of nearby residential properties. This will be done by removing vehicles from the rear boundary of the site, providing dedicated parking spaces for refuse vehicles and creating dedicated separate areas for vehicle washing, storage and offices.

5. Relevant Planning History

None relevant to this application.

6. Relevant Constraints

- Within settlement boundary
- Within River catchment – Piddle (lower)
- Surface water flooding – flood risk equivalent to Flood Risk Zone 1

7. Consultations and responses received

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

Who	Relevant Points	Case Officer Response
Highways Team	No objection. Subject to conditions outlined in the main report.	Suggested conditions put forward in the list of recommended conditions.
Environmental Health Officer (Noise)	No objection. Subject to conditions outlined in the main report.	Suggested conditions put forward in the list of recommended conditions.
Drainage Engineer	No objection. Subject to conditions outlined in the main report.	Suggested conditions put forward in the list of recommended conditions.
Scottish and Southern Electric	No objection. Request that no vehicles park outside the adjacent substation and obstruct	Noted. This will be relayed to the applicant as this is out of the control of the Council as

	access as access is needed at all times. At present vehicles are using the access to the substation as temporary parking.	Local Planning Authority.
Wareham Town Council	No objection.	Noted.

8. Representation

The Council received 3 comments from neighbours and residents about this planning application. All are objections. The following table sets out a summary of the key issues from the comments as well as the case officer's response to them. All responses can be seen in full on the Council's website.

Issue	Case officer response
Two neighbours raised concerns regarding noise issues. The neighbours commented that they were subject to noise nuisance prior to the demolition of the depot building and they fear this will continue once the site is brought back into use. The comments referred to the noise of engines running from 06:30am onwards, trucks 'beeping' and from workers shouting. One neighbour commented that the noise interrupts their sleep in turn affecting their health.	The Environmental Health Officer has raised no objections to the proposals in terms of noise, subject to conditions. The relevant conditions have been put forward in the list of recommended conditions.
Two neighbours suggested that it may be more appropriate to change the proposed layout of the site to have the vehicles positioned at the front of the site (adjacent to Westminster Road).	Officers can only assess the plans submitted as part of the application. For the reasons set out in the main body of the report, Officers consider that the proposed layout is appropriate in terms of the impact on the occupiers of nearby residential properties, and an improvement on the previous arrangements on the site.
A neighbour raised concerns regarding waste water from cleaning trucks/ bins running in to the gardens of properties located to the rear of the site.	As part of the application there is a dedicated 'washdown area' as shown on plan A101 Revision F. Previously, the trucks were washed at the rear of the site and directly adjacent to the boundary between the site and the nearby residential properties. The 'washdown' area is located centrally within the site and approximately 40m from the rear boundary of the site. The Drainage Engineer and the Environmental Health Officer have raised no concerns regarding the proposed drainage and the impact of this on the occupiers of nearby residential properties.

A neighbour raised that there had been previous issues with lighting on site, however, the neighbour commented that this appears to have been addressed as part of the current proposal.	As part of the application extensive lighting details, including surveys, have been submitted to the Council. The Environmental Health Officer has raised no concerns regarding the impact of the lighting on the occupiers of nearby residential properties. A condition has been put forward in the list of recommended conditions to ensure the proposed lighting details are adhered to.
Two neighbours raised concerns regarding flies at their homes that they believe are associated with the use of the site for waste.	The use of the site is already established and the Environmental Health Officer made no comments and raised no concerns regarding the use of the site and the proximity of it to the residential properties.
A neighbour raised concerns that HGV 's are using Carey Road as a short cut or to visit the shopping parade on Carey Road. The neighbour requested that a planning condition that none of the vehicles shall travel along Carey Road for any reason other than to carry out waste / recycling collection be added to the decision notice.	The Highways Officer raised no concerns regarding HGV's on Carey Road. Officers do not consider it would be reasonable or necessary to add a condition of this kind.

9. Relevant Policies

Purbeck Local Plan Part 1:

Policy LD: General Location of Development

Policy SD: Presumption in favour of Sustainable Development

Policy D: Design

Policy IAT: Improving Infrastructure and Transport

Policy BIO: Biodiversity and Geodiversity

Policy FR: Flood Risk

Emerging Purbeck Local Plan

No relevant policies.

NPPF

Chapter 4: Decision-making

- Paragraphs 47 & 48 – Determining applications
- Paragraphs 54 & 55 – Planning conditions and obligations

Chapter 9: Promoting sustainable transport

- Paragraphs 108, 109 & 110 – Considering development proposals

Chapter 12: Achieving well-designed places

- Paragraphs 124, 127 & 130 - Achieving well-designed places

Chapter 14: Meeting the challenge of climate change, flooding and coastal change

- Paragraphs 155 & 163 – Planning and Flood Risk

Chapter 15: Conserving and enhancing the natural environment

- Paragraphs 170, 172 & 173 - Conserving and enhancing the natural environment
- Paragraph 175 – Habitats and biodiversity

Other material considerations

Strategic Flood Risk Assessment 2018.

