



Northern Area Planning Committee

Date: Tuesday, 15 December 2020
Time: 10.00 am
Venue: MS Team Live Event This meeting will be held remotely as an MS Teams Live Event [please see link below]

Membership: (Quorum 6)

Sherry Jespersen (Chairman), Mary Penfold (Vice-Chairman), Jon Andrews, Tim Cook, Les Fry, Matthew Hall, Brian Heatley, Carole Jones, Emma Parker, 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 contact Fiona King 01305 224186 fiona.king@dorsetcouncil.gov.uk



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Members of the public are invited to access this meeting with the exception of any items listed in the exempt part of this agenda.

This meeting will be held remotely as an MS Teams Live Event

[Northern Area Planning Committee](#)

Members of the public are invited to make written representations provided that they are submitted to the Democratic Services Officer no later than **8.30am on Friday 11 December 2020** This must include your name, together with a summary of your comments and contain no more than 450 words.

If a councillor who is not on the Planning Committee wishes to address the committee, they will be allowed 3 minutes to do so and will be invited to speak before the applicant or their representative provided that they have notified the Democratic Services Officer by **8.30am Friday 11 December 2020.**

Please note that if you submit a representation to be read out on your behalf at the committee meeting, your name, together with a summary of your comments will be recorded in the minutes of the meeting.

Please refer to the guide to public participation at committee meetings for general information about speaking at meetings [Guidance to Public Speaking at a Planning Committee](#) and specifically the "***Covid-19 Pandemic – Addendum to the Guide to Public Speaking Protocol for Planning Committee meetings***" included as part of this agenda (see agenda item 4 - Public Participation).

Using social media at virtual meetings

Anyone can use social media such as tweeting and blogging to report the meeting when it is open to the public.

AGENDA

Page No.

1 APOLOGIES

To receive any apologies for absence

2 DECLARATIONS OF INTEREST

To receive any declarations of interest

3 MINUTES

5 - 26

To confirm the minutes of the meeting held on 10 November 2020.

4 PUBLIC PARTICIPATION

27 - 28

To receive questions or statements on the business of the committee from town and parish councils and members of the public.

Public speaking has been suspended for virtual committee meetings during the Covid-19 crisis and public participation will be dealt with through written submissions only.

Members of the public who live, work or represent an organisation within the Dorset Council area, may submit up to two questions or a statement of up to a maximum of 450 words. All submissions must be sent electronically to fiona.king@dorsetcouncil.gov.uk by the deadline set out below.

When submitting a question please indicate who the question is for and include your name, address and contact details. Questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.

Questions will be read out by an officer of the council and a response given by the appropriate Portfolio Holder or officer at the meeting. All questions, statements and responses will be published in full within the minutes of the meeting.

The deadline for speaking at this meeting is 8.30am on Friday 11 December 2020.

Please refer to the Guide to Public Speaking at Planning Committee and specifically the "Covid-19 Pandemic – Addendum to the Guide to Public Speaking Protocol for Planning Committee meetings" included

with this agenda.

5 PLANNING APPLICATIONS

To consider the applications listed below for planning permission

- a 2/2020/0726/REM, Nordon, Salisbury Road, Blandford Forum, DT11 7UA** 29 - 42

To consider a report by the Head of Planning.

- b WD/D/19/001344, Land at Littlefield, Sherborne** 43 - 58

To consider a report by the Head of Planning.

6 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.

7 EXEMPT BUSINESS

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

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



DORSET COUNCIL - NORTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY 10 NOVEMBER 2020

Present: Cllrs Sherry Jespersen (Chairman), Mary Penfold (Vice-Chairman), Jon Andrews, Tim Cook, Les Fry, Matthew Hall, Brian Heatley, Carole Jones, Val Potheary and David Taylor

Apologies: Cllrs Emma Parker and Belinda Ridout

Also present: Cllr Shane Bartlett, Cllr Graham Carr-Jones and Cllr David Walsh

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

Bob Burden (Senior Planning Officer), Philip Crowther (Legal Business Partner - Regulatory), Simon McFarlane (Area Lead Planning Officer, Gillingham), Steve Savage (Transport Development Manager), Hannah Smith (Planning Area Manager), Gill Whitney (Technical Support Officer), Cass Worman (Planning Officer), George Dare (Democratic Services Officer Apprentice) and Fiona King (Democratic Services Officer)

11. Apologies

Apologies for absence were received from Emma Parker and Belinda Ridout.

There was an apology for absence also from Tim Cook for the morning session but he was present for the afternoon session.

12. Declarations of Interest

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

13. Minutes

The minutes of the meeting held on 15 September 2020 were confirmed and signed.

14. 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.

15. Planning Applications

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

16. **WD/D/19/003097 - Land West of Charminster Farm, Between Wanchard Lane and A37, Charminster**

The Senior Planning Officer introduced an application for land West of Charminster Farm, between Wanchard Lane and A37, Charminster. The scheme sought to erect 82 dwellings on a 7.3ha site located adjacent to the existing approved Phase 2 site. A new vehicular access to the A37 principal road would be formed towards the south-west corner, allowing a spine road to be provided which would link with Wanchard lane to the north. The new A37 vehicular access would include a right turn lane on the A37.

The variation in the types of dwellings was highlighted, all were 2 storey, apart from 4 bungalows, there would be a mix of detached, semi-detached and terraced. A block of flats was also highlighted. It was noted that there would be 35% onsite provision for affordable housing.

As far as possible existing hedgerows and tress would be maintained. A significant element of the scheme was highlighted as the relocation of the allotments which were privately owned. There would also be provision for a number of additional allotments and a number of dedicated car parking spaces were also included for allotment holders

The scheme made ample provision for public open space and a locally equipped area of play.

Cycle storage areas were highlighted along with electric vehicle charging points that would be installed.

The main planning issues were highlighted to members along with the updated recommendation. An update sheet detailing the change was circulated to members prior to the meeting and is attached as an annexure to these minutes.

There was also a slight addition to the conditions in respect of highways. Highways officers had advised that off-site highway works would be needed regarding the improvement to the weir view junction.

The Transport Development Liaison Manager commented on the highway matters within the application. Highways were wholly satisfied with the proposed junction with the A37 junction. The internal road layout was also acceptable. The proposed car parking was in line with the guidance and therefore the Highway Authority recommended conditional approval.

An explanation from the Committee's legal adviser on the detail of the Section106 was given for members. A contribution had been suggested for restrictions along Wanchard Lane, which was not considered necessary for the development in planning terms. This could not be part of members' decision making. If the developer withdrew the offer any recommendation to grant would not be affected.

A number of written responses were received and are attached as an annexure to these minutes.

Local Member for Charminster

Cllr Taylor

Asked if the junction with Wanchard Lane would be shut down during the improvement works. The Transport Development Liaison Manager advised that the Traffic Regulation Orders (TRO) for improvement works were not part of this application and were not deemed as being essential to facilitate the development proposal, in highway terms. The Senior Planning Officer advised that there had been some discussions between the applicant and the Parish Council regarding the restriction of traffic in this area. It could be included in Section 106 but was not a material consideration in terms of this application.

Members comments and questions

Cllr Hall made reference to a water detention area (p 33 of the report) and an attenuation pond and asked for clarification. The Senior Planning Officer advised there was a small attenuation pond alongside the allotments and was referred to as attenuation and detention. Following a question about a high foul sewage risk and whether this risk had been mitigated, the officer advised that this had been discussed with Wessex Water and they were content with the solution.

In response to a question about the moving of allotments, the officer advised that the right way to handle this would be through the Section 106, for minimal disruption and to ensure appropriate facilities were provided. The Chairman highlighted the net planning gain for the allotment holders, i.e. water supply, better parking etc. The Officer confirmed there would be a significant enhancement over the existing allotment area and the applicant had had close ongoing dialogue with the allotment holders.

