



Northern Area Planning Committee

Date: Wednesday, 21 August 2019
Time: 2.00 pm
Venue: Stour Hall - The Exchange, Old Market Hill,
Sturminster Newton, DT10 1FH

Membership: (Quorum 6)

Sherry Jespersen (Chairman), Mary Penfold (Vice-Chairman), Jon Andrews, Tim Cook, Les Fry, Matthew Hall, Carole Jones, Robin Legg, Bill Pipe, Val Potheary, Belinda Ridout and David Taylor

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 or Elaine Tibble 01305 838223/01305 224202
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A G E N D A

Page No.

1 APOLOGIES

To receive any apologies for absence

2 DECLARATIONS OF INTEREST

To receive any declarations of interest

3 MINUTES

5 - 18

To confirm the minutes of the meeting held on 23 July 2019.

4 PUBLIC PARTICIPATION

There will be no opportunity for Members of the public to speak on a planning application unless proper notification is given to Democratic Services no later than two clear working days before the meeting in accordance with the [Guide to Public Speaking at Planning Committee](#).

5 DORCHESTER TRANSPORT AND ENVIRONMENT PLAN (DTEP) - PROPOSED 20 MPH ZONE FOR VICTORIA ROAD AND NEIGHBOURING ROADS, DORCHESTER

19 - 28

6 PLANNING APPLICATIONS

To consider the applications listed below for planning permission

a WD/D/19/001272 - Development of Sectors 3.63 & 4.31 North Quadrant, Poundbury, Dorchester

29 - 44

Application for approval of reserved matters for access, appearance, landscaping, layout & scale for Sectors 3.63 & 4.31 of outline planning permission 1/D/09/001363.

b 2/2019/0686/FUL - Construction of two pairs of residential properties in place of agricultural building, Sandpits Lane, Madjeston, Gillingham

45 - 52

Erect 4 No. dwellings (demolish agricultural buildings).

- c **WD/D/19/001826 - Construction of CCN provision at St Marys Church of England Middle School, Coombe Road, Puddletown**

53 - 60

Install a modular construction classbase for a new CCN provision within the School. A glazed link corridor to connect the proposed building with the existing school.
4no. additional parking spaces to be provided to suit extra staffing levels.

7 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.

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DORSET COUNCIL - NORTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY 23 JULY 2019

Present: Cllrs S Jespersen (Chairman), J Andrews, T Cook, L Fry, M Hall, C Jones, R Legg, M Penfold (Vice-chairman), V Potheary, B Ridout.

Apologies: Cllrs N Lacey-Clarke and D Taylor

Also present: Cllr D Walsh and Cllr J Somper

Officers present (for all or part of the meeting): R Lennis (Planning), R Firth (Legal), S Savage (Highways), S Dallison (Clerk), C Worman (Planning)

17. Declarations of Interest

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

18. Minutes

The minutes of the meeting held on 18 June 2019 were confirmed and signed.

19. Public Participation

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

20. Planning Applications

Members considered written reports submitted on planning applications as set out below.

21. 2/2018/1240/FUL - HUNTLEY DOWN, MILBORNE ST ANDREW

The Planning Officer presented the report showing members all of the relevant plans and drawings. Members of the committee were advised that as the Milborne St Andrew Neighbourhood Plan has passed through the examination stage and that a referendum on the Neighbourhood Plan would take place on 8 August 2019, it was now considered that moderate weight should be given to the Neighbourhood Plan, which was a material change to when the application has been considered the by North Dorset District Council Planning Committee in January 2019. Changes to the National Planning Policy Framework as set out in the officer's report also marked a material change to be considered. The Head of Legal Services advised the committee of the legal position relating to revisiting the application in the context of the Neighbourhood Plan; members noted that the committee would need to have good planning reasons to reverse the view of the North Dorset Planning Committee which had delegated authority to grant the application in January. The Planning Officer also advised the committee of minor typographical errors relating to the conditions set out in the report, which would be corrected in the appendix to minutes of the meeting.

The Planning officer highlighted that a previous proposal for the site had been for 30 dwellings and the current application for 25 dwellings was considered to be acceptable in terms of design and general visual impact with no significant harm to neighbouring residential amenity. In addition the committee was advised that the Council could only demonstrate 3.3 years of housing

land supply and that the impact on ecology had been addressed through a Healthland Infrastructure Project. In view of the sustainability merits of the proposal and the shortfall in the Council's housing land supply the development was recommended for approval subject to conditions and a legal agreement to secure the necessary off-site financial contributions.

Public Participation

Oral representations objecting to the planning application were received from, Elizabeth Humphrey, Phillip Bowell, Steve Bulley and Brian Keene. Those objecting to the development stated that the site was surplus to requirement given that the shortage of homes was within the towns and not in the villages, the land could still be used as arable land and the site was outside of the settlement boundary. It was also considered that in view of national planning guidance weight should be given to the Neighbourhood Plan and to approve the application would therefore go against national guidance and local democracy. Concerns were also raised regarding the height of the dwellings in view of the site levels which would impinge on the skyline and the risk around the trees touching the nearby electric cables. Objections were also raised in respect of those with mobility needs due to the slope of the site and the fact that the affordable homes had been located to the least attractive part of the site rather than being pepper potted throughout the development which was inconsistent with national policy. Objectors also highlighted that the site was not the only site available and that there were other planning applications being considered for some 200 new homes. It was felt that the applicant was seeking a decision on the application prior to the referendum to avoid being bound by the Neighbourhood Plan.

Oral representations were received from Richard Macnair (Milborne St Andrew Parish Council). The Parish Council representative highlighted that the planning application was in contradiction to the Neighbourhood Plan and should be rejected as the referendum was to be held in two weeks' time. In addition in a similar situation in Hazelbury Bryan, the Planning Manager had given a significant weight to the emerging Neighbourhood Plan. It was also felt that the proposal did not meet the community benefit test.

Oral representations were received from Robert Lofthouse (Agent for the applicant).

The committee was advised that the Planning Committee of North Dorset District Council has agreed to delegate approval of the application in January 2019 and the applicant had been working on the project for many years and the development would deliver 10 affordable homes. The councils did not have a current 5 year land supply which meant that housing opportunities such as the development under consideration should be supported. Sites that were deliverable should be embraced and supported, and approval of the application would mean that the homes would be ready for occupation early in 2020 together with public open space provided adjacent to the site.

The application would make an important contribution to meeting local housing needs in the area through the incorporation of affordable homes.

In response to some of the issues raised the Planning Officer reported that the referendum for the Neighbourhood Plan had not been held which was why the weight given to it was only moderate. In terms of the affordable homes it was considered that the layout was acceptable.

In respect of the condition 12 the Head of Legal Services advised the committee of an amendment to the condition which was amended to read:

"The applicants Biodiversity Mitigation & Enhancement Plan dated 31/08/2018 (from Clare Bird and Adrien Meurer of Hankinson Duckett Associates) shall be implemented in full prior to occupation of the 25th dwelling hereby approved or within timescales agreed in writing with the Local Planning Authority prior to that date".

Debate

In response to a question the Planning Officer confirmed to the committee that if the referendum result was for approval the weight given to the Neighbourhood Plan would change. Members

also sought clarification on the interpretation of policies being out of date or no longer valid, it was confirmed that the policies were still relevant but the amount of weight given to them was less given that the Councils housing land supply was less than 5 years.

Members expressed their concerns about taking a decision a few days before the Neighbourhood Plan referendum. Members also raised concerns regarding the layout of the site in respect of the location of the affordable homes, the impact of the sloping site on neighbouring properties and mobility issues. It was felt that 25 dwellings was still too dense for the site and not sympathetic to the area.

The Head of Legal Services reminded members that if the committee was minded to refuse the application reasons for why the application was now unacceptable would have to be provided. Members felt that the previous decision had been taken by the North Dorset District Council, a separate legal body, the committee was therefore entitled to take a different view and look at the application afresh.

Decision

It was proposed by Cllr V Potheary, seconded by Cllr B Ridout that the application be:-

REFUSED as set out in the appendix to these minutes.

At that point (15.10pm) the Chairman announced that there would be a short adjournment in order to enable the officers to confirm the wording for the refusal.

The committee reconvened at 15.48pm and the Planning Officer read out the grounds for refusal:-

1.The proposed development by reason of its layout and relationship to neighbouring properties would have an unacceptable impact on adjacent residential properties contrary to Policy 25 of the adopted North Dorset Local Plan Part 1 (January 2016), and Policy 14 of the emerging Milborne St Andrew Neighbourhood Plan 2018 to 2033 (Final version, May 2019).

2.The proposed development by reason of its design and layout would result in an unacceptable enclave of affordable housing contrary to Policies 8 and 24 of the adopted North Dorset Local Plan Part 1 (January 2016), and Policy 14 of the emerging Milborne St Andrew Neighbourhood Plan 2018 to 2033 (Final version, May 2019).

3.The proposal which is outside the development boundary and on the slope of a hill would have an unacceptable impact on the local landscape character and countryside contrary to Policies 4 and 20 of the adopted North Dorset Local Plan Part 1 (January 2016), and Policy 9 of the emerging Milborne St Andrew Neighbourhood Plan 2018 to 2033 (Final version, May 2019).

Decision

It was proposed by Cllr J Andrews, seconded by Cllr V Potheary:-

That the grounds for refusal be agreed.

22. WD/D/19/001377 - THE ROMAN TOWN HOUSE, COUNTY HALL, COLLITON PARK, DORCHESTER (Planning Permission)

The Planning Officer presented the report showing members all of the relevant plans and drawings. The Planning Officer reported to the committee a minor error on pages 49 and 63 of the report and amended the text as follows:-

P49: The Dorchester Town Walks are a Grade II Registered Park & Garden (~~statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990~~)

P63: The Dorchester Town Walks are a Grade II Registered Park & Garden (~~statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990~~)

The committee was advised that the Council's application was to carry out improvement works to the site following a consultation exercise, which had included Historic England. The site was located within the towns historic roman walls and was a hidden gem in Dorchester. The majority of works were to enhance the entrance to the site and the interpretation boards.