10. Human Rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

This Recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

11. Public Sector Equalities Duty

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

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

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

In this instance the site is not generally open to members of the public. Health and safety legislation dictates employee’s requirements and this has been catered for.

12. Financial Benefits

The approximate resource implications if this application is granted are:

Material Planning Considerations	
What	Amount / value
Affordable housing	N/A
Quantum of green space	N/A
Play areas	N/A
Contributions to health care etc	N/A

Jobs created	N/A
CIL	N/A
Other section 106 contributions	N/A
Non Material Planning Considerations	
What	Amount / value
Council Tax	N/A
Business rates	Increase of £4,000
New Home Bonus	N/A

13. Planning Assessment

Principle of development

The site is located in an industrial area within the settlement boundary of north Wareham as detailed by policy LD of the Purbeck Local Plan part 1. Wareham is defined as a town within the settlement hierarchy and is the most sustainable location where new development should be directed. The proposals are for the reorganisation and improvement of an existing operational depot used for parking refuse collection vehicles. The proposals include the provision of parking for the recycling vehicles, a vehicle 'washdown' area, porta cabins for offices and shipping containers for storage. The proposals also include the provision of lighting and boundary treatments in the form of fences (2.4m high weld mesh). National and Local planning policies set out the presumption in favour of sustainable development where land within defined settlement boundaries is considered to be a sustainable location for development. The principle of development is therefore acceptable.

Scale, design and impact on the character and appearance of the area

The single industrial unit previously located centrally within the site measured approximately 60m in length and 20m in width, this has now been demolished. The scale of the proposed scheme will be reduced in terms of visual bulk and form as it uses a variety of smaller structures to create an operational depot that functions more effectively. The site will consist of 4 porta cabins connected by a covered open area and 2 shipping containers. The porta cabins will be used for offices/ changing rooms/ a canteen and will have a maximum height of approximately 2.5m. There will be an open plan covered area connecting the porta cabins constructed steel and aluminium with a dome shaped roof made of clear polycarbonate glazing panels. The highest point of the open plan frame will be approximately 3.9m. The shipping containers will be located towards the rear boundary of the site and will be used for storage with a maximum height of approximately 2.5m. The shipping containers will be coloured and constructed of corrugated metal. The porta cabins will be grey and are constructed from plastisol walls with aluminium window and door frames. The proposals also include the erection of a green, weldmesh fence on the north, east and western boundaries of the site which will be approximately 2.4m high.

Officers consider that the proposed design and materials are appropriate in this industrial location and that the scale, design and impact on the character and appearance of the area are acceptable.

Impact on the living conditions of the occupants of neighbouring properties

There are a number of residential properties located to the rear (east) of the site, in Mistover Close. Officers consider that the proposals would not result in an overbearing or overshadowing

impact on the occupiers of neighbouring properties due to the height of the containers and their orientation within the site. The shipping containers located on the rear (east) boundary will be approximately 2.4m and the same height as the fencing. Officers consider this to be an acceptable height.

Neighbours have raised concerns regarding noise and the Environmental Health Officer (EHO) has confirmed that noise complaints at this site have been investigated in the past. Officers consider that the proposed layout of the site will improve the previous situation in terms of noise. Prior to the demolition of the large industrial unit, refuse vehicles parked directly adjacent to the rear (east) boundary of the site. In the submitted plans, adjacent to the rear boundary of the site are the two storage shipping containers, this will act as a barrier between the residential properties and the refuse vehicles. The distance between the residential properties and the nearest parking bay is approximately 12m. The boundary is located approximately 2m from the nearest residential property and therefore the vehicles are located at least 10m further away. The EHO has raised no objections to the proposals in terms of noise so long as there is a planning condition ensuring that vehicles do not start their engines on site before 06:30am. The relevant planning condition has been added to the list of recommended planning conditions.

Neighbours raised concerns regarding drainage issues on site. As part of the application there is a dedicated 'washdown area' as shown on plan A101 Revision F. Previously, the trucks were washed at the rear of the site and directly adjacent to the boundary between the site and the nearby residential properties and this led to waste water running into the nearby residential gardens. The proposed 'washdown' area is located centrally within the site and approximately 40m from the rear boundary of the site. The distance from the boundary combined with the improved drainage system on site should overcome these issues. The Drainage Engineer and the Environmental Health Officer have raised no concerns regarding the proposed improved drainage and the impact of this on the occupiers of nearby residential properties.