Cllr Fry whilst welcoming the car charging points was disappointed there were no other renewables mentioned in the application. The Officer advised that the applicant intended to use low flush WCs, energy efficiency construction principles and lighting etc but added that an informative on the consideration of further renewables could be included.

Cllr Heatley made a comment regarding the West Dorset Local Plan in respect of sustainable designs, the officer highlighted the sustainable construction principles which were quite stringent in the effective use of sustainable materials. Cllr Heatley felt there were grounds within this development for the applicant to demonstrate more use of sustainable/renewable energies as referenced in the National Policy Framework.

The Aea Planning Manager highlighted ENV13 and advised that policy requirements were not prescriptive, the list of energy matters supplied from the applicant satisfied this policy and met the requirements of it. It was beyond the scope of this application to impose a further condition. The Legal

Adviser highlighted that the MPFF was merely reflecting the legal position and that it was the Development Plan that took priority.

Cllr Fry made reference to the car parking provision and noted that 82% of garages were unlikely to be used and therefore asked for the exact number of car parking spaces that would be available. The Transport Development Liaison Manager advised that they do accept garages within the parking calculation but took the point that some people would choose not to park there. He was confident the layout proposed was sufficient to accommodate off street parking. The application complied with the Authority's guidance on car parking and he felt that on-street availability was high.

Cllr Andrews asked if there was anything in place to ensure the fertility of the soil when the allotments were moved. The Senior Planning Officer advised that the Section 106 handled such matters as soil quality. Cllr Andrews also asked about the weighting of the Local Plan as the development was outside the boundary. The Officer advised that the current situation was that there was a new emerging Dorset Local Plan, and currently the Authority did not have a 5 year housing supply and the development was very close to the boundary.

Cllr Jones made reference to the open space and asked who would be looking after this in the future and were there any recommendations to adopt the roads after completion. The Senior Planning Officer advised that the public open space would be ensured through the Section 106 through a management company but the Parish Council had expressed an interest. The Transport Development Liaison Manager advised that the Authority could not force a developer to offer a road for adoption but the developer has indicated these roads would be offered for adoption as roads in the other phases have already been adopted.

Cllr Potheary felt that the site was very attractive, was not over developed and therefore proposed approval.

Proposed: Cllr Val Potheary

Seconded: Cllr David Taylor

Decision

Delegate a That approval be delegated to the Head of Planning subject to:

1. entry into a s106 agreement to address affordable housing (35%), provision of public open space with management/maintenance details,
2. Re-location of allotments (with specification details);
3. Establishment of vehicular and pedestrian links with Phase 2/land to east;
4. Financial contributions towards extension of 30mph speed limit on Wanchard Lane;
5. A financial contribution towards enabling offsite works if offered by the developer which are:-
 - restriction of motor vehicle access along Wanchard Lane,
 - weight restriction along Weir View.
6. The inclusion of an Informative note that members would wish to see the developer make the site as sustainable as possible; and

7. To include additional highways condition.

17. **WD/D/19/001344, Land at, Littlefield, Sherborne**

Decision

This item be deferred.

18. **2/2020/0379/FUL West of Shaftesbury Road at Land South of Gillingham, Shaftesbury Road, Gillingham, Dorset**

The Area Lead, Gillingham introduced an application for the construction of a principal street, associated access, landscaping and infrastructure works.

Members were advised that the application was back before them due to the proposed minor amendments to the locations of hedgerow planting and hedgerow translocation. Therefore, the recommendation remained the same as presented at the 15 September 2020 Northern Area Committee meeting. The only change to the recommendation was the removal of the phrase '*and subject to no adverse comment from the Environment Agency.*' Further comment had now been received from the Environment Agency withdrawing their objection. A further update was that discussion with landowners had resulted in a proposed amendment to the hedgerow relocation areas and subsequent changes to conditions 4 and 12. The revised locations were more suitable for a local farmer to carry out his work.

Local Member

Cllr Val Pothecary

Noted the withdrawal of the objection and was content with the amendments.

Members comments and questions

Cllr Fry commented that as there would be no loss of hedgerow or habitat he proposed the recommendation.

Proposed: Cllr Les Fry

Seconded: Cllr Jon Andrews

Decision

That the application be approved subject to the conditions outlined in the appendix to these minutes.

19. **2/2020/0610/OUT - Greenfields , Marnhull, DT10 1HR**

The Planning Officer introduced an application to develop the land by the erection of 4 No. dwellings, parking spaces and creation of a new access (demolish existing dwelling and garage), (outline application to determine layout and access).

The Planning Officer highlighted to members that the site currently contained a detached bungalow which was located centrally in the plot, in generous grounds. Mature trees bordered the site, a Tree Preservation Order had been

made previously due to the significance of the trees and their contribution to the street scene.

The Officer highlighted the objections that had been raised by the Parish Council which were included in the report.

Key planning matters in the report were highlighted to members. The 3 trees with Tree Preservation Orders would be retained and there would be conditions in place to ensure this.

Local Member
Cllr Carr-Jones

The Parish Council had asked him to reiterate their objections to the application. However, there was a previous application in 2017 which had been approved. This application was for Outline consent at present, but when it came to reserved matters he asked that officers work with the Parish Council to resolve any potential issues that may arise.

Members comments and questions

Cllr Fry asked for clarification on the 2017 application. The officer confirmed it was exactly the same as was before members now. The reason it had been submitted again was that the permission had lapsed. Following a question about renewables, the officer advised that details of the design were with reserved matters and would be confirmed.

Cllr Cook asked if the hedging in the plans was indicative of what would be put in. The Officer advised it would be a mixture of both, some of the hedgerows were not in a great condition so there were a number of protection and maintenance conditions that would be in place.

Proposed: Cllr Les Fry
Seconded: Cllr Tim Cook

Decision

That the application be approved subject to the conditions outlined the appendix to these minutes.

20. **Urgent items**

There were no urgent items of business.

Duration of meeting: 10.00 am - 2.22 pm

Chairman

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APPLICATION NUMBER: WD/D/19/003097

APPLICATION SITE: Land West of Charminster Farm, Between Wanchard Lane and A37, Charminster

PROPOSAL: Erection of 82 dwellings, access, landscaping, allotments, public open space and associated works.

Decision: Approved, subject to conditions.

Conditions:

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

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 damp proof course level shall be commenced until details and samples of all external facing materials for the wall(s) and roof(s) shall have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, unless otherwise agreed in writing by the Local Planning Authority the development shall proceed in strict accordance with such materials as have been agreed.

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

4. No development above damp proof course level shall be commenced until details and samples of all external facing materials for the means of enclosure shall have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, unless otherwise agreed in writing by the Local Planning Authority the development shall proceed in strict accordance with such materials as have been agreed.

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

5. No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The scheme shall include details of the land re-modelling involved including cross-sections of the infiltration and detention basins, with details of the planting of these areas and any associated means of enclosure. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

6. No development shall take place until details of maintenance and management of both the surface water sustainable drainage scheme and any receiving system have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and

thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

REASON: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

7. No development shall take place until all existing trees, shrubs and other natural features not scheduled for removal have been fully safeguarded and fenced in accordance with a scheme to be first approved in writing by the Local Planning Authority. Such fencing shall be maintained during the course of the works on site. No unauthorised access or placement of goods, fuels and chemicals, soil or other materials shall take place inside this fenced area. The soil levels within the fenced area shall not be raised or lowered and no trenching or excavation shall take place. The development hereby permitted shall be carried out in accordance with the Arboricultural Assessment and Method Statement dated 4th December (ref: 17222-AA4-Phase3-CA), Tree Protection Plan (Barrell Tree Consultancy ref: 17222-BT5) and Manual for Managing Trees on Development Sites. In the event that protected trees (or their roots) become damaged, are lost or become otherwise defective in any way during such period, the Local Planning Authority shall be notified immediately and a programme of remedial action as directed by the Local Planning Authority shall be carried out within a timescale to be specified by the Local Planning Authority.