Debate

Concern was raised by a member about access to the 7 new parking bays for anyone with a disability. The Highways Officer confirmed that the barrier to the car parking was controlled by a barrier system during the week but was accessible over the weekend. It was also noted that there was suitable car parking available in close proximity to the site at the front of County Hall.

Concern was also raised in respect of the timing of the tree planted and a request was made that the trees should be planted between October and February. The Planning Officer confirmed that this would request would be taken into account and details of planting would be agreed and addressed under Condition 5..

In respect of car parking for disabled visitors the committee requested that the following be points be noted in the minutes:-

P52 Disabled car parking spaces and drop off points will be available immediately adjacent to the site in new and remarked spaces *when the car park is open to the public at weekends*

P65 Disabled car parking spaces and drop off points will be available immediately adjacent to the site in new and remarked spaces *when the car park is open to the public at weekends*.

Decision

It was proposed by Cllr C Jones seconded by Cllr L Fry and agreed that the application be

GRANTED as set out in the appendix to these minutes.

23. **WD/D/19/001378 - THE ROMAN TOWN HOUSE, COUNTY HALL, COLLITON PARK, DORCHESTER (Listed Building Consent)**

The Planning Officer presented the report showing the members all of the relevant plans and drawings.

It was proposed by Cllr C Jones seconded by Cllr L Fry that the application be:-

GRANTED as set out in the appendix to these minutes.

24. **WD/D/19/001187 - PIDDLEHINTON CAMP, CHURCH HILL, PIDDLEHINTON**

The Planning Officer presented the report showing members all of the relevant plans and drawings. It was considered that the scheme would have considerable social benefits through the provision of an additional 6 pitches towards the Council's available supply. Members noted that no objections had been received from consultees.

Amended wording was suggested for proposed conditions 3 & 4 as set out in the appendix these minutes.

The Chairman reported that the local member Cllr Gill Haynes was in support of the application.

Decision

It was proposed by Cllr L Fry seconded by Cllr C Jones and agreed that the application be:-

GRANTED as set out in the appendix to these minutes.

Duration of meeting: 2.00 - 4.22 pm

Chairman

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Application No. 2/2018/1240/FULL – Huntley Down, Milborne St Andrew

REFUSED

Reasons for Refusal:

- 1.The proposed development by reason of its layout and relationship to neighbouring properties would have an unacceptable impact on adjacent residential properties contrary to Policy 25 of the adopted North Dorset Local Plan Part 1 (January 2016), and Policy 14 of the emerging Milborne St Andrew Neighbourhood Plan 2018 to 2033 (Final version, May 2019).
- 2.The proposed development by reason of its design and layout would result in an unacceptable enclave of affordable housing contrary to Policies 8 and 24 of the adopted North Dorset Local Plan Part 1 (January 2016), and Policy 14 of the emerging Milborne St Andrew Neighbourhood Plan 2018 to 2033 (Final version, May 2019).
- 3.The proposal which is outside the development boundary and on the slope of a hill would have an unacceptable impact on the local landscape character and countryside contrary to Policies 4 and 20 of the adopted North Dorset Local Plan Part 1 (January 2016), and Policy 9 of the emerging Milborne St Andrew Neighbourhood Plan 2018 to 2033 (Final version, May 2019).

**WD/D/19/001377 FULL– The Roman Town House, County Hall, Colliton
Park, Dorchester (Planning Permission)**

GRANT

Subject to conditions:

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

Location Plan - Drawing Number L107 Rev P1 received on 23/05/2019
Site Plan - Existing Arrangement - Drawing Number L100 P1 received on 06/05/2019
Site Plan - Proposed Arrangement - Drawing Number L101 P2 received on 14/06/2019
Section - Drawing Number L106 Rev P1 received on 23/05/2019
Steps Section and Plan View - Drawing Number L104 P1 received on 14/06/2019
Tree Survey Plan - Drawing Number L103 P1 received on 14/06/2019

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

- 2 K10A The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

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

- 3 C030 No works shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to, and approved by, the Local Planning Authority. This scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results. The works shall thereafter accord with the agreed scheme.

REASON: to ensure the development makes provision for the investigation and recording of any archaeological heritage assets lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

- 4 NS The protected species mitigation proposals set out in the approved Biodiversity Mitigation and Enhancement Plan (BMEP) dated 21st May 2019; shall be undertaken in full as per the timetable

described in the BMEP, and shall be maintained in the approved condition permanently thereafter.

REASON: To ensure adequate habitat is provided and protected to accommodate protected species

- 5 NS No works shall commence on site until full details of both hard and soft landscape proposals shall, by reference to site layout drawings of an appropriate scale, be submitted to and approved in writing by the Local Planning Authority. The details shall include, as appropriate, the following information:

- (a) Car parking layouts & means of enclosure/pedestrian protection
- (b) Path & hard surfacing materials, construction & methodology
- (c) Design and construction of the proposed seating (supported by annotated scale drawings & method statement)
- (d) Details & location of proposed interpretation (supported by annotated scale drawings & method statement)
- (e) Planting plans, to include: Schedule of plants, species, size, proposed numbers and densities
- (f) Landscape and Ecological Management Plan to include: details of implementation timetables and schedule of maintenance

The development shall thereafter accord with the approved details.

REASON: To ensure the provision of amenity afforded by appropriate landscape design, and in the interests of the designated heritage assets

NOTES TO APPLICANT

1. National Planning Policy Framework Statement

In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development. The council works with applicants/agents in a positive and proactive manner by:

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

In this case:

- The application was acceptable as submitted and no further assistance was required.

**WD/D/19/001378 – The Roman Town House, County Hall, Colliton Park,
Dorchester (Listed Building Consent)**

GRANT

Subject to conditions:

- | | | |
|---|------|--|
| 1 | PLAN | <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Location Plan - Drawing Number L107 Rev P1 received on 23/05/2019
Site Plan - Existing Arrangement - Drawing Number L100 P1 received on 06/05/2019
Site Plan - Proposed Arrangement - Drawing Number L101 P2 received on 14/06/2019
S & L Kelland 2018 report : "Input to Roman Town House Lottery Bid" received on 14/06/2019</p> <p>REASON: For the avoidance of doubt and in the interests of proper planning.</p> |
| 2 | K40A | <p>The work to which it relates must be begun no later than the expiration of three years beginning with the date on which the consent is granted.</p> <p>REASON: This condition is required to be imposed by reason of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).</p> |
| 3 | NS | <p>The repairs and maintenance to the Roman Town House, and the moving of the Roman Coffin, shall accord with the methodology described in the S&L Kelland report "Input to Roman Town House Lottery Bid".</p> <p>REASON: To protect and safeguard the fabric and features of the heritage asset</p> |
| 4 | NS | <p>Prior to the opening up of the new access in the West Walks hereby approved, a detailed method statement shall be submitted to, and approved by, the Local Planning Authority. The works shall thereafter accord with the agreed details.</p> <p>REASON: In the interest of the architectural and historic interest of the listed wall</p> |

NOTES TO APPLICANT

1. National Planning Policy Framework Statement

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

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

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

In this case:

- The application was acceptable as submitted and no further assistance was required.

WD/D/19/001187 – PIDDLEHINTON CAMP, CHURCH HILL, PIDDLEHINTON

GRANT

Subject to conditions:

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

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

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

Block Plan received on 01/05/2019

Elevations-Double Unit - Drawing Number 1 421 P2 received on 01/05/2019

Elevations-Single Unit - Drawing Number 1 420 P3 received on 01/05/2019

Location Plan - Drawing Number L100 P1 received on 01/05/2019

Proposed Upper Site Location Plan - Drawing Number L101 P3 received on 01/05/2019

Proposed Lower Site Location Plan - Drawing Number L102 P5 received on 01/05/2019

Topographical Survey Drawing received on 01/05/2019

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

3. The site shall not be used other than as a caravan site for the occupation by gypsies and Travellers as defined in Annex 1 of the Planning Policy for Traveller Sites (August 2015).

REASON: In accordance with Policy SUS2 of the Local Plan.

4. In the event that previously unidentified contamination is found at any time when carrying out the approved development, this must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment, conducted in accordance with recognised good practice, shall be submitted to the Local Planning Authority for consideration and approval. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to the local planning authority for approval prior to any use or first occupation.

REASON: To ensure that risks from soil contamination to the future

occupants of the development and neighbouring occupiers are minimised, having regard to the National Planning Policy Framework

5. The development shall be carried out in full accordance with the agreed biodiversity mitigation plan dated 03/11/2016.

REASON: To ensure that the ecology impact of the proposal is acceptable

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**Dorset
Council**

Northern Area Planning Committee

Dorchester Transport and Environment Plan
(DTEP), Proposed Victoria Road 20mph Zone

Agenda Item 5

Date of Meeting: 21 August 2019

Lead Member: Councillor Ray Bryan – Lead Member for Highways, Travel and Environment

Lead Officer: Matthew Piles

Service Director for Environment, Infrastructure and Economy

Executive Summary:

In 2003 Dorset County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic. As the plan was developed maintenance and improvement works at various locations in Dorchester were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publicly acceptable.

In September 2014, Dorset County Council Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street, be progressed. This included replacement of the existing obsolete signal equipment at Great Western Cross and improvement of the junction to provide for controlled pedestrian crossing facilities on all major arms. A Local Member Led Project Working Group was set up to oversee development of the project with representation from County, District and Town Councils.

In order to provide the pedestrian crossing facilities at Great Western Cross without adversely affecting the traffic capacity of the junction it was necessary to prohibit certain traffic movements, but these could have led to increased traffic in Victoria Road as drivers sought to find an easy alternative to the banned turns. For this reason a ban on right turns from Damers Road into Victoria Road was included. Following advertising of the prohibition of turns, objections and representations were received. Most of the objections were from residents of Victoria Road who were concerned at the potential increase in traffic and/or opposed to the right-turn ban as a means of controlling traffic.