Neighbours raised concerns regarding lighting, however, as part of the application extensive lighting details, including surveys, have been submitted to the Council. The Environmental Health Officer has raised no concerns regarding the impact of the lighting on the occupiers of nearby residential properties as the lights will point directly into the refuse site. A condition has been added to the recommended list to restrict the lighting to the details submitted.

In summary, Officers consider that although there may be a degree of harm, the impact on the occupiers of neighbouring properties is likely to be far less significant than caused by the previous operations on the site. Officers consider the impact of the proposals on the living conditions of the occupants of neighbouring properties to be acceptable.

Highway issues

The Highways Officer raised no concerns regarding the proposals and recommended a condition should be applied to the decision notice regarding the parking and turning construction and layout. The relevant condition has been added to the list of recommended conditions.

Drainage issues

The flood risk map shows this site to be in flood risk zone 1 (this is the lowest risk) and in this respect the development would be acceptable. This site is in an area at theoretical risk of surface water flooding in extreme events. The surface water on site will also be increased by the wash down facility created for the refuse vehicles and it is therefore important that the surface water drainage scheme is designed such that it does not exacerbate the flooding problems elsewhere. The application form indicates that surface water will be dealt with by discharging to a sewer, however from the information available to the Council only a public foul sewer is present in Westminster Road. The Drainage Engineer therefore recommended that a more satisfactory way of dealing with surface water discharge from the proposed buildings, paved areas and from washing the vehicles would be by the use of a 'SuDS' Sustainable Drainage System. A condition

regarding the preparation and submission of a SUDS scheme has been added to the list of recommended conditions.

Site location plan



Pictures courtesy of Dorset Explorer.

Appendix – Recommended planning conditions

1. The development must start within three years of the date of this permission.
Reason: This is a mandatory condition imposed by Section 91 of the Town and Country Planning Act 1990 to encourage development to take place at an early stage.
2. The development permitted must be carried out in accordance with the following approved plans: PD3907_C, A100revA, A101 Revision F, A203, A200 Revision E, A202, A100 rev P03, B100 rev P03, C100 rev P03, A200 rev P03, B200 rev P03, C200 rev P03, D100 rev P04, D200 rev P04, AS -F -001A, AS-F-001B, AS-F 002A, AS-F-002B, AS-F-003, AS-F-004 and the lighting details dated 04.03.2019 titled 'Westminster Road Depot'.
Reason: For the avoidance of doubt and in the interests of proper planning.
3. The engines of the recycling collection vehicles must not be started before 06:30am.
Reason: In the interest of the amenities of adjoining and nearby residential properties.
4. The lighting on site must be installed in accordance with the details submitted as part of the application. No further external lighting must be installed unless details of the location, illumination and brightness has been submitted to and agreed in writing by the Council. The lighting must be installed in accordance with those agreed details.
Reason: In the interest of the amenities of adjoining and nearby residential properties.
5. Before the development is utilised the turning and parking shown on the submitted plans 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.
6. A suitable method of dealing with surface water drainage from the development must be installed before the first occupation of any of the portable buildings. Before any surface water drainage works start, the scheme must be submitted to and approved in writing by the planning department of the Council. This must include details of the on-going management and maintenance of the scheme. The appropriate design standard for the drainage system must be the 1 in 100 year event plus 40% allowance for the predicted increase in rainfall due to climate change. This requirement is above and completely separate to any building regulations standards. Prior to the submission of those details, an assessment must be carried out into the potential for disposing of surface water by means of a sustainable drainage system (SUDs). The results of the assessment must be provided to the Council. The approved drainage scheme must be implemented It must be maintained and managed in accordance with the agreed details.
Reason: These details are required to be agreed before surface water drainage works start in order to ensure that consideration is given to installing an appropriate drainage scheme to alleviate the possible risk of flooding to this site and adjoining catchment land caused by both the weather and the vehicle wash down area.
7. Informative Note - Matching Plans. 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.
8. Statement of positive and proactive working: In accordance with paragraph 38 of the National Planning Policy Framework, the Council takes a positive and creative approach to development proposals focused on solutions. 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.

For this application: the application was acceptable as submitted and no further assistance was required. The application was approved without delay.

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PLANNING COMMITTEE

31 July 2019

Appeal Decisions

1. PURPOSE AND RECOMMENDATIONS

Purpose of Report: To inform Members of notified appeals and appeal decisions and to take them into account as a material consideration in the Planning Committee's future decisions.

Recommendations: It is **RECOMMENDED** that:
(This report is for Information)

Wards: Eastern

1.0 Appeal Reference: APP/U1240/D/19/3227898

Planning Reference: 3/18/3048/HOU

Proposal: Removal of Roof; Increase in Height Of The Ridge And Eaves For First Floor Habitable Accommodation

Address: Roanoke, Lower Rowe, Holt, Wimborne BH21 7DZ

Appeal dismissed

The proposal involved raising the ridge of the roof by 1.5 metres, the incorporation of dormers and an end gable addition to a single storey dwelling. The site lies within the South East Dorset Green Belt.