REASON: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability throughout the construction period in the interests of amenity.

8. Notwithstanding the submitted landscape details, no development above damp proof course level shall be commenced until details of soft landscape proposals have been submitted to and approved in writing by the Local Planning Authority (L.P.A). These details shall include planting plans, written specifications and schedules of plants, noting species, planting sizes, proposed numbers/densities where appropriate and implementation timetables. A schedule of landscape maintenance proposals shall also be submitted to and approved in writing by the L.P.A prior to commencement of the development. The development shall be carried out in accordance with the approved details and on-going maintenance shall be carried out in accordance with the approved schedule.

REASON: To ensure the provision of amenity afforded by appropriate landscape design and maintenance of existing and/or new landscape features.

9. No development shall take place above damp proof course level until full details of hard landscape proposals have been submitted to and approved in writing by the Local Planning Authority. These details shall include: proposed finished levels or contours, means of enclosure, car parking layout, other vehicular and pedestrian access and circulation areas and hard surfacing materials. The development shall be carried out in accordance with the approved details.

REASON: To ensure the provision of amenity afforded by appropriate landscape design and maintenance of existing and/or new landscape features.

10. 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. If any contamination is 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.

11. No dwelling hereby approved shall be first occupied until any relevant noise mitigation measures as shown in the submitted Noise Impact Assessment (reference AC108294-1R1 dated 5/12/19) shall have been fully implemented. The installed measures shall be permanently retained thereafter. The developer should provide documentation to show the requirements have been met within 1 month of completion of all the relevant measures.

REASON: In the interests of protecting residential amenity.

12. The development shall be carried out in accordance with the approved bio-diversity mitigation plan dated 7th September 2020, unless otherwise agreed in writing by the local planning authority. Measures carried out shall be permanently retained thereafter.

REASON: In the interests of nature conservation.

13. No development above damp proof course shall be carried out until a landscape and ecological management plan shall first have been submitted to and approved in writing by the local planning authority. The approved measures shall be carried out on a timescale which shall first have been agreed in writing by the local planning authority. The approved measures shall be permanently retained thereafter.

REASON: In the interests of nature conservation.

14. No development shall be commenced until details of the re-siting of the historic milestone structure fronting the A37 shall first have been submitted to and agreed in writing. The details shall include provision for its safe temporary storage as required. It shall be re-instated in the new agreed position in accordance with a timescale that shall first have been agreed in writing by the local planning authority.

REASON: To ensure the retention of this non-designated heritage asset.

15. The sewage pumping station shall not be commenced until details of the external appearance and materials shall first have been submitted to and approved by the local planning authority. The pumping station shall be carried out in accordance with such details as have been agreed.

REASON: In the interests of visual amenity.

16. Measures shall be taken to ensure the re-use on-site of all suitable sands or gravels raised during construction wherever viable, environmentally feasible and practicable to re-use them. Within 3 months of the substantial completion of groundworks a report setting out the quantum (or evidenced estimate) of material re-used on site shall be submitted to the local planning authority.

REASON: To comply with national and local policy on mineral safeguarding and to ensure that any suitable materials raised during construction are put to their highest and best use, while minimising the need to import aggregate materials from beyond the site, in the interests of sustainability.

17. No development above damp proof course level shall be carried out until a detailed scheme to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations within the development has been submitted to and approved in writing by the local planning authority. The submitted details shall include a timetable for the implementation of the scheme. Thereafter the development shall be carried out in accordance with such details and timetable as have been approved by the local planning authority.

REASON: To ensure that adequate provision is made to enable occupiers of and visitors to the development to be able to charge their plug-in and ultra-low emission vehicles.

18. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on the submitted plans must be constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

19. Before the development hereby approved is occupied or utilised the visibility splay areas as shown on the submitted plans must be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

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

20. No development above damp proof course level shall be carried out until a detailed scheme for the proposed cycle facilities shall have been submitted to and approved by the local planning authority. The approved scheme shall be constructed on a timescale to be first agreed in writing by the local planning authority. The agreed scheme shall be kept free of obstruction and permanently retained thereafter for the purpose specified.

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

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

21. No development shall be commenced until a Construction Traffic Management Plan (CTMP) shall first have been submitted to and approved in writing by the local planning authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods
- a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

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

22. Any excess spoil arising from the development shall be removed from the site before completion of the development.

REASON: In the interests of visual amenity.

23. No development shall be commenced until a Construction Environment Management Plan (CEMP) shall first have been submitted to and approved in writing by the local planning authority. The development must be carried out strictly in accordance with the approved Construction Environment Management Plan and shall not be altered without the prior written approval of the Local Planning Authority.

REASON: In the interests of minimising the effect on residential amenity.

24. Highways Condition

Before the development hereby approved is occupied or utilised the proposed improvement works to the Weir View/A37 junction as shown on drawing number 0890-PHL-102C contained within Appendix C of the Technical Note dated 5/8/20 shall have first been carried out in accordance with a specification which shall first have been submitted to and agreed in writing by the local planning authority. There shall be no variation from the drawing unless first agreed in writing by the local planning authority.

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

Informatives-
NPPF approval reference
CIL reference
Section 106 reference
Highways informatives
Flood-risk informatives

NOTE: The Council has declared a climate emergency; the applicant is therefore encouraged to ensure this development incorporates as many sustainable measures as possible, (such as ground source heat pumps, solar panels, sustainable construction) subject to any planning permission which may be required.

Recommendation B:

Refuse permission for the reasons set out below if the legal agreement under section 106 of the Town and Country Planning act 1990 (as amended) is not completed within 6 months of the date of the committee resolution or such extended time as may be agreed by the Head of Planning:

1. Policy HOUS 1 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 requires a minimum on-site provision of units as affordable housing and in the absence of a planning obligation to secure these affordable units the scheme would fail to meet the substantial unmet need for affordable housing in the district and the proposal would therefore be contrary to Policy HOUS1 of the adopted West Dorset Weymouth and Portland Local Plan. Furthermore the community-related benefits inherent in the scheme would not be achieved. Hence the scheme would be contrary to the objectives of paragraph 2 of the National Planning Policy Framework (2019).

2. The scheme requires provision of community infrastructure on-site in accordance with Policy COM1 of the adopted Local Plan. This includes open grassland areas, a locally equipped play area, a community orchard, allotments and other planting. In the absence of a completed Section 106 agreement the scheme would not secure the provision, maintenance and management of these areas. Hence the scheme would be contrary to Policy COM1 of the Local Plan.

3. The scheme includes providing financial contributions towards Traffic Regulation Orders relating to an extended 30mph speed limit and the restriction of motor vehicle access along Wanchard Lane, and a weight restriction on Weir View. In the absence of a Section 106 agreement these measures would not be completed which would be contrary to Policy COM7 of the Local Plan.

Reasons for the Decision

- Absence of 5 year land supply
- Para 14 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise
- The location is considered to be sustainable and the proposal is acceptable in its design and general visual impact.
- There is not considered to be any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application

APPLICATION NUMBER: WD/D/19/001344

APPLICATION SITE: Land at Littlefield, Sherborne

PROPOSAL: Erection of 10no. dwellings with associated amenity, landscaping and infrastructure including widening of access road.

DECISION: That this item be deferred.

APPLICATION NUMBER: 2/2020/0379/FUL

APPLICATION SITE: West of Shaftesbury Road at Land South of Gillingham, Shaftesbury Road, Gillingham, Dorset

PROPOSAL: Construction of a principal street, associated access, landscaping and infrastructure works

Decision: Approved, subject to conditions.

CONDITIONS:

Time Limits

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).