Given the concerns expressed by residents, it was agreed to progress an 'access only' order for Victoria Road, Westover Road, Albert Road (west of Cornwall Road) and St Helen's Road and to revoke the ban on right turns into Victoria Road. This

order came into force in July 2017 but subsequent monitoring has shown that it has not been totally effective in deterring through traffic. As a result, the Member Led group decided that a 20mph zone should be created covering Victoria Road, Westover Road, St Helens Road and a section of Albert Road.

Following advertising of the proposed order, 3 objections 1 comment and 7 expressions of support have been received. This report considers those responses and whether the proposed 20 mph zone should be implemented as advertised.

Equalities Impact Assessment:

An equalities impact assessment was carried out in August 2018. This concluded that there would be no discriminatory or negative consequences for any sector of the community on the grounds of race, gender, disability, faith, sexuality or age and the proposals would benefit the young, elderly, infirm and disabled.

Budget:

The overall budget for DTEP was £3.632 million including contributions from West Dorset District Council, Dorchester Town Council and developer payments relating to the Poundbury and Brewery Square developments. The estimated cost of the Works is approximately £90,000, including design and preparation costs, which will be met from the DTEP budget.

Risk Assessment:

Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:

Current Risk: LOW

Residual Risk: LOW

Other Implications:

None

Recommendation:

That having considered the objections received, Cabinet be recommended to implement the order as advertised, with the exception of the road hump at the junction of Victoria Road and Albert Road.

Reason for Recommendation:

The proposals should further deter inappropriate use of a quiet residential street by unsuitable through traffic.

Appendices:

Appendix 1 - Consultation Plan Showing Extent of Proposed Zone

Background Papers:

1. The responses to the Order Public Advertisement as outlined in Paragraph 4.4 are available to view in the Members Room.
2. Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillors are held on file in the Environment and the Economy Directorate.

Officer Contact:

Name: Paul Hannam
Tel: 01305225325
Email: p.l.hannam@dorsetcc.gov.uk

1 Background

- 1.1 In 2003 Dorset County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic in Dorchester. As the plan was developed maintenance and improvement works at various locations in the town were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publicly acceptable.
- 1.2 In September 2014, Dorset County Council Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street be progressed. This included replacement of the existing obsolete signal equipment at Great Western Cross and improvement of the junction to provide for controlled pedestrian crossing facilities on all major arms. The design would also make allowance for the Poundbury link in the Dorchester Local Cycle Network to be easily accommodated when it is completed.
- 1.3 A Local Member Led Project Working Group comprising members and officers of the County, District and Town Councils was set up to oversee development of the project.
- 1.4 Following a decision by West Dorset District Council in December 2015 to defer support for a link road affecting Fairfield car park, in February 2016 Dorset County Council Cabinet again resolved to progress design and construction of improvements at the various locations identified in the revised DTEP project.

- 1.5 In order to provide pedestrian crossing facilities at Great Western Cross without adversely affecting the traffic capacity of the junction it was necessary to prohibit certain traffic movements, but these could have led to increased traffic in Victoria Road as drivers sought to find an easy alternative to the banned turns. For this reason a ban on right turns from Damers Road into Victoria Road was included.
- 1.6 Following advertising of the prohibition of turns, objections and representations were received. Most of the objections were from residents of Victoria Road who were concerned at the potential increase in traffic and/or opposed to the right-turn ban as a means of controlling traffic.
- 1.7 Given the concerns expressed by residents, it was agreed to progress an 'access only' order for Victoria Road, Westover Road, Albert Road (west of Cornwall Road) and St Helen's Road and to revoke the ban on right turns into Victoria Road. This order was advertised in February 2017 and following a decision by Dorset County Council Cabinet came into force in July 2017.
- 1.8 The works at Great Western Cross were constructed between January and April 2017.
- 1.9 'Before and after' traffic surveys were undertaken in Victoria Road in early November 2016 and mid-January 2018. These indicated a 17% increase in average daily northbound flow (12% increase in two-way flow). Continued expressions of concern from residents led to the Member working group agreeing to progress introduction of a 20mph zone, which should be 'self-enforcing'.
- 1.10 The proposed 20mph zone was advertised for public consultation on 24 January 2019 and the objection period closed on 15 February 2019. During that period, 3 objections, 1 comment and 7 expressions of support were received. This report considers those responses and whether the proposed 20mph zone should be implemented as advertised.

2 Information

- 2.1 Work to replace the traffic signal equipment at Great Western Cross commenced on 15 January 2017 and the turning ban order was made on 20 January 2017.
- 2.2 A survey was undertaken to record traffic using Victoria Road between 27 October and 9 November 2016 inclusive. This was repeated in November 2017, but the results were thought to be affected by roadworks elsewhere in the town. A further survey was undertaken between 15 and 21 January 2018 after the roadworks had been completed.
- 2.3 The surveys indicated an overall increase in average daily flow (two-way) of 12% (from 370 to 415 vehicles) and an increase in northbound traffic of 17% (from 194 to 227 vehicles). Speed of traffic was little altered, with 85% of traffic travelling at less than 25 mph.

- 2.4 With regard to enforcement of the prohibition of through traffic ('access only' order), the police response to the primary consultation noted that "police enforcement of the proposal would be as standard and obviously prioritised with general policing duties". Orders prohibiting through traffic are known to be difficult for the police to enforce.
- 2.5 Creation of the 20mph zone with introduction of road humps is intended to deter disregard of the existing 'access only' order and curtail the speed of those vehicles travelling in excess of the 85th percentile speed.

3 Law

- 3.1 Sections 1 and 2 of the Road Traffic Regulation Act 1984 allow the Council to make an Order prohibiting, restricting or regulating the use of a road, where it appears to the Council that it would be expedient. The circumstances where an Order may be made include:

For avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising;

For preventing the use of the roads by vehicular traffic in a manner which is unsuitable having regard to the existing character of the roads or adjoining property;

For preserving or improving the amenities of the area through which the roads run.

4 Consultation

- 4.1 In July 2018, households with an access onto any of the roads affected by the 20mph zone proposal were consulted about it. 132 consultation letters were sent out. 36% of households responded, of which 75% were in favour of the proposal and 25% were not.
- 4.2 The consultation results were considered by the Local Member Led Project Working Group, which decided to proceed to a traffic regulation order.
- 4.3 Under Dorset County Council's procedure, primary consultation was carried out on the proposed Traffic Regulation Order (TRO) and it was supported by the Local Members for Dorchester; West Dorset District Council; Dorchester Town Council; the Police; the Ambulance Service; the Fire and Rescue Service; and by Dorset Waste Partnership.
- 4.4 The proposed 20mph zone was advertised for public consultation on 24 January 2019 and the objection period closed on 15 February 2019.
- 4.5 Within the objection period, there have been 11 responses to the public consultation process, which are summarised below.

Respondent and Address	Summary of Response
Resident of St Helens Road, Dorchester	Objects to the proposal. Considers that unless the banned turns into Cornwall Road at Great Western Cross are reinstated through traffic will continue to use Victoria Road despite the speed limit and road humps. Also considers that existing speeds in Westover Road, St Helens Road, and Albert Road are already below 20 mph so that part of the TRO is “irrelevant”.
Resident of St Helens Road, Dorchester	Objects to the proposal. Considers the TRO “will not work”.
Resident of Isambard Court, Dorchester	Objects to the proposal. Considers the works are unnecessary and a waste of public funds. Also, concerned about 24 hr street lighting, noise, safety of two-wheeled vehicles and the legitimacy of the decision to proceed with the scheme.
Resident of Victoria Road, Dorchester	Comments that road humps “encourage excessive braking and acceleration” and that use of mobile speed cameras will be necessary to enforce the speed limit. Would prefer to see a road closure.
Resident of Victoria Road, Dorchester	Supports the proposal. Considers the proposal would address residents’ long-held concerns about speed and volume of traffic without being “overly draconian or unenforceable”.
Resident of Victoria Road, Dorchester	Same surname and address as supporter above and comments identical.
Resident of Victoria Road, Dorchester	Supports the proposal. Comments as supporters above.
Resident of Victoria Road, Dorchester	Supports the proposal. Considers that problems in Victoria Road are the result of the refurbishment works at Great Western Cross and those who ignore the existing ‘access only’ order are mainly taxi drivers, delivery drivers and driving schools.

Resident of Victoria Road, Dorchester	Supports the proposal. Considers that traffic calming is necessary for pedestrian safety, to deal with "fast and aggressive rat running".
Resident of High West Street, Dorchester	Supports the proposal. As a former resident of Victoria Road, hopes the proposal will "stop rat running especially by taxi drivers".
Resident of Victoria Road, Dorchester	Supports the proposal. Considers the proposal provides the additional measures needed to deal with the traffic problems in Victoria Road.

- 4.6 The responses consist of 3 objections 1 comment and 7 expressions of support. All except one respondent live on or have vehicular access onto the roads affected by the order. The one remaining respondent is a former resident of Victoria Road.