The Inspector considered that the main issues in this case were: (i) whether the proposal would be 'inappropriate development' in the Green Belt and (ii) whether the harm by reason of inappropriateness and loss of openness would be clearly outweighed by 'other considerations', and if so whether this would amount to the 'very special circumstances' required to justify the proposal.

In regard to the planning history of the site, the Inspector noted that the original building had previously been substantially extended. He came to the view that 'the existing cumulative increase in its size would be noticeably increased by the addition of a first floor. The raising of the ridge by about 1.5m and the incorporation of dormers and an end gable would further change the form and character of the original building and increase its bulk.'

The Inspector came to the view that 'the individual and cumulative effect of the appeal scheme would be one of the building being disproportionately extended in conflict with the Framework. Moreover, the raising of the roof and the construction of the dormers would by definition dominate the existing building and result in a material loss of openness, especially bearing in mind that the building is set some distance apart from neighbouring buildings on

slightly elevated land in a rural landscape with a predominantly open character.'

The Inspector therefore concluded that the addition of the first floor would be inappropriate development in the Green Belt contrary to the Framework and Local Plan Policy GB3, which is harmful by definition. He was also of the view that there were no very special circumstances in this instance to justify the development and the appeal was dismissed on that basis.

2.0 Appeal Reference: APP/U1240/W/18/3216783

Planning Reference: 3/17/3060/CONDR

Proposal: change from shop (A1) with storage above to A4 (drinking establishment) on both floors and construct single storey extension at rear for use as store without complying with Condition 7 of planning permission 3/15/1291/FUL dated 17 February 2016 which required :

'The use hereby permitted shall not be open to customers outside the following times: 09.00 hrs to 23.00 hrs Monday to Saturday and on Sunday, Public and Bank Holidays'

Address: 6 East Street, Wimborne Minster BH21 1DS

Appeal allowed

Located within Wimborne Minster Town Centre, the appeal premises front a street designated as a secondary shopping area. Whilst there are residential properties, notably above some of the ground floor premises and to the rear of East Street, away from the main shopping frontage, the area is largely mixed in character. It includes a number of shops and other uses associated with town centre locations, as well as several cafés, restaurants and bars

In February 2016, planning permission was granted for a change of use from a shop (A1) to a drinking establishment (A4), subject to a number of conditions, one of which sought to restrict the opening hours of the premises to between 0900 and 2300 in order to protect the amenity of the area and residential properties in the vicinity (Condition 7).

An application to vary this condition by altering the opening hours of the premises to between 1100 and 2330 Sunday to Thursday, 1100 and 0030 Friday to Saturday was refused at Committee contrary to officer recommendation. The Council's Licensing Authority had separately granted a licence allowing the premises to remain open until 0030am on Fridays and Saturdays.

The Inspector considered the main issue was the effect that varying the conditions would have on the living conditions of nearby residents, with particular regard to noise and disturbance.

In allowing the appeal, the Inspector noted concerns raised by local residents and the Council in respect of noise, disturbance and anti-social behaviour

issues which, it was argued, result from the cumulative impact of drinking establishments benefiting from late-night opening hours but determined that:.

‘ ... the proposal before me does not relate to a change of use to allow an additional drinking establishment. The appeal premises have been operating for over 26 months, and the presented information does not suggest that any complaints have been received by the Council in respect of noise or disturbance issues caused by the appeal premises. In addition, no objection to the proposed extended hours has been raised by the Council’s Environmental Health Officer or the Police

In the absence of evidence to the contrary, perceived or actual anti-social behaviour issues within the town centre cannot be imputed to the appeal premises. Furthermore, as the use of the outdoor area to the rear of the premises is restricted by way of a condition, I am satisfied that the living conditions of the occupiers of River Cottage would not be unduly affected by the proposal

Consequently, based on the evidence before me, I consider that the proposed extended hours of opening would not unacceptably harm the living conditions of nearby residents, with particular regard to noise and disturbance. I therefore find no conflict with saved Policy DES2 of the East Dorset Local Plan (2002), which seeks to protect residential amenity, notably from noise and disturbance’.

The Inspector allowed the appeal with the following conditions.

‘1) The rear outside area shall not be used by customers and staff for drinking, smoking and socialising. The area shall be used for emergency escape only and the rear door shall be fitted with an automatic closing device that shall be maintained in good working order and the said rear door shall be kept closed when the premises are occupied. In addition, no further openings shall be formed in the rear elevation without express planning permission.

2) The use hereby permitted shall only be open to customers between the hours of 1100 and 2330 Sunday to Thursday and 1100 and 0030 Friday to Saturday.

3) Amplified or other music may only be played in the premises between the hours of 1100 and 2300 Monday to Sunday’.

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