Approved Plans

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

Location Plan/Red Line Plan, Ref – HI1177/50/2/A
Engineering General Layout Plan, Ref - HI1177/54/1/Orig
Road 1 – Cross Sections (Sheet 1 of 4), Ref – HI1177/56/01/Orig
Road 1 – Cross Sections (Sheet 2 of 4), Ref – HI1177/56/02/Orig
Road 1 – Cross Sections (Sheet 3 of 4), Ref – HI1177/56/03/Orig
Road 1 – Cross Sections (Sheet 4 of 4), Ref - HI1177/56/04/Orig
Road 1 – Vertical Alignment Longitudinal Section (Sheet 1 of 2), Ref – HI1177/55/01/Orig
Road 1 – Vertical Alignment Longitudinal Section (Sheet 2 of 2), Ref – HI1177/55/02/Orig
Street Lighting Proposals, Ref - HI1177/53/1/B

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

Construction

3. The development hereby permitted shall be carried out in accordance with the approved Construction Environmental Management Plan (CEMP) dated 10 June 2020.

Reason: In the interest of the amenities of neighbouring residents and the interest of highway safety.

Trees/Landscaping

4. The development hereby permitted shall be carried out in accordance with the following approved Street Trees and Planting details;

Street Trees and Planting Plan, Ref – L-001-104 D, dated 21/10/20

Street Trees and Planting Plan, Ref – L-002-104 D, dated 21/10/20

Street Trees and Planting Plan, Ref – L-003-104 C, dated 13/07/20

Street Trees and Planting Plan, Ref – L-004-104 C, dated 13/07/20

Planting Plan, Planting Schedule & Details, Ref – L-001-107 D, dated 14/07/20

Gillingham Principal Street Seed schedule by areas, Rev B.

Reason: In the interest of the amenities of neighbouring residents and the interest of highway safety.

5. The proposal shall be carried out in accordance with approved Arboricultural Impact Appraisal, dated 17 April 2020 and the plan entitled 'Protection measures to trees affected by the works' reference no. HI1177/20/2/Orig dated 16th April 2020.

Reason: In the interest of protecting the trees retained on site.

6. All planting, seeding or turfing comprised in the approved details shall be carried out in the first planting and seeding seasons following the completion of the principal street and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed with the Local Planning Authority.

Reason: In the interest of the amenity and appearance of the location.

Flooding/Drainage

7. Prior to the commencement of any development, a scheme for the provision of compensatory flood storage shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding.

8. Prior to commencement of the development, a detailed surface water management scheme and design for the site must be submitted and approved in writing by the local planning authority. The scheme shall clarify how surface water is to be managed during construction, consider the hydrological and hydrogeological context of the development (including ground water levels during a winter period), topographic & urban design constraints (including Health & Safety) and accord with the following submissions:

- Gillingham Principal Street Drainage Strategy, Rev B, dated 23/06/20.

The surface water scheme shall be fully implemented, in accordance with the submitted details, before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, to improve habitat and amenity and ensure correct functioning of drainage for the development.

9. Prior to the commencement of development details of maintenance and management of the surface water sustainable drainage scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system.

Heritage

10. The development hereby permitted shall be carried out in accordance with the approved 'Access Road, Gillingham SSA, Gillingham, Dorset: Written Scheme of Investigation for an archaeological excavation', Dated February 2020.

Reason: To ensure that features of archaeological interest are properly examined and recorded.

Contamination

11. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall be submitted to and approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from soil contamination to the future occupants of the development and neighbouring occupiers are minimised.

Ecology

12. The development hereby permitted shall be carried out in accordance with the approved **Landscape and Ecological Management Plan (LEMP), dated 30 October 2020, Version 5.**

Reason: To ensure that the development conserves and enhances the landscape and biodiversity.

13. The development hereby permitted shall be carried out in accordance with the approved Great Crested Newt Information and Mitigation Strategy, dated July 2020.

Reason: To ensure that the development conserves and enhances the landscape and biodiversity.

14. Prior to the commencement of any development a scheme for Great Crested Newt offsite mitigation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

Reason: To ensure that the development conserves and enhances the landscape and biodiversity.

Informatives

INFORMATIVE NOTE: Rights of Way

Temporary ROW closures must be completed and returned at least 13 weeks before the intended closure date. There is a fee applicable.

The self-closing pedestrian gates to be installed are to be to the current British Standard BS5709:2018)

Where N64/33 will pass through an agricultural gateway South of the proposed Road) a self-closing gate is to be added to the side to allow the landowner to lock the field gate for security purposes if required.

INFORMATIVE NOTE: Section 278

The highway works referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it may be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site.

INFORMATIVES NOTE: Land Drainage Consent (LDC)

We note that a Land Drainage Consent (LDC) application has been submitted in respect of the proposed culverts. It is proposed that the final culvert designs and installation methodology will be finalised through this regulatory process, rather than planning. The proposed culverts will need to comply with the JBA technical report.

INFORMATIVES NOTE: Environmental Permit

An Environmental Permit may be required from the EA, as relevant regulator for all works to a designated Main River that take place in, under or over, or as prescribed under relevant byelaws in accordance with section 109 of the Water Resources Act 1991. To clarify the Environment Agency's requirements, the applicant should contact the relevant department by emailing floodriskpermit@environment-agency.gov.uk

Reasons for the Decision

- The site is allocated in the North Dorset Local Plan (Policy 21)
- The construction of the Principal Street has funding secured through Homes England (HIF). This funding is time limited with project milestones to meet and a longstop of March 2022 for the infrastructure to be completed.
- The provision of this infrastructure could potentially speed up housing delivery on the Gillingham strategic site allocation.
- Applications within the strategic site have resolution to approve subject to s.106/conditions. Outline applications [2/2018/0036/OUT](#) and [2/2018/0077/OUT](#) for up to 1,595 dwellings rely upon this infrastructure and have been recommended for approval, subject to conditions/s.106.
- The development of the Gillingham strategic site allocation would secure significant economic and social benefits.
- Para 11 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise. None have been identified
- There are no material considerations which would warrant refusal of this application

APPLICATION NUMBER: 2/2020/0610/OUT

APPLICATION SITE: Greenfields, Marnhull

PROPOSAL: Develop the land by the erection of 4 No. dwellings, parking spaces and creation of a new access (demolish existing dwelling and garage), (outline application to determine layout and access).

Decision: Approved, subject to conditions.

CONDITIONS:

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

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

2. Application for the approval of any Reserved Matter must be made not later than the expiration of three years beginning with the date of this permission.

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

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

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

4. The development hereby permitted shall be carried out strictly and only in accordance with the following approved drawings and details: 17-01-A, 17-02-A, Tree Plan Rooting After Removals, Tree Plan Constraints Proposed forming the approved application.

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

5. Before the development hereby approved is occupied or utilised the turning and parking shown on Drawing Number 17.01 A must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

6. Any entrance gates must be set back a minimum distance of 5.00 metres from the edge of the carriageway and hung so that the gates can only open inwards.

Reason: To enable a vehicle to be parked clear of the public highway whilst the gates are opened or closed, preventing possible interruption to the free flow of traffic.

7. Before the development hereby approved is occupied or utilised any railings or fencing erected along the highway boundary of the site must be set back a minimum of 0.50m from the nearside carriageway edge.

Reason: To prevent the overhang of passing vehicles from colliding with the railings or fencing.

8. Before the development hereby approved is occupied or utilised the visibility splay areas as shown on Drawing Number 17.02 A must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

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

9. No development shall be commenced until a scheme for the disposal of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. Thereafter, no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented.

Reason: To minimise the risk of flooding and/or pollution.

10. Before any works commence on site a detailed Arboricultural Method Statement shall be produced, submitted to and approved in writing by the Local Planning Authority. The statement will include details of how the existing trees are to be protected and managed before, during and after development and include details of the specialist foundation methodology and shall include information on traffic flows, phased works and construction practices near trees. The development shall thereafter accord with the approved Statement.