5 Officer Comments on Representations

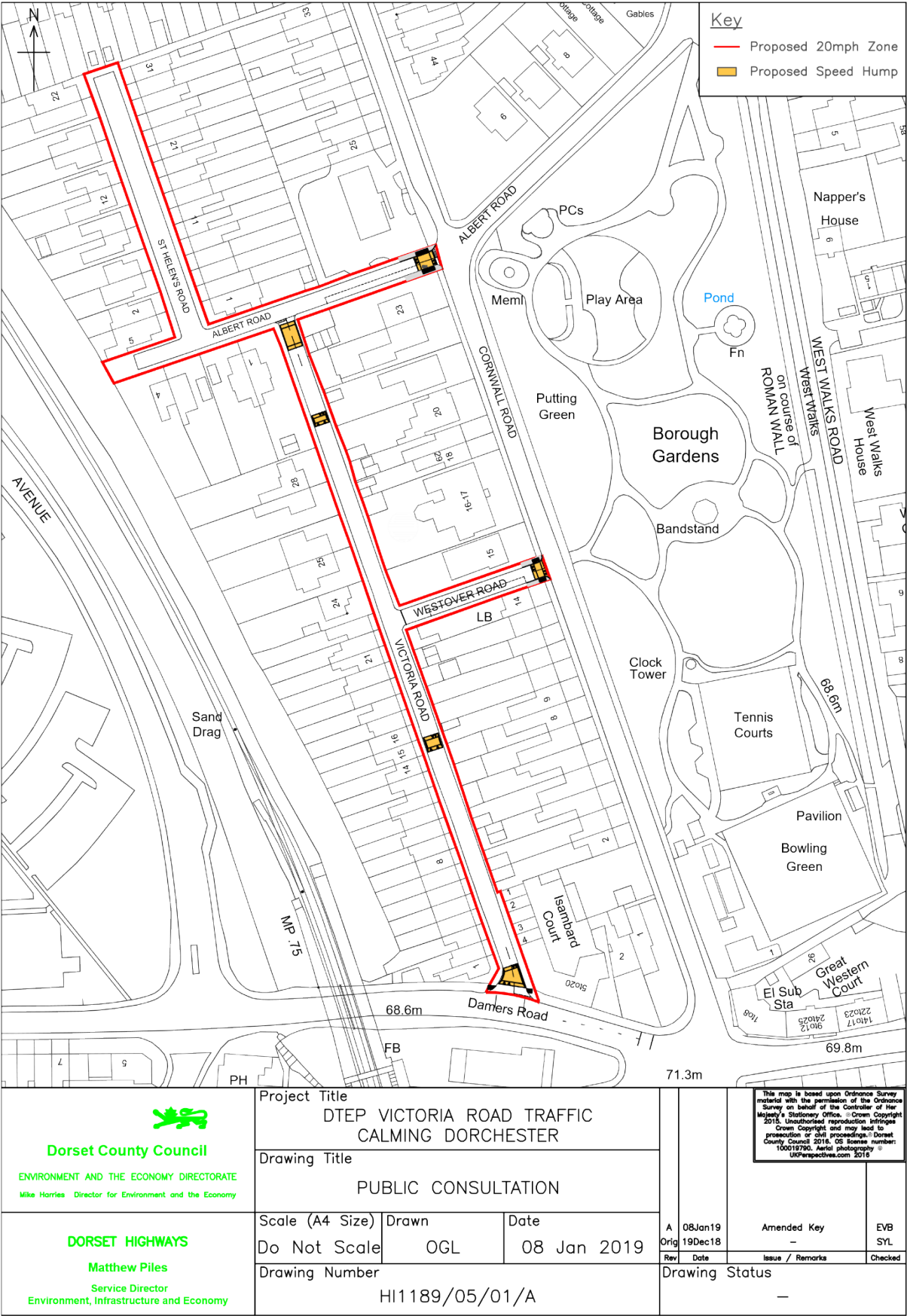
- 5.1 Three of the four non-supporting respondents expressed concern that the proposal would fail to achieve the aim of deterring traffic from using Victoria Road and Albert Road as a through route, in contravention of the 'access only' order. Unfortunately, that order can only be enforced by the police and is "subject to prioritisation with general policing duties". Introduction of the 20mph zone (including road humps) is highly likely to reduce vehicle speeds and would therefore increase the time taken to travel through Victoria Road and Albert Road. Whether this would be sufficient to deter some of the through traffic from using the Victoria Road/Albert Road route is unclear and is likely to be dependent on individual journeys and the alternative routes.
- 5.2 It would not be possible to close the through route, as suggested in the past and in the comment on the current order. Complete road closure was investigated but was considered impracticable due to the lack of space for turning areas and the inconvenience it would pose for some residents. Use of 'No Entry' to prevent through traffic was also investigated, but this would be likely to cause undesirable increase in traffic joining Cornwall Road from Westover Road; would again inconvenience some residents; and may be ignored by some road users.
- 5.3 A further concern common among three of the non-supporting respondents is noise and pollution associated with vehicles accelerating and decelerating between humps and the need for 24 hr lighting of the humps (to meet Council policy). Road humps have been proposed as they are the only traffic calming features suitable for controlling vehicle speeds (given the nature of the roads concerned) without significant loss of on-street parking.

- 5.4 The safety of two-wheeled vehicles was also raised by one objector and in particular placement of road humps in close proximity to junctions where they will be turning. A review of the locations of humps shown on the consultation drawing has revealed that the proposed hump in Victoria Road at its junction with Albert Road can be deleted from the scheme. The other humps have been located where convenient and in order to meet the Traffic Signs Regulations and General Directions.
- 5.5 One objector questioned the legitimacy of the Local Member Led Working Group's decision to proceed with the scheme when "just 36%" of the households affected responded to the public consultation. It was assumed by the working group that the remaining 64% of households were neither strongly in favour nor strongly opposed to the scheme. It was therefore considered reasonable to act on the basis of those whose views were strong enough for them to respond.

6 Conclusion

- 6.1 The DTEP scheme was developed as a result of the response to public consultation undertaken in Autumn 2013 and subsequent member led community liaison work in 2014.
- 6.2 The decision to ban all motor vehicles from Victoria Road, Westover Road, Albert Road (west of Cornwall Road) and St Helen's Road except for access was introduced to mitigate the main concerns raised about the Great Western Cross TRO.
- 6.3 Although overall traffic in Victoria Road is lower than in a significant number of other residential streets in Dorchester, it is a narrow road and residents have been concerned for some time about inappropriate use by through traffic.
- 6.4 The current proposal to introduce a 20mph zone was developed to reinforce the 'access only' order and deter illegal through traffic.
- 6.5 Having considered the representations submitted, the concerns raised have been responded to.
- 6.6 The Highway Improvements team considers that the proposed measures (excluding the road hump at the junction of Victoria Road and Albert Road) are necessary in order to deal with concerns raised by residents and to meet assurances given to those residents.
- 6.7 It is recommended that the Committee recommend to Cabinet that the order be implemented as advertised, with the exception of the road hump at the junction of Victoria Road and Albert Road.

Appendix 1 – Consultation Plan Showing Extent of Proposed Zone



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1.0 APPLICATION NUMBER: WD/D/19/001272

APPLICATION SITE: Sectors 3.63 & 4.31 North Quadrant, Poundbury

PROPOSAL: Application for approval of reserved matters for access, appearance, landscaping, layout & scale for Sectors 3.63 & 4.31 of outline planning permission 1/D/09/001363

APPLICANT: ZeroC Holdings Ltd

CASE OFFICER: Ann Collins

WARD MEMBER(S): Cllr R Biggs

2.0 Summary of Recommendation:

2.1 Grant subject to conditions.

3.0 Reason for Recommendation:

3.1 It is considered that the proposed development would have an acceptable impact on visual amenity and the landscape character of the Area of Outstanding Natural Beauty, residential amenity and highway safety.

4.0 Table of Key Planning Issues

Issue	Conclusion
Residential Amenity	It is considered that having regard to the layout and scale of the proposed residential development the scheme would have an acceptable impact on residential amenity.
Visual amenity	It is considered that having regard to the layout, scale, appearance and landscaping the proposed development would have an acceptable impact on visual amenity and the landscape character of the AONB.
Highway safety	It is considered that having regard to the access and layout of the sites that the development would have an acceptable impact on highway safety.

5.0 Description of Site:

5.1 The sites are part of phase 3 of the Poundbury development and are currently undeveloped. Phase 3 was the subject of outline planning permission 1/D/09/001363 and the sites have been the subject of a previous reserved matters application as detailed in the planning history below.

5.2 The Poundbury development is located to the west of Dorchester and is within the defined development boundary. The sites are within the Area of Outstanding Natural Beauty. Sector 3.63 is to the north of Crown West Street and the buildings known as Crown Hall and Market Hall (themselves the subject of a separate application for reserved matters). Sector 4.31 is to the north of Great Cranford Street and to the west of the Royal Pavilion and Pavilion Green.

5.3 Part of the land forming Sector 4.31 had been used for informal car parking until recently.

6.0 Description of Development:

6.1 This is a reserved matters application for access, appearance, landscaping, layout and scale for Sectors 3.63 and 4.31. Reserved matters approval has already been given for these sectors (WD/D/16/001590) and this application seeks to make a number of amendments to the detailed site layout and design of the buildings. Regardless of whether permission is granted or not in respect of this current application, the earlier reserved matters approval forms the fallback position and the applicant could build the sectors out in accordance with that consent.

6.2 The approved reserved matters application was for 83 dwellings across the 2 sectors. The proposal is now for 85 dwellings with both additional dwellings being affordable units. Of the 85 units 53 are indicated to be private and 32 affordable which equates to 60% of the total number of units.

6.3 In respect of Sector 3.63 the main changes when compared to the consented scheme are considered to be:

- Plot 438 has been moved slightly south and is now detached from plot 437.
- There was to be a single coach house unit above the garages in the parking courtyard and it is now proposed to be split into 2 units.
- Plots 439 – 444, shown as being affordable dwellings, have a reduced internal floor area of 72.4 sq m as opposed to the approved 76.5 sq m.
- Plots 450 – 454 shown as being affordable dwellings have a reduced internal floor area of 83.2 sq m as opposed to the approved 93.5 sq m.

- The width of the terrace (plots 446 – 448) is reduced and as result the windows are proposed to be reduced by 1 module in width from 4 panels to 3.
- Plots 439 – 444 are no longer proposed to have a stepped ridge and the width of the windows has been reduced.
- Plots 450 – 454 are no longer proposed to have a stepped ridge.

6.4 In respect of Sector 4.31 the main changes when compared to the consented scheme are considered to be:

- Blocks 633 & 634 have been staggered by 450mm. The internal floor areas of the flats have also been reduced and a third floor flat omitted from the scheme. The design of the two blocks is now proposed to be the same.
- Amendments to doors and fenestration on Plots 625 – 630.
- Block 631 – individual access to each flat above the garages, as opposed to the previously approved shared access. Width of garages has been reduced to accommodate the change.
- Steps to Flat 632b amended so that a set rises up each side of the door to a landing area as opposed to the steps that led straight to the front door in the approved scheme.
- Block 635 – amendments to fenestration and the omission of ground floor windows from the south west elevation.
- Changes to the carport/refuse/cycle store building on west side of site to incorporate two flats above.