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

11. All existing trees and hedges shown on approved plan 'Rooting constraints after proposed removals on proposed layout' dated the 5th May', to be retained, shall be fully safeguarded during the course of site works and building operations. No works shall commence on site until the Local Planning Authority has confirmed in writing that all trees to be protected on and immediately adjoining the site have been protected from damage for the duration of works in accordance with BS 5837:2012 (Trees in relation to construction - recommendations) or any new Standard that may be in force at the time that development commences. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s). Any trees or hedges removed without the written consent of the Local Planning Authority, or dying or being severely damaged or becoming seriously diseased before the completion of development or up to 12 months after occupation of the last dwelling shall be replaced with trees or hedging of such size, species in a timescale and in positions as may be approved in writing by the Local Planning Authority.

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity.

12. No works above damp course level 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) Proposed finished levels or
- (b) Car parking layouts.
- (c) Means of enclosure.

- (d) Vehicle and pedestrian access and circulation.
- (e) Hard surfacing materials.
- (f) Proposed and existing functional services above and below ground.
- (g) Minor artefacts and structures.
- (h) Planting plans.
- (i) Historic landscape features and proposal for restoration where relevant.
- (j) Written specifications.
- (k) Schedule of plants, species, size, proposed numbers and densities.
- (l) Implementation timetables.

The development shall thereafter accord with the approved details.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

13. No development above damp course level shall commence until a landscape management plan shall, by reference to site layout drawings of an appropriate scale, be submitted to and approved in writing by the Local Planning Authority and shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens. The subsequent management of the development's landscaping shall accord with the approved management plan.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by the landscape features of communal, public, nature conservation or historical significance.

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

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

15. The biodiversity mitigation and enhancement proposals set out in the approved Biodiversity Mitigation and Enhancement Plan <INSERT DATE>; 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 and in the interests of biodiversity enhancement

Reasons for the Decision

- Principle of development on the site has been established via a previous consent
- The site lies within the defined settlement boundary
- The proposal is considered to be acceptable with regards to neighbouring amenity
- There are no concerns with regards to access or Highways safety.

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Dorset Council

Covid-10 Pandemic – Addendum to the Guide to Public Speaking Protocol for Planning Committee meetings – effective from 20 July 2020

Due to the Covid-19 pandemic the council has had to put in place measures to enable the council's decision making processes to continue whilst keeping safe members of the public, councillors and council staff in accordance with the Government's guidance on social distancing by applying new regulations for holding committee meetings from remote locations.

The following procedures will apply to planning committee meetings until further notice, replacing where appropriate the relevant sections of the Guide to Public Speaking at Planning Committees:

1. While planning committee meetings are held remotely during the Coronavirus outbreak public participation will take the form of written statements (and not public speaking) to the committee.
2. If you wish to make a written statement it must be no more than 450 words with no attached documents and be sent to the Democratic Services Team by 8.30am two working days prior to the date of the committee – i.e. for a committee meeting on a Wednesday written statements must be received by 8.30am on the Monday. The deadline date and the email contact details of the relevant democratic services officer can be found on the front page of the committee agenda. The agendas for each meeting can be found on the Dorset Council website
<https://modern.gov.dorsetcouncil.gov.uk/mgListCommittees.aspx?bcr=1>
3. During this period the council can only accept written statements via email and you should continue to bear in mind the guidance in the public speaking guide when preparing your representation.
4. The first three statements received from members of the public for and against the application (maximum six in total) will be read out together with any statement from the town and parish council, by an officer (but not the case officer), after the case officer has presented their report and before the application is debated by members of the Committee. It may be that not all of your statement will be read out if the same point has been made by another statement and already read to the Committee. This is to align with the pre-Covid-19 protocol which limited public speaking to 15 minutes per item, although the Chairman of the Committee will retain discretion over this time period as she/he sees fit. All statements received will be circulated to the Committee members before the meeting.
5. This addendum applies to members of public (whether objecting or supporting an application, town and parish councils, planning agents and applicants).
6. Councillors who are not on the Planning Committee may also address the Committee for up to 3 minutes by speaking to the Committee (rather than submitting a written statement). They need to inform Democratic Services of their wish to speak at the meeting two working days before the meeting.

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Delegated Officer Report

Application Number:	2/2020/0726/REM
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Nordon Salisbury Road Blandford Forum DT11 7LL
Proposal:	Erect 40 No. affordable homes with associated internal access, parking, gardens and open space. (Reserved Matters application to determine scale, appearance and landscaping; following the grant of Outline Planning Permission No. 2/2018/0981/OUT).
Applicant name:	Aster Group Ltd
Case Officer:	Robert Lennis
Ward Member(s):	Cllr Lacey-Clarke And Cllr Byron Quayle

1.0 This application comes before the Planning Committee as the property is owned by the Council.

2.0 Summary of recommendation:

Grant planning permission subject to conditions.

3.0 Reason for the recommendation:

Outline planning permission has already been granted for details relating to the principle of development, access, and layout.

This application provides details of: scale, appearance, and landscaping. Officers have negotiated amendments to make the proposed development acceptable in these terms. Additionally, in relation to the Blandford Forum Conservation Area, these details would have no harm to this heritage asset.

4.0 Key planning issues

Issue	Conclusion
Scale and appearance; Impact on character and appearance of the Blandford Conservation Area.	Subject to conditions set out at the end of this report, it is considered that the reserved matters scheme would not result in any additional harm to the character and appearance of the Conservation Area. This opinion takes into account the harm already consented through the outline application and the demolition of Nordon.
Impact on amenity	The proposal would not result in a seriously detrimental impact on any of the adjacent neighbours.
Impact on landscape or heritage assets	The details of the landscaping are considered to be acceptable.
Economic benefits	The Council will stand to benefit from the sale of the land. This is not a planning consideration.

5.0 Description of Site

The site is found on the northern side of Blandford Forum, within walking distance of the town centre. It is accessed from Salisbury Road, a main arterial route to and from the town centre that runs along the eastern boundary of the site. To the immediate north, south and west are residential properties served from Nordon Road, Peel Close and Holland Way /Stanton Close respectively. These areas are suburban in character containing a mix of mid 20th century 2 storey houses and bungalows, within spacious plots.

The site is relatively flat, although elevated slightly above Salisbury Road and is extensively covered with mature trees. It is within the Blandford Conservation Area. The site was the former offices for North Dorset District Council housed in a converted Edwardian building, significantly extended in phases over the last 30 years. The site also contained several single storey temporary portakabin-type office buildings. There is an original Edwardian lodge and former stables adjacent to the south-east corner of the site which has been retained by the Council for use as a local office.

An area of the frontage is designated as an 'Important Open or Wooded Area' in the saved policy from the North Dorset District Wide Local Plan 2003. A brick wall and piers marking the entrance, contemporary with the original house run along the frontage and there is also an original brick wall along the northern boundary.

The site is within Flood zone 1, with a low risk of flooding and a Flood Risk Assessment and Drainage Strategy have been submitted with the application.

6.0 Description of Development

This application provides detailed matters of: scale, appearance and landscaping.

The outline application approved matters of principle, access, and layout for the redevelopment of the site to provide 40no. dwellings:

- 4 x 1 bedroom flats,
- 15 x 2 bedroom houses,
- 20 x 3 bedroom houses, and
- 1 x 4 bedroom house.

7.0 Relevant Planning History (<https://planning.dorsetcouncil.gov.uk/search.aspx>) - 2/2018/0981/OUT - Develop the land by the demolition of all existing buildings and erection of 40 No. affordable homes. Form vehicular access, parking and all associated landscaping. (Outline application to determine access and layout). Approved 07/04/2020.

North Dorset District Council Planning Committee delegated authority to the Head of Planning (Development and Building Control) to grant permission subject to the securing of planning contributions through the signing of a Section 106 legal agreement,

the conditions listed in the report and set-out in the appendix to the minutes, plus one additional condition:

“Prior to any demolition onsite, a scheme for the reuse of materials from the site will be submitted to and approved in writing by the Local Planning Authority. The approved scheme will be implemented thereafter.”