7.0 Relevant Planning History:

Application. No	Application Description	Decision	Date of Decision
WD/D/16/001590	Access; appearance; landscaping; layout and scale for 380 houses and flats and 68.4 sq m of non-residential floor space – matters reserved for further approval by outline planning permission ref. 1/D/09/001363	Approved	20/7/17
1/D/09/001363	Develop land by the erection of 1200 dwellings, a new 450 children primary school, 25000 sq m of non-residential development and associated roads, drainage	Approved	20/12/11

	and other infrastructure. Make alterations to the existing Monkey's Jump roundabout on the A35(T)		
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8.0 List of Constraints:

- Within defined development boundary
- Within AONB

9.0 Consultations:

9.1 Environmental Health – No comment.

9.2 Highways – No objection.

9.3 Planning Obligations Manager – No comment.

9.4 Natural England – No objection.

9.5 Town Council – The Local Ward Member read out the comments that had been submitted in respect of the application and on the strength of these the committee considered that the application should be refused. Members were particularly concerned that there would be a loss of residential amenity, particularly to the affordable housing units and there was a lack of commitments to environmental and sustainability at this early stage of development. Another concern was the lack of landscaping detail. Having taken the Poundbury ward members views into account the committee considered that the application would be contrary to Policy ENV10, ENV13 and ENV16 of the adopted Local Plan.

9.6 Local Ward Member – A climate change emergency has been declared. There is no evidence that the infrastructure for electric car charging points is available in the courtyard areas for those who will not have garages. If the Council is serious about this there is an opportunity to press for this on large developments such as this.

Sector 4.31 Block 631 – Object to the reduction in garage opening and internal dimensions, it will act as a deterrent to owners using their garage and clog up roads as currently elsewhere on the estate. The provision of electric charging infrastructure within the garages will make it even more important to ensure there is ample room. It's appreciated that this would provide self-contained entrances which would be more beneficial to an owner without a car.

Sector 4.31 Buildings 633 and 634 – A reduction in the size of the units has resulted in a significant loss of residential amenity when compared to the approved plans. There is no longer a separate defined kitchen area, the 2nd

bedroom is reduced to a single room, in some cases an ensuite shower room has been omitted and the overall living space is cramped with very limited provision for storage. The third floor unit is no longer being built so there is the loss of a unit of affordable accommodation. The loss of variation in height and the uniformity of 633 and 634 results in an austere and overbearing appearance which is lacking in visual interest.

Sector 4.31 Building 632b – The revised stepped approach at the front could usefully accommodate an access ramp on one side instead of two sets of identical steps.

Sector 4.31 Building 635 – The loss of ground floor windows to the south west elevation results in an overbearing appearance.

Sector 3.63 Plots 439 - 444 and 450 – 454 – The reduction in size results in an overall loss of amenity space, storage, downstairs shower room and utility space. Double outside doors are only provided from the kitchen in shared ownership properties. The smaller windows in 439 – 444 and the loss of the stepped design results in a utilitarian appearance lacking in visual interest and appeal.

Concern has been expressed about the overall scale in height of some properties. What screening will be provided on the outer edges to soften the appearance?

9.7 One representation has been received which raises the following issue:

- The area south of the application sectors already experience congestion with parked cars and vehicles looking for spaces, particularly during the day. This is unsightly and dangerous for residents and pedestrians, especially when parked cars and vans block visibility on the corner of Great Cranford Street and Ringhill Street. The overflow car park on the north side of Great Cranford Street would be removed. The situation is therefore likely to deteriorate further. Consideration needs to be given to how to mitigate this impact.

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

10. Relevant Policies:

Adopted West Dorset and Weymouth & Portland Local Plan (2015)

ENV1 Landscape, Seascape and Sites of Geological Interest

ENV10 The Landscape and Townscape Settings

ENV11 The Patterns of Streets and Spaces

ENV12 The Design and Positioning of Buildings

ENV13 Achieving High Standards of Environmental Performance

ENV15 Efficient and Appropriate Use of Land
ENV16 Amenity
COM7 Creating a Safe and Efficient Transport Network
COM9 Parking Standards in New Development
DOR1 Poundbury Mixed Use Development

National Planning Policy Framework

As far as this application is concerned the following section(s) of the NPPF are considered to be relevant;

- 5. Delivering a Sufficient Supply of Homes
- 9 Promoting Sustainable Transport
- 11. Making Effective Use of Land
- 12. Achieving Well-Designed Places
- 14. Meeting the Challenge of Climate Change, Flooding and Coastal Change
- 15. Conserving and Enhancing the Natural Environment

Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Poundbury Development Brief Supplementary Planning Document (2006)

11. Human Rights:

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

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

12. Public Sector Equalities Duty:

12.1 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.

12.2 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.

13. Financial Benefits:

13.1 This is a reserved matters application and therefore it was the outline planning permission and the associated legal agreement that established the financial benefits of the development such as contributions to services and facilities, percentage of affordable housing, provision of play equipment etc. These matters do not fall to be considered as part of the reserved matters application.

14. Planning Assessment:

14.1 The application has the benefit of outline planning permission (1/D/09/001363) and a reserved matters application for access, appearance, landscaping, layout and scale was approved in 2017 (WD/D/16/001590). The outline planning permission which was for 1200 dwellings allows 10 years for all reserved matters to be submitted, a timescale which acknowledges the scale of the development. The outline planning permission also allows for reserved matters to be submitted in phases.

14.2 The principle of development is therefore established by the outline planning permission and what is to be considered here is whether the details in the reserved matters scheme are acceptable with the fallback position being that the applicant could build out the previously approved scheme (outline planning permission and approved reserved matters) regardless of whether this current reserved matters application is approved or not.

14.3 More dwellings are proposed across the sectors than was previously approved. The scheme as approved is for 83 dwellings and it's now proposed that there would be 85 dwellings. The two additional units would both be affordable dwellings according to the application documentation meaning there would be 32 affordable dwellings across the 2 sectors. This equates to 60% of the total dwellings on the sectors. The S106 agreement associated with the outline planning permission for phases 3 and 4 of the Poundbury development requires 35% of all dwellings to be affordable. However there is flexibility within the agreement as to where the affordable units are located and therefore the provision of 60% affordable housing across the 2 sectors is not at odds with the S106 agreement.

Visual amenity:

14.4 Generally in terms of scale layout and appearance the scheme is not that different to that previously approved, particularly in the context of these two sectors being for only 85 of the up to 1200 dwellings consented in phases 3 and 4. The style of architecture and the character of the development is very much the same and it is more a matter of certain elements of the detailed design changing such as fenestration, door openings, ridge changes (loss of stepping up and down of terrace roofs) and internal layout. There are some changes to the dimension of garages and the location of parking spaces for dwellings. However the proposed details for scale, layout and appearance are all very much in character with the existing development at Poundbury.

14.5 In terms of the detailed comments received in respect of elements of the design the third floor flat is to be omitted to block 634 in Sector 4.31 and the design of the two blocks (633 and 634) is proposed to be the same. However a 450mm stagger is introduced between them and there is still a break in the ridge and eaves heights of the two blocks, both of which will visually help break up the mass of the building and as such it is considered that the building would not be austere or overbearing in its appearance.

14.6 In respect of block 635 in Sector 4.31 it is proposed that two ground floor windows that were shown in the south west elevation of the approved scheme are to be omitted. This is not considered to result in an overbearing impact. There would be 4 windows at first and second floor level in the south west elevation and ground floor windows in all other elevations of the building. The flat where the two windows are omitted has three other windows serving the space that the windows in the south west elevation would have served and therefore the omission of the windows would not be detrimental to residential amenity.

174.7 A comment has been made about the windows in plots 439 – 444 in Sector 3.63 and the loss of the stepped design to the roof of the terrace. The overall style and character of architecture remains the same compared to the already approved scheme and the changes are considered to be visually acceptable.

14.8 Neither of the sectors being considered are on the edge of the Poundbury development. They would be seen from views to the north in the context of the existing and still to be built development, as they would from other directions too. The scale of some buildings proposed is reduced in this current scheme such as through the omission of the third floor flat from block 633 in Sector 4.31. It is considered that the changes between the proposed scheme and the already consented scheme would have minimal impact on the wider visual amenity of the AONB and its landscape character.

14.9 For both sectors the submitted plans indicate the location of trees proposed within the parking courtyards. Due to the form and character of the development

the main areas for landscaping are the gardens of the properties themselves, particularly the front gardens and details of the tree planting and the planting for the front gardens can be dealt with by a condition regarding the submission of planting plans, maintenance schedule and implementation timetable.

Residential Amenity:

14.9 The development of the sectors surrounding sector 3.63 is generally not yet commenced. In respect of sector 4.31 there is existing development to the north on the opposite side of Great Cranford Street and to the west – The Royal Pavilion. Anybody who in the future bought or rented a property in the surrounding development or within the proposed development itself would be able to make an assessment themselves as to how the proposals for sectors 3.63 and 4.31 may or may not impact on their residential amenity.

14.10 In respect of the impact on existing properties – the Royal Pavilion and Great Cranford Street - the omission of the third floor apartment to block 633 in Sector 4.31 could be considered to be an improvement for the amenity of nearby dwellings as it would significantly reduce the scale and height of the building, with a lesser number of windows looking towards existing properties. Both the Royal Pavilion and the building in Great Cranford Street opposite the site, which appears to have residential accommodation on the upper floors, are of a greater number of floors than the proposed buildings in Sector 4.31 and are separated from the site by the intervening road.

14.11 In respect of the residential amenity of the properties proposed for the two sectors the relationship between the properties in respect of density and overlooking of gardens etc. is very similar to the existing development within phase 3 and indeed the earlier phases of the development. A degree of overlooking is always likely to occur in a relatively high density urban development.

14.12 Comments have been made regarding a reduction in internal floor area of some of the properties and in particular those which are identified as being the affordable units. Comment has been made specifically about the apartments in Blocks 633 and 634 in Sector 4.31. The gross internal floor area of the apartments is reduced compared to the previously consented scheme however the apartments are all 7 – 12 sq m larger than the Government's Nationally Described Space Standards (NDSS) for such dwellings. In respect of Sector 3.63 houses on plots 450 – 454 have gross internal floors areas only 0.8 sq m smaller than the NDSS. The houses on plots 439 – 444 are 6.6 sq m smaller than the NDSS. It should be noted that the houses on plots 439 – 444 in the already consented scheme do not meet the NDSS and in fact their gross internal floor area is only reduced by 4.1 sq m from 76.5 sq m to 72.4 sq m in this revised scheme. It should also be noted that the NDSS are guidance only and do not form policy. There is no policy in the adopted local plan regarding the minimum

size of dwellings although properties obviously need to be of a reasonable size to provide adequate amenity to residents. The dwellings in question (439 – 444) are two storey properties, all with private gardens to the rear. They are two bedroom properties with a separate living room, kitchen/diner and a downstairs toilet on the ground floor. At first floor there are two bedrooms and a bathroom. It is considered that the reduction in gross internal floor area would not result in an unacceptable impact on residential amenity.

14.13 Another issue raised in a representation is regarding the change to the steps to one of the doors for Block 632 in Sector 4.31. A comment has been made that the change in design could have accommodated a set of steps and a ramp. Instead 2 sets of steps are proposed. This particular flat was to be served by steps in the already consented scheme and if a prospective occupier was potentially looking for a ramped access then that could be the subject of a future proposal which would be considered on its own merits having regard to material planning considerations.

Highway Issues:

14.13 There have been some changes to the location of parking spaces and the width of garages compared to the consented scheme. However, the highway authority has no objection to the proposed development. The garages whilst reduced in width could still be used to park a car with an internal width of 3.2m.

14.14 A comment has been made regarding the loss of the temporary hardstanding on Sector 4.31 which was being used informally for car parking. The area of hardstanding has recently been broken up and removed. In the proposals for Sector 4.31 replacement car parking is proposed. There are 59 unallocated parking spaces shown which is believed to be more than was provided by the temporary hardstanding area anyway. These spaces could be used by anyone and if ever overflow parking for Queens Mother Square is required then alternative parking, other than on-road, would exist.

Electric Charging Infrastructure and environmental considerations and sustainability:

14.15 The NPPF at paragraph 110 states that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. There is however no policy requirement at a local level to provide charging points. Significantly this is a reserved matters application with the principal of residential development (1200 dwellings) having been established by the granting of outline planning permission, which itself was not subject to any condition regarding the provision of charging points. Some of the properties within the sectors will have their own garages where potentially the occupier could choose to provide a charging point should they require them. Some of the properties only have parking in shared courtyards which is

consistent with Poundbury more generally and is an important part of the urban design principles for the development. There may potentially be issues around who manages and pays for charging points in such shared spaces. However, it is understood that this is a matter that the Duchy are looking at for Poundbury as a whole and to what the future technology is likely to be and what infrastructure may therefore be required. It could be that charging points could be subsequently included or those with garages can accommodate them within such spaces anyway. However, in the meantime, officers consider that given that this is a reserved matters application it would not be appropriate to require the provision of charging points, not least as there is an extant reserved matters approval with no charging points indicated for the 2 sectors.

14.16 In terms of environmental performance there are no local plan policies regarding any specific standards that new dwellings need to meet. However, there are certain standards laid out in building regulations which would have to be complied with.

15. Conclusion:

15.1 It is considered that the proposed development would have an acceptable impact on visual amenity and the AONB, residential amenity and highway safety subject to a number of conditions.

16. Recommendation:

16.1 Grant subject to the following conditions:

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

3.63 Site Plan - Drawing Number 17.086-NQ PARCEL A10 Rev P6
received on 14/05/2019

Sector 4.31 - External Works - Drawing Number 17-1038-4.31-100-F
received on 14/05/2019

Sector 3.63 Street Scene Elevations - Drawing Number 17-086.HGP-NQ
Parcel 363---A-20 Rev P5 received on 14/05/2019

Sector 3.63 Street Scene Elevations - Drawing Number 17.086-HGP-NQ
PARCEL 363---A Rev P3 received on 14/05/2019

Location Plan - Drawing Number 6050 received on 23/05/2019

AFF1 Ground Floor Plans (Plots 439, 440, 441, 442, 443, 444) - Drawing
Number 17.086-AFF1-225 Rev C4 received on 03/07/2019

AFF 1 First Floor Plans (Plots 439, 440, 441, 442, 443, 444) - Drawing
Number 17.086-AFF1-226 Rev C4 received on 03/07/2019

AFF3 Ground Floor Plans (Plots 450, 451, 452, 453, 454) - Drawing Number 17.086-AFF3-228 Rev C4 received on 03/07/2019
AFF3 First Floor Plans (Plots 450, 451, 452, 453, 454) - Drawing Number 17.086-AFF3-229 Rev C5 received on 03/07/2019
CH3 Ground Floor Plan (Plot 639) - Drawing Number 17.086-CH3-222 Rev C5 received on 03/07/2019
CH3 First Floor Plans (Plot 639) - Drawing Number 17.086-CH3-223 Rev C5 received on 03/07/2019
GAR1 Garage Block 1 Ground Floor Plan (Plots 446, 447) - Drawing Number 17.086-GAR1-250 Rev C4 received on 03/07/2019
GAR1 Garage Block 1 First Floor Plans (Plots 446, 447) - Drawing Number 17.086-GAR1-251 Rev C4 received on 03/07/2019
GAR2 Garage Block 2 Ground Floor Plan (Plots 437, 438) - Drawing Number 17.086-GAR2-253 Rev C4 received on 03/07/2019
GAR2 Garage Block 2 First Floor Plans (Plots 437, 438) - Drawing Number 17.086-GAR2-254 Rev C4 received on 03/07/2019
GAR3 Garage Block 3 Ground Floor Plans (Plot 445) - Drawing Number 17.086-GAR3-256 Rev C4 received on 03/07/2019
GAR3 Garage Block 3 First Floor Plans (Plot 445) - Drawing Number 17.086-GAR3-257 Rev C4 received on 03/07/2019
GAR4 Garage Block 4 Ground Floor Plan (Plot 455) - Drawing Number 17.086-GAR4-259 Rev C4 received on 03/07/2019
GAR4 Garage Block 4 First Floor Plan (Plot 455) - Drawing Number 17.086-GAR4-260 Rev C4 received on 03/07/2019
N9 Ground Floor Plan (Plots 446, 447, 448) - Drawing Number 17.086-N9-231 Rev C5 received on 03/07/2019
N9 First Floor Plan (Plots 446, 447, 448) - Drawing Number 17.086-N9-232 Rev C4 received on 03/07/2019
N9 Second Floor Plan (Plots 446, 447, 448) - Drawing Number 17.086-N9-233 Rev C4 received on 03/07/2019
SQ4 Ground Floor Plan (Plot 445, 455) - Drawing Number 17.086-SQ4-235 Rev C5 received on 03/07/2019
SQ4 First Floor Plan (Plot 445, 455) - Drawing Number 17.086-SQ4-236 Rev C4 received on 03/07/2019
SQ4 Second Floor Plan (Plot 445, 455) - Drawing Number 17.086-SQ4-237 Rev C5 received on 03/07/2019
W1 Ground Floor Plan (Plot 438) - Drawing Number 17.086-W1-247 Rev C3 received on 03/07/2019
W1 First Floor Plan (Plot 438) - Drawing Number 17.086-W1-248 Rev C3 received on 03/07/2019
W9 var.A Ground Floor Plan (Plot 437) - Drawing Number 17.086-W9 var.A-239 Rev C5 received on 03/07/2019
W9 var. A First Floor Plan (Plot 437) - Drawing Number 17.086-W9 var.A-240 Rev C4 received on 03/07/2019
W9 var. A Second Floor Plan (Plot 437) - Drawing Number 17.086-W9 var.A-241 Rev C5 received on 03/07/2019

W9 var.B Ground Floor Plan (plot 449) - Drawing Number 17.086-W9 var. B-243 Rev C5 received on 03/07/2019
 W9 var. B First Floor Plan (Plot 449) - Drawing Number 17.086-W9 var. B-244 Rev C4 received on 03/07/2019
 W9 var. B Second Floor Plan - Drawing Number 17.086-W9 var. B-245 Rev C5 received on 03/07/2019
 AFF1 Elevations (Plots 439, 440, 441, 442, 443, 444) - Drawing Number 17.086-AFF1-405 Rev C5 received on 03/07/2019
 AFF3 Elevations (Plots 450, 451, 452, 453, 454) - Drawing Number 17.086.AFF3-407 Rev C5 received on 03/07/2019
 CH3 Elevations (Plot 639) - Drawing Number 17.086-CH3-402 Rev C6 received on 03/07/2019
 GAR1 Elevations (Plots 446, 447) - Drawing Number 17.086-GAR1-408 Rev C5 received on 03/07/2019
 GAR2 Elevations (Plots 437, 438) - Drawing Number 17.086-GAR2-409 Rev C5 received on 03/07/2019
 GAR3 Elevations (Plot 445) - Drawing Number 17.086-GAR3-410 Rev C5 received on 03/07/2019
 GAR4 Elevations (Plot 455) - Drawing Number 17.086-GR4-411 Rev C5 received on 03/07/2019
 N9 Elevations (Plots 446, 447, 448) - Drawing Number 17.086-N9-401 Rev C5 received on 03/07/2019
 SQ4 Elevations (Plots 445, 455) - Drawing Number 17.086-SQ4-400 Rev C6 received on 03/07/2019
 W1 Elevations (Plot 438) - Drawing Number 17.086-W1-412 Rev C3 received on 03/07/2019
 W9 var.A Elevations (Plot 437) - Drawing Number 17.086-W9-403 Rev C5 received on 03/07/2019
 W9 var.B Elevations (Plot 449) - Drawing Number 17.086-W9-404 Rev C6 received on 03/07/2019
 Plots 625-630 Proposed Design Changes Plans and Elevations - Option 1 - Drawing Number 17-1038-4.31-625-630-001-C received on 03/07/2019
 Site Plan Proposed Design Changes - Drawing Number 17-1038-4.31-625-635-SP-001-C received on 03/07/2019
 Street Scene Proposed Design Changes - Drawing Number 17-1038-4.31-625-635-SS-001-B received on 03/07/2019
 Street Scene Proposed Design Changes - Drawing Number 17-1038-4.31-625-635-SS-002-A received on 03/07/2019
 Street Scene Proposed Design Changes - Drawing Number 17-1038-4.31-625-635-SS-003-B received on 03/07/2019
 Street Scene Proposed Design Changes - Drawing Number 17-1038-4.31-625-635-SS-004B received on 03/07/2019
 Block 631 Proposed Design Changes Plans and Elevations - Drawing Number 17-1038-4.31-631-001-B received on 03/07/2019
 Block 632 Proposed Design Changes Plans - Drawing Number 17-1038-4.31-632-001-C received on 03/07/2019