The committee minutes noted public concerns relating to:

- Whether there is a need for affordable housing as delivery is occurring on other Developments;
- Impact upon traffic;
- Impact upon local schools;
- Impact upon wildlife, and;
- The loss of the Nordon building.

The minutes noted:

“Members felt that the surrounding area was of mixed character, with a number of 1970’s buildings behind the Nordon building. In response to a request to include a condition to seek to re-cycle interior fixtures and fittings, the Major Applications Manager advised that he could impose a condition to seek to record elements of significance and importance and re-use where possible. It was also pointed out by committee members that listing had not been achieved for the building even after three attempts and it was important to leave a legacy for the town.”

The Section 106 agreement secured the following:

- The policy compliant provision of 30% on-site affordable housing;
- Contributions towards off site provision of play & recreation facilities;
- Contributions towards education infrastructure;
- Contributions towards of site footway improvements and highway crossings;
- Provision of an on-site play facility;
- Management arrangements for the on-site play facility, public landscaping and unadopted areas.

The planning permission was issued on 7th April 2020 and is subject to 18 conditions, of which 7 require the approval of details prior to the commencement of development.

- 2/2020/0478/NMA - Non material amendment to outline planning permission 2/2018/0981/OUT to allow re-positioning of plots 7, 21 & 22, and 23 to 25 and delete previously approved turning head. Approved 21/05/2020.

8.0 List of Constraints

- Group TPO 3/5/67 Nordon, Blandford. Group consisting of 2 Ash, 2 Horse-chestnut, 3 Lime and 1 Beech. G1

- Group TPO 3/5/67 Nordon, Blandford. Group consisting of 13 Horse-chestnut, 5 Elms, 4 Lime and 1 Ash. G2

- The North Dorset Tree Preservation Order 548-2015 relating to Land at Fusion House, Peel Close, Blandford Forum, DT11 7JU made and effective 21st August 2015. T1 = London Plane

- The Blandford Blandford St Mary and Bryanston Conservation Area (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990)

- Ward Name: Blandford

9.0 Consultation and Representation (Consultee responses and representations can be viewed in full on the website.)

Consultations received:

Historic England – no comment.

Blandford Forum TC – objects; in principle objection to the loss of main building, concerns raised regarding trees, density of development, and afford housing mix, lack of a play area, design, energy efficiency, access, amount of affordable housing secured

Blandford Ward Councillor B. Quayle, Local Ward Cllr – objects; concerns raised regarding residential amenities, and overdevelopment.

DC - Conservation Officer Majors – no objections subject to conditions.

DC - Education Officer – no comments received.

DC - Planning Obligations - no objection subject to the signed legal agreement.

DC - Transport Development Management – conditions were imposed on the outline application; no objection raised.

DC - Flood Risk Manager – Highways – conditions were imposed on the outline application.

DC - Tree Officer Majors – no objections.

DC - Urban Design – no objections subject to conditions.

Representations received:

A number of representations, in particular the submission of a petition by Blandford and District Civic Society with 2016 signatures, have been received which raise concerns about the principle of development and the loss of the main building, Nordon, on site. These matters were decided with the outline application ref: 2/2018/0981/OUT. These are not relevant planning matters to this reserved matters application which is providing details of appearance, scale, and landscaping.

Other matters raised in the representations received which are relevant planning considerations relate to:

- Overlooking
- Neighbour amenity
- Wildlife
- Heritage
- Landscape
- Trees
- Flooding issues

10.0 Relevant Development Plan

North Dorset Local Plan Part 1 (January 2016)

1. Presumption in favour of sustainable development
2. Core Spatial Strategy
4. The Natural Environment
5. The Historic Environment
13. Grey Infrastructure
14. Social Infrastructure
15. Green Infrastructure
16. Blandford
22. Parking
24. Design
25. Amenity

Saved Policies of the North Dorset District Wide Local Plan (2003)

- 1.7 Settlement Boundaries
- 1.9 Important Open/Wooded Areas (IOWA's) within Settlements

The Blandford + Neighbourhood Plan

The revised Blandford+ Neighbourhood Plan (B+NP) was prepared by the Town Council and was submitted for independent examination in January 2019. The Plan was the subject of an examination in November 2019. The Examiner's report was received in January 2020 and confirms that subject to modifications the Plan can be considered to meet the basic tests.

The Plan confirms the need to provide at least 1,700 new dwellings at Blandford Forum & Blandford St Mary during the period 2011 – 2033. Policy B11 – Managing Design in the Conservation Area: Blandford Forum, aims to sustain and enhance its character and appearance and provides a set of criteria to meet.

Regulations introduced in response to the Coronavirus Act 2020 will allow the referendum to take place some time after 6 May 2021. The date has not yet been set.

Having regard to the current stage of the neighbourhood Plan, and the fact that it has been subject to an examination, it is considered that the plan can be afforded moderate weight in decision making at this time.

Supplementary Planning Guidance

The following supplementary planning guidance was considered material in the evolution of the proposal and may be material in its determination.

- Dorset Historic Towns Project Blandford Forum. Historic Urban Characterisation (February 2011)

11.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

12.0 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 Public Sector Equalities Duty.

13.0 Financial benefits

These matters were set out in the outline planning application (ref: 2/2018/0981/OUT) report to committee.

14.0 Climate Implications

The applicant has provided the following regarding climate implications:

“Dorset Council granted outline planning permission to re-develop the Nordon site for 40 dwellings 7 months ago in April 2020. The outline permission established the principle of development for 40 dwellings and also confirmed the point of access and the site layout. In granting permission the planning authority established the framework for determining the reserved matters application through the conditions and Section 106 attached to the approval.

The current application therefore does not raise issues of principle, or allow for new principles to be introduced other than to confirm the scale of development other than that 40 dwellings within the agreed layout are already confirmed, the appearance of development again recognising that this only now relates to the appearance of individual dwellings as the relationships and orientation of buildings are already approved and the landscaping of the site, again recognising that the number of trees to be both lost and retained are also already agreed.

That said, in terms of the sites environmental credentials it is one of relatively few brown field sites within Blandford being brought forward for re-development. As such it does serve to release pressure to identify alternative settlement edge green field locations to deliver the same housing.

Furthermore, the site is inherently sustainable by reason of its walkable proximity to the town centre of Blandford, facilitating walking and cycling trips to work and to access the town centres community retail and social infrastructure.

Within the North Dorset part of Dorset Council, Blandford represents one of the three main towns wherein there is a mix of land uses and the town represents one of the most self contained communities within both the former District and now wider Council area. Again therefore the location for development has strong embodied sustainability credentials that will reduce the need for longer trips to access community needs.

Within Blandford itself, the site is immediately accessible to public transport services along Salisbury Road, again offering residents choice of transport modes. Again, within the context of Dorset Council, locating development on a public transport corridor will reduce the demand for alternative trip modes.

As the site layout has already been approved there is no scope to re-plan the layout for solar gain. Additionally, by reason of the site's location within a Conservation Area, the construction will follow a traditional method rather than off site Modern Methods of Construction that would not be appropriate to the site's historic context or topography.

The approved layout retains a significant number of established trees. The detailed design work has ensured that the space requirements to service the development in terms of road sub bases, foul and surface drainage, surface water management, and the provision of power supplies are all contained within the approved road layout or open spaces. By comparison with the initial layout the current scheme has been able to reduce impacts upon root protection zones to better ensure the longevity and health of retained trees. By comparison with generally green field sites, the scope to deliver the approved number of dwellings within the context of a mature and established arboricultural environment will enhance local air quality.

Within the landscaping proposals for privately managed areas, Aster intends to use a crated root protection system which allows for greater root spread and therefore tree growth and enhanced longevity by comparison with the equivalent street trees proposed for highway areas wherein the approved highway street tree planting detail will limit root growth and spread. As such, the applicant has sought where possible to improve the

quality and robustness of its structural planting to the benefit of local air quality and carbon management.

Additionally Aster's Environmental Sustainability Policy requires its contractors to report on their measures to reduce re-use recover or recycle waste and to demonstrate sustainable materials sourcing."

15.0 Planning Assessment

The main issues of this case are related to the matters of: scale, appearance, and landscape only.

Scale

The proposed scale of development would be limited to a maximum of 2 storeys. This reflects the immediate and wider context. The building footprints are also designed to conform to the surrounding area generally following the form of flatted, terraced, semi-detached and detached dwellings. Officers consider the details in relation to this matter are acceptable.

Appearance

The appearance of future dwellings on this site was explored at outline stage. This included principles regarding architectural language and detail, external materials, building grouping, key buildings and features, retention and reuse of building features, architectural consistency and building hierarchy.

The chosen design approach is considered to be modest and consistent with the surrounding context. A number of architectural features from the surrounding area have been selectively used in this development. These are lean-to and gabled porches, chimneys, gable ends, wide and narrow frontage dwellings, casement windows, brick lintel and sill details, as well as quoining of windows and building corners.

The main concerns raised by Officers related to the simplicity of the proposed designs of the dwellings and how they bore little relation either to Nordon itself or the wider character of the Conservation Area. Officers highlighted a number of design elements which reflected the wider context and suggested that some of these be incorporated to give more interest to the scheme, to make it a more relevant mitigation for the loss of a non-designated heritage asset and to ensure that the character of the Blandford Forum Conservation Area is not diluted, but preserved.

A number of amended drawings have been provided which show some subtle alterations to the designs. The addition of full-height bay windows to the plots either side of the new vehicle entrance gate (Plots 1 and 40) adds some visual interest and variety to these plots, both by introducing a typical Victorian Gothic detail and also suggesting an asymmetrical form typical of the period into which this development is seeking to integrate. Other changes include the rearrangement of some fenestration (e.g. Plots 19-

22), which also creates a slightly less rigid appearance, and the addition of a chimney to one end of Plots 19-22 and Plots 26-26 and a liberal addition of finials along roof ridges.

In general, the redesign has adequately concerns raised. Officers accept that these changes would improve the overall aesthetic, and better reflect the architectural context, of the site and BFCA. With that in mind, and subject to the approval of conditions, it is considered that our concerns have been sufficiently addressed to the point that no additional harm (taking into account that a measure of harm will result through the consented demolition of Nordon) would accrue to the character or appearance of the BFCA through the reserved matters.

Landscape

This site benefits from a significant amount of large mature trees. In this context there is a limited amount of additional soft landscaping that can be achieved. Your Trees Officer has commented that the planting plans look acceptable. Only one tree (carpinus betulus "Lucas") was recommended to be changed as it would have been too large at maturity for the position shown. This has been changed on plan.

The planting details refer to a landscape management and maintenance document. However, this was not submitted and has now been requested. It is expect to be received before the Committee meeting and will be reported on orally. If it is not received this could the subject of a bespoke condition.

In light of these comments, no objection should be raised to the proposals provided that the management details can be provided.

Impact upon the Conservation Area and upon the Setting of the Nordon Lodge

Whilst the principle of demolishing the office buildings has been established through the grant of the outline planning consent, the impact of the proposal upon the character and appearance of the Conservation Area, and upon the setting of the Lodge building, which is considered to be a non-designated heritage asset, is a consideration in this case, having regard to the statutory duty in s72 of the Listed Buildings Act.

The Conservation Officer originally raised concerns. In response, the applicant provided revised plans which sought to address the concerns. The Conservation Officer had the following final comments:

Based on our assessment below, and subject to approval of the conditions set out below, we consider that the reserved matters scheme will not result in any additional harm to the character and appearance of the Conservation Area. We have taken into account both the amendments made since our previous comments and also the harm already consented through the outline application and the demolition of Nordon.

Given that the scheme replaces a building of architectural and historic interest and one which contributes positively to the character of the Conservation Area, it will be important that the overall aesthetic of the scheme is not diluted through inappropriate

material selection; for this reason, the minimum material standards are specified in the conditions.

The effect of the demolition of Nordon was considered at the outline stage. The harm to the Conservation Area caused by the demolition of the Nordon building was considered to be outweighed by the significant public benefits of the scheme. The main concerns raised in respect of this reserved matters application related to the simplicity of the proposed designs of the dwellings and how they bore little relation either to Nordon itself or the wider character of the Conservation Area. The revised design would improve the overall aesthetic, and better reflect the architectural context, of the site and the Conservation Area. As such, officers agree with the conclusion of the Conservation Officer, that there would be no harm caused to the Conservation Area or to the setting of the Nordon Lodge through the reserved matters scheme.

Amenity

The amenity spaces accord with those shown on the approved layout drawing. As part of the outline application, sun path drawings were provided to demonstrate the impact of retained trees upon residential amenity and the resultant approval concluded that the degree of access to daylight would be acceptable.

The proximity of new gables at plots 18, 23 and 32 to adjoining gardens has been considered in terms of seeking to minimise potential overlooking. This deals with the requirement at Local Plan Policy 25 (Amenity) to consider privacy in relation to existing and proposed dwellings, the levels of open space provided and access to daylight.

In terms of units 19-22, in response to concerns raised, a window openings to a lounge of the flat on the upper floor on the rear of this elevation, has been reduced in size and rearranged to reduce the impact on the neighbour.

Overall, there would be more than adequate distance between the proposed dwellings and the neighbouring dwellings.

The proposal has been considered in relation to the requirements of policy 25 of the local plan. Officers consider that the proposal would safeguard the living conditions of occupiers of the properties surrounding the site, and provide for adequate levels of amenity for future occupiers of the development.

16.0 Conclusion

This application provides details of: scale, appearance, and landscaping. Officers have negotiated amendments to make the proposed development acceptable in these terms. In relation to the Blandford Forum Conservation Area, these details would have no harm to this heritage asset.

There is currently a lack of a 5 year housing land supply in the North Dorset area. This proposal would provide much needed housing, including affordable housing, in a sustainable location. This weighs strongly in favour of the proposal. In view of the lack of any harm to heritage through the reserved matters application, officers consider that the proposal complies with all relevant policy, and having regard to the guidance within the NPPF, permission should be granted without delay.

17.0 Recommendation

Grant, subject to the following conditions:

Conditions

1. Plans

The reserved matters application hereby approved shall be carried out in accordance with the following plans and drawings:

P.1.peB Plot 1 Floor Plans & Elevations

P.6-7.eB Plots 6-7 Elevations

P.6-7.pA Plots 6-7 Floor Plans

P.8-9.eB Plots 8-9 Elevations

P.8-9.pA Plots 8-9 Floor Plans

P.10.eB Plot 10 Elevations

P.10.pA Plot 10 Floor Plans

P.11-12.eB Plots 11-12 Elevations

P.11-12.pA Plots 11-12 Floor Plans

P.15-18.eA Plots 15-18 Elevations

P.15-18.pA Plots 15-18 Floor Plans

P.19-22.eB Plots 19-22 Elevations

P.19-22.pB Plots 19-22 Floor Plans

P.23-25.eB Plots 23-25 Elevations

P.23-25.pA Plots 23-25 Floor Plans

P.30-31.eA Plots 30-31 Elevations

P.30-31.pA Plots 30-31 Floor Plans

P.32-36.eB Plots 32-36 Elevations

P.32-36.pA Plots 32-36 Floor Plans

P.37.peB Plot 37 Floor Plans & Elevations

P.40.peB Plot 40 Floor Plans & Elevations

HT.A22 (2Blk)pA Housetype A22 Floor Plans

HT.A22 (2Blk)eA Housetype A22 Elevations

HT.A30 (2Blk)pA Housetype A30 Floor Plans

HT.A30 (2Blk)eA Housetype A30 Elevations

SL.01B Site Layout

DML.01B Dwelling Material Layout

BML.01C Boundary Materials Layout

CSL.01B Coloured Site Layout

BWD.01A Boundary Wall Detail

M335-301 P7 Landscape Plan Sheet 1 of 2

M335-302 P4 Landscape Plan Sheet 2 of 2

The following plans were submitted with the Reserved Matters Application for information but also form parts of the discharge of Conditions Applications
NBF-AKSW-XX-XX-DR-C-9010 P03 General Arrangement
NBF-AKSW-XX-XX-DR-C-9020 P07 Levels Layout.