Block 632 Proposed Design Changes Elevations - Drawing Number 17-1038-4.31-632-002-B received on 03/07/2019
 Block 633-634 Proposed Design Changes Plans - Drawing Number 17-1038-4.31-633-634-001-B received on 03/07/2019
 Block 633-634 Proposed Design Changes Elevations - Drawing Number 17-1038-4.31-633-634-002-A received on 03/07/2019
 Block 635 Proposed Design Changes Plans and Elevations - Drawing Number 17-1038-4.31-635-001-B received on 03/07/2019
 Ancillary Buildings Proposed Design Changes Plans & Elevations - Drawing Number 17-1038-4.31-AN-001-B received on 03/07/2019
 Ancillary Buildings Proposed Design Changes Plan & Elevations - Drawing Number 17-1038-4.31-AN-002-1st received on 03/07/2019
 Block FOG Proposed Design Changes Plans and Elevations - Drawing Number 17-1038-4.31-FOG-001-B received on 03/07/2019
 SQ4 Ground Floor Plan (plot 445, 455) Drwg no. 17.086-SQ4-235 Rev C5 received on 18/07/2019
 N9 First Floor Plan (plots 446, 447, 448) Drwg no. 17.08-N9-232 Rev C4 received on 18/07/2019

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

2. No development above damp proof course level of any individual building shall be carried out until details of the materials to be used in the external walling and roofing of that building have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with such materials as have been agreed.

REASON: In the interests of visual amenity.

3. No development above damp proof course level of any dwelling shall be carried out until details of means, height and materials for all boundary treatments have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall proceed in accordance with such details as have been agreed.

REASON: In the interests of visual and residential amenity.

4. No development above damp proof course level of any dwelling shall be carried out until a soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include (i) planting plans, (ii) written specifications and schedules of proposed plants noting species, planting sizes, proposed numbers/densities, (iii) implementation timetables and (iv) a schedule of landscape maintenance proposals for a period of not less than five years from the date of the completion of the scheme. Thereafter the

development shall proceed in accordance with such details as have been agreed. Any trees or plants that within a period of 5 years after planting are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective shall be replaced as soon as it is reasonably practical with others of species, size and number as originally approved, unless the Local Planning Authority has given its written consent to any variation.

REASON: In the interests of visual amenity.

5. No dwelling shall be first occupied until the parking shown allocated to it on the approved plans has been provided and made available for use.

REASON: To ensure an adequate and timely delivery of parking in the interests of highway safety.

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1.0 Application No: 2/2019/0686/FUL

Location: Agricultural Building, Sandpits Lane, Madjeston, Gillingham, Dorset

Proposal: Erect 4 No. dwellings (demolish agricultural buildings).

Ward Members: Cllr Potheary, Cllr Walsh, Cllr Ridout

Case Officer: Mr James Lytton-Trevers

2.0 Summary of Recommendation:

2.1 Approve subject to conditions.

3.0 Reason for Recommendation:

The proposal would lead to an environmental enhancement over and above that which would be achieved were the existing building to be converted into four dwellings.

4.0 Table of Key Planning Issues

Issue	Conclusion
Principle of the development	This is considered to be acceptable having regard to the approved Class Q application. It has been established that the conversion of the building to four dwellings can be carried out under permitted development. This means that there is a fall back position. Four dwelling can be delivered in this location. The proposal to demolish the barn and to erect four dwellings would lead to a visual enhancement.
Residential Amenity	It is considered that having regard to the layout and scale of the proposed residential development the scheme would have an acceptable impact on residential amenity.
Visual amenity	It is considered that having regard to the layout, scale, appearance and landscaping the proposed development would have an acceptable impact on visual amenity.
Highway safety	It is considered that having regard to the access and layout of the sites that the development would have an acceptable impact on highway safety.

5.0 Description of Site:

The site houses a large, mostly modern, agricultural barn situated close to a farm

complex. The barn is situated adjacent to Sandpits Lane and is accessed from an existing access. On the road frontage, forming part of the modern building, is a stone wall of much earlier date, likely from the 19th century.

6.0 Description of Development:

The proposal would be for two pairs of conventionally styled domestic dwellings, brick built with slate roofs and timber fenestration, side by side, behind the aged stone wall which currently supports one side of the barn, with shared access and rear gardens and parking. Permission has been granted for the conversion of the barns to four dwellings. In view of this, the principle of this location for the delivery of housing as already been established.

7.0 Relevant Planning History:

Application: 2/2018/1261/AGDWPA

Proposal: Change of use and conversion of 1 No. barn building to form 4 No. single storey dwellings (C3).

Decision: Grant Prior Approval

Decision Date: 06.11.2018

The barn has been granted prior approval to be converted into 4 dwellings which would require completion in November 2019 and has not been implemented.

8.0 List of Constraints:

Agricultural Land Grade - Grade: GRADE 3HSE Hazardous Installations - Address: Brickfields Business Park, New Road, Gillingham, Dorset

9.0 Consultations

DC Transport Development Management:

No objection conditional of Vehicle access construction, Turning and parking construction.

Wessex Water

No objection.

Gillingham TC

Objection:

Out of character with the local area;

Dominant, over-bearing and bulky and harmful to the landscape.

Representations:

8 letters of representation were received, of which 0 offered comments which neither supported nor objected to the proposal, 8 objected to the proposal and 0 supported the proposal.

Additional traffic;
Would differ in appearance from the barn;
Difficulty of selling the converted barn is irrelevant;
No screening;
Unsustainable location for families;
Intrusive design;
Would be a negligible contribution to housing supply;
Precedent;
Biodiversity impact.

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

10. Relevant Policies:

Gillingham Neighbourhood Plan

North Dorset Local Plan (Part 1):

Policy 1 - Sustainable Devt.
Policy 4 - The Natural Env.
Policy 20 - The Countryside
Policy 23 - Parking
Policy 24 - Design
Policy 25 – Amenity

National Planning Policy Framework

As far as this application is concerned the following section(s) of the NPPF are considered to be relevant;

1. Introduction
2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
12. Achieving well-designed places
15. Conserving and enhancing the natural environment

11. Human Rights:

Article 6 - Right to a fair trial.
Article 8 - Right to respect for private and family life and home.
The first protocol of Article 1 Protection of property

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

12. Public Sector Equalities Duty:

12.1 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.

12.2 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.

13. Financial Benefits:

Council tax

Construction jobs

No developer contributions are applicable to this development

14. Planning Assessment:

The proposal would be for two pairs of conventionally styled domestic dwellings, brick built with slate roofs and timber fenestration, side by side, behind the aged stone wall which currently supports one side of the barn, with shared access and rear gardens and parking.

Principle of development

Policy 20 of the North Dorset Local Plan (2016) states that development in the countryside outside defined development boundaries will only be permitted -

(a) it is of a type appropriate in the countryside, as set out in the relevant policies of the Local Plan; or

(b) for any other type of development, it can be demonstrated that there is an 'overriding need' for it to be located in the countryside.

The preamble which forms part of Policy 20 mentions within paragraph 8.172 that *new dwellings should be located where they will enhance or maintain the vitality of rural communities and new isolated homes in the countryside should be avoided unless there are special circumstances.*

It is, therefore, considered that the development is not of a type appropriate in the countryside as discussed within the preamble of Policy 20, furthermore, it is considered there is no 'overriding need' for such a development. In light of this, in normal circumstances, it is considered the development would result in an unsustainable form of development and is contrary local policy.

Notwithstanding this, prior Approval was granted for the conversion of from agricultural buildings to four residential dwellings under Class Q of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

As a consequence, a fall-back position has been established whereby four residential dwellings have been approved in this location and is a material planning consideration in the determination of this proposal. It is for the Local Planning Authority to consider whether the benefits of the 'replacement dwellings', when compared to the extant Class Q permission, would outweigh the harm caused by the development's conflict with local policy.

Design

Having regard to the design of the dwellings approved through the prior approval application, it is considered that the designs of the dwellings subject to this application would represent an improvement by virtue of the scale, built-form and external appearance.

The proposed dwellings would be sited within the footprint of the existing agricultural buildings. The footprint of the proposed (replacement) dwellings would be smaller than the buildings to be replaced. When considering the site as a whole and the modern/large agricultural buildings to be removed as part of this process, the proposed new buildings would be less obtrusive.

In terms of the dwelling's appearance, the proposed development would employ a conventional domestic design. It is considered the materials are typical for dwellings and would contribute positively to the appearance of the development.

In light of the above, it is considered the design of proposed dwellings would provide an enhancement to the appearance of the site and locality in comparison to the dwellings granted under prior approval. Furthermore, the improvement in the design of the development is considered to outweigh the harm of the development owing to its conflict with local policy.

Amenity

The proposed development is sited in a relatively isolated location being some distance from the nearest residential property. Owing to this level of separation, it is considered the proposed development would not have a significant adverse impact on the living conditions of occupiers of neighbouring residential properties.

Landscape

The site is not screened but a stone wall would be retained on the frontage. Houses do make an appearance along lane frontages nearby so such a prospect of four more would not be exceptional.

In light of the above, it is considered that the proposal would not have a significant adverse impact on the landscape and would not detract from local landscape character but rather result in environmental enhancements.

Access and parking

It is considered the proposal would not compromise road safety and there is sufficient parking. Conditions are recommended.

Other matters

A revised BMEP makes recommendations for bat boxes in the new build.

It is noted that a nearby house has been for sale without selling, but this is not reason to refuse the proposal where the principle is already established. Likewise, the likelihood or not of welling the conversion if it went ahead.

The proposal would not set local precedent for more houses as there is a prior approval for only four dwellings and no more. As to precedent for the fallback position, this is considered on a case by case basis.

Given the past use, a contamination condition would be needed.

15. Conclusion:

The proposal would lead to an environmental enhancement over and above that which would be achieved were the existing building to be converted into four dwellings.

16. Recommendation:

16.1 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 (as amended).

2. The development hereby permitted shall be carried out strictly and only in accordance with the following approved drawings and details: 2543-01,02, ED SS400/01A, 3.0,4.0,5.0 forming the approved application.

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

3. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175.

Should any contamination be found requiring remediation, a remediation scheme shall be submitted to and approved by the Local Planning Authority. The approved remediation scheme shall be carried out to a timescale to be first agreed with the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared and submitted which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

4. No development for the demolition of the barns shall commence until precise

details of the steps to be taken and works to be carried out to secure the safety and stability of the stone wall to be retained, shall be submitted to, and agreed in writing by the Local Planning Authority. The approved steps shall remain in place for the full duration until completion of the works hereby approved.

Reason: To protect and safeguard the fabric of the wall.

5. The protected species mitigation proposals set out in the approved Protected Species Survey and Mitigation Report shall be undertaken in full before the development hereby approved is first brought into use and shall be maintained in the approved condition permanently thereafter.

Reason: To ensure adequate habitat is provided and protected to accommodate protected species.

6. 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.

7. Before the development hereby approved is occupied or utilised the turning and parking shown on Drawing Number 4.0 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.

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1.0 APPLICATION NUMBER:

WD/D/19/001826

SITE ADDRESS: ST MARYS CHURCH OF ENGLAND MIDDLE SCHOOL,
COOMBE ROAD, PUDDLETOWN, DORCHESTER, DT2 8SA

PROPOSAL Install a modular construction classbase for a new CCN provision within the School. A glazed link corridor to connect the proposed building with the existing school. 4no. additional parking spaces to be provided to suit extra staffing levels.

APPLICANT: Dorset Council

CASE OFFICER: Cass Worman

WARD MEMBER: Cllr Emma Parker

2.0 Summary of Recommendation: Approve with conditions

3.0 Reason for the Recommendation:

The scheme will have considerable public benefits, via the creation of a new facility for children with complex communication needs across Dorset. There are no adverse landscape impacts, the proposal will not compromise road safety, and four new parking spaces are to be created.

4.0 Table of key planning issues

Issue	Conclusion
Principle of development	Principle of new and improved education and community facilities is supported by Local and National Planning Policies
Economic benefits	The new facility will see the creation of new jobs for staff of the unit.
Access and Parking	The scheme creates four new car parking places (1 allocated disabled space), access into the site remains as existing.
Scale, design, impact on character and appearance	The new classroom is a single storey modular addition which would have no adverse impact on landscape character. Four ornamental trees would be removed, new planting would be secured via condition.

5.0 Description of Site:

5.1 St Mary's Church of England Middle School currently caters for children ranging between the ages of 9 and 13 with approximately 480 pupils

5.2 The school lies within established grounds to the southwest of the settlement of Puddletown, it lies just outside the settlement boundary

5.3 The sports field which lies to the north of the school separates the school from the settlement to the north, and housing lies opposite the site off White Hill road.

5.4 The school buildings have developed in a modular form, and are a mixture of one and two storey units in a municipal style. The frontage of the school is characterised by buff coloured brick with blue and white coloured doors and windows.

5.5 Access is via White Hill, and parking areas lie to the front of the school

6.0 Description of Proposal:

6.1 Erection of new classroom, on a grassed area to the front southeast corner of the school.

6.2 The proposed classroom is modular in style, single storey with a monopitch roof. It would be constructed of vertical timber cladding under a flat grey metal roof. The windows would be blue to match the rest of the school buildings.

6.3 The new classroom would be linked to the main school complex via a glazed link.

6.4 Four new parking spaces are to be created adjacent to the existing car parking area.

7.0 RELEVANT PLANNING HISTORY:

Application No.	Application Description	Decision	Date of decision
1/D/08/000599	Erect new dining room and ancillary spaces	A	14 May 2008
1/D/11/000562	Construct new sports centre	A	12 July 2011
1/E/00/000324	Site new mobile classroom	A	15 June 2000
1/E/89/000902	Erect replica Saxon Longhall for educational purposes	A	18 January 1990
1/E/91/000437	Erect single storey extension	A	04 September 1991
1/E/98/000331	Site temporary mobile classroom	A	22 July 1998
1/E/99/000256	Site Mobile Classroom	A	30 June 1999

1/E/99/000712	Erect two storey and single storey extensions and re-site temporary mobile classroom	A	27 January 2000

8.0 Constraints

- Outside, but on the edge of, the Puddletown Defined Development Boundary
- Trees
- Right of Way

9.0 Consultations

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

Dorset Council Highways - No objection

Dorset Council Environmental Health - No comment

Puddletown Area Parish Council – No response at time of report preparation

Representations

No representations were received at the time of report preparation

10. Relevant Planning Policies

Adopted West Dorset and Weymouth & Portland Local Plan (2015)

INT1- Presumption in favour of Sustainable Development

ENV1 - Landscape, seascape & sites of other geological interest

ENV2 - Wildlife & Habitats

ENV10 - The landscape and townscape setting

ENV16 - Amenity

COM2 - The retention of local community buildings and structures

COM6 - The provision of education and training facilities

COM7 - Creating a safe & efficient transport network

COM9 - Parking standards in new development

National Planning Policy Framework (2019)

4. Decision Making

8. Promoting healthy and safe communities

9. Promoting sustainable transport

12. Achieving well-designed places

Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Other material considerations

WDDC Design & Sustainable Development Planning Guidelines (2009)

Puddletown Neighbourhood Plan (in preparation)

11. Human Rights

6.1 Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

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

12. Public Sector Equalities Duty

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

This application is for a new classroom, designed for children with complex communication needs across Dorset. The new scheme would cater for 10 children with complex needs. The main entrance door to the unit, which is via the new glazed link corridor will have a level threshold and will be suitable for wheelchair users. The

secondary fire exit will be served by a suitable level platform with a non-slip surface all with a 30 points colour difference to the main structure. All new internal doors within the unit will be min 1025mm wide. The new toilet facilities will be Ambulant and DDA compliant. 4no. additional car park spaces (inc. 1no DDA space) are to be added within the site to address the requirement of additional staff for the unit.

13. Financial Benefits

New staff would be employed to work at the new unit.

14.0 Planning Assessment

Principle of development

The provision of new and community and educational facilities are supported by Local Plan Policies COM2 and COM6, subject to the considerations below:

Design & landscape impact

The proposed new classroom is single storey module with a flat roof; it would be a subservient addition to the school complex, sitting to the front of the school building in the southeast corner. The timber cladding would mark the classroom out as a new addition to the school and the proposed redwood finish would blend in well with the existing buff coloured brick of the school frontage. The glass link would be largely obscured from view sitting to the south of the proposed new classroom. The doors and windows will be blue to match those on the main school building.

The grassed area on which the proposed classroom will sit currently features three small apple trees and a sweet chestnut, which would have to be removed to facilitate the erection of the new classroom. The loss of these modest trees is not considered to be a significant impact on landscape amenity due to the established belt of beech trees to the southeast which run along White Hill - this belt of trees contributes a significant landscape buffer in front of the school, and the loss of these smaller species on the school green is therefore not significant in landscape terms; taken as a whole, it is considered that the proposal will not detract from local landscape character.

The four new parking spaces are to be created on an area currently grassed adjacent to the existing car parking area, which also features a small specimen tree. To mitigate for the loss of these trees, new planting on the site will be sought via a planning condition.

Amenity

The new classroom sits in southeast corner of the existing school complex, there are no nearby residential neighbours on this side of the school, the nearest dwelling being 60 metres across the road in the White Hill cul-de-sac. It is therefore considered that the addition of a new classroom would not have not have a significant adverse impact on the living conditions of occupiers of residential properties

Access & Parking

Access into the school car park remains unaltered. Four new car parking spaces are to be created on an area currently grassed adjacent to the existing car parking area, one of which will be an allocated disabled space. The creation of these additional spaces will provide parking for staff of the new classroom. The new spaces are a logical addition to the car parking provision on site, and would not obstruct existing access nor prevent flow of traffic around the site. Dorset Council Highways have no objection to the proposals.

Public Footpath

The proposal maintains access to the public footpath

15.0 Conclusion

The proposed development would create a new facility for children with complex communication needs across Dorset and is to be welcomed; there are no adverse landscape impacts as a result of the proposals, new planting to mitigate for the removal of a small number of trees will be secured by condition. The proposed development has no impact on highway safety and four new parking spaces are to be created.

16.0 Recommendation

GRANT subject to conditions

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

 Location Site Plan - Drawing Number A300 Rev P2 received on 18/07/2019
 Proposed Elevations - Drawing Number A3002 Rev P1 received on 18/07/2019
 Proposed Floor Plan - Drawing Number A301 Rev P1 received on 18/07/2019
 Drainage Plan - Drawing Number A303 Rev P1 received on 18/07/2019

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

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

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

- 3 No development above foundation level shall be commenced until details and samples of all external facing materials for the walls and roof shall be made available on site and retained in that location thereafter for the inspection and approval in writing by, the Local Planning Authority. The development shall thereafter proceed in strict accordance with such materials as have been agreed.

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

- 4 Prior to development above foundation level, a tree planting and tree maintenance scheme must be submitted to, and approved in writing by, the Local Planning Authority. Such scheme shall be implemented during the planting season November - March inclusive, immediately following commencement of the development hereby approved. The scheme shall include provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 5 years following commencement of the scheme.

REASON: In the interest of visual amenity.

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