The following plans were submitted in support of the application but are of an illustrative nature

SE.01 Street Elevations Sheet 1 of 2
SE.02B Street Elevations Sheet 2 of 2
CHTE.01A Coloured House Type Elevations
CSE.01B Coloured Selected Elevations
CSE.02A Coloured Selected Elevations
CSE.02B Coloured Street Elevations 2 of 2

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

2. Materials

No development above damp proof course shall take place until samples of the materials to be used in the construction of the external surfaces of the dwellings, garages and outbuildings hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details

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

3. Sample Panel

No development above damp proof course shall be commenced until a sample panel measuring 1m x 1m until of the brickwork to infill the boundary wall along Salisbury Road as indicated on approved drawings BML.01 C and BWD.01A to confirm the brick type, manner of coursing and mortar mix has been erected on site and approved in writing by the Local Planning Authority. The developer shall be carried out in accordance with the approved details.

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

4. Landscape Management

A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the local planning authority prior to the first occupation of any dwelling for its permitted use. The landscape management plan shall be carried out as approved.

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

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APPLICATION NUMBER: [WD/D/19/001344](#)

APPLICATION SITE: Land at, Littlefield, Sherborne

PROPOSAL: Erection of 10no. dwellings with associated amenity, landscaping and infrastructure including widening of access road.

APPLICANT – Magna Housing Limited

Case Officer – Emma Telford

Ward Member(s) – Cllr M Hall

Taking account of representations made during the Scheme of Delegation consultation with Members, the Head of Service considers that under the provisions of Dorset Council’s constitution this application should be determined by the Area Planning Committee.

1.0 Summary of Recommendation:

1.1 Delegate authority to the Head of Planning to grant, subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure a 100% affordable scheme and conditions.

2.0 Reason for the recommendation:

- Absence of 5 year land supply
- The location is considered to be sustainable and the proposal is acceptable in its design and general visual impact.
- It is not considered to result in any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application.

3.0 Key planning issues

Issue	Conclusion
Principle of development	The site is the within defined development boundary (DDB).
Visual Amenity	It would not have an adverse impact on the visual amenity of the site or locality.
Residential Amenity	It would not have a significant adverse impact on the living condition of occupiers of residential properties.
Contamination	Acceptable subject to unexpected land contamination condition.

Drainage	Flood Risk Management Team raised no objection subject to conditions.
Highway Safety	Highways raised no objection subject to conditions.
Biodiversity	BMEP submitted and agreed.
Affordable Housing	100% affordable scheme.
Community Infrastructure Levy	CIL liable.

4.0 Description of Site

4.1 The application site is accessed off of Littlefield. The site previously consisted of a mix of hardstanding, and a small retained garage site however these have since been demolished during the process of the application. The site is primarily surrounded by residential plots which back onto the site to the north, south and west. To the east is the side elevation of the neighbouring properties and the playing field beyond.

4.2 The application site is located within the defined development boundary for Sherborne.

5.0 Description of Proposal

5.1 The proposed development involves the erection of 10 dwellings. It would consist of a mixture of one, two and three bed units. The dwellings would be 100% affordable with a mix of tenures.

6.0 Relevant Planning History

Application No.	Application Description	Decision	Date of decision
1/D/12/000449	Demolition of existing garages and the erection of 8 no. dwellings.	Approved	14/02/2013

7.0 Relevant Constraints

Contaminated Land buffer
Within defined development boundary

8.0 Consultations

8.1 Natural England – *We have not assessed the application and associated documents for impacts on protected species.*

8.2 Dorset Police - *I have reviewed the plans for the above proposed development and would like to make the following recommendations:*

Although a Secured By Design accreditation is not being applied for at this time, I strongly recommend that the security of the development meets the standards laid out in Secured By Design Homes 2019. This is the Police guidance on crime prevention and security in new developments and will assist with the sustainability of the development. www.securedbydesign.com

I would also strongly recommend that any gate that leads to the rear of the property is key lockable as research shows that 85% of burglaries occur at the rear of the premises.

8.3 Environmental Health – *No comment.*

8.4 Obligations Manager - *Since this application is wholly for Affordable Housing, and will likely be eligible for Social Housing Relief Reg 49 etc (CIL Regs 2010 as amended) I have no comment from this perspective. Any consent will need to be accompanied by an appropriate s106 agreement ensuring that the housing remains affordable in accordance with Reg 53 et al. These comments are without prejudice to any other Consultee Comments Highways or Ecology for example.*

8.5 Housing Enabling Team - *There is a significant need for affordable housing in the west area of Dorset which the provision of 10 affordable dwellings in this development will assist in meeting. The development offers a good variety of one, two and three bedroom properties.*

8.6 Sherborne Town Council - *The Town Council has no objection, subject to the provision of a traffic management plan as there is concern that access for emergency vehicles could be limited.*

8.7 Highways - *Now that it has been confirmed that the highway layout will remain private if you are minded to grant the Highway Authority would recommend the following condition and informatives:*

Turning and parking construction as submitted

Before the development hereby approved is occupied or utilised the turning and parking shown on the submitted plans must have been constructed. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

8.8 Urban Design Officer - *This is a full application for 10 dwellings, associated amenity, landscaping and infrastructure. The orientation of existing built form to all boundaries of the site presents a challenge to achieving a site layout with dwellings that relate well to the existing built form.*

The revised plans incorporate an improved sense of arrival into the scheme through the change of housetype for plot 1 from a “Heather” unit to a “Holly” unit. The parking arrangement has been rationalised to include the same number of parking spaces (21) as the originally submitted plans while providing an improved parking to dwelling relationship. The introduction of street trees is another welcome change in order to relieve the hard surfacing associated with parking.

The plot boundaries have been amended for plots 1, 6 and 8 in order to avoid fencing off side elevations that interact with the public realm. The revised plans also show enhanced fenestration on the south elevation of plot 6 which allows for increased casual surveillance of the footpath.

8.9 Flood Risk Management Team – The submitted documents provide the necessary detail to substantiate the proposed Surface Water strategy. We therefore have no objection to the application subject to the conditions and informatives at the end of this letter being included on any permission granted.

No development shall take place until a detailed surface water management scheme for the site, which accords with the principles outlined in the following documents:

- Drawing: General Arrangement of Proposed S104 Foul & Surface Water Drainage – Littlefield Development, Barnaby Assoc. – Jan 2020 – Ref No: 191110-101-P3*
- Report: Soakaway Ground Investigation Report – Proposed Development at Littlefield, Sherborne – TerraFirma (South) – Rev 00 (July 2020) – Ref No: 5075/SR*

Is based upon the hydrological and hydrogeological context of the development and includes clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

No development shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory

undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

REASON: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

INFORMATIVES

- *If the applicant wishes to offer for adoption any highways drainage to DC, they should contact DC Highway's Development team at DLI@dorsetcouncil.gov.uk as soon as possible to ensure that any highways drainage proposals meet DCC's design requirements.*

9.0 Representations

9.1 Five third party comments were received objecting to the proposal for the reasons summarised below:

- Overlooking of neighbouring properties
- Impact on privacy of neighbouring properties
- Increased traffic
- Road layout not suitable to cope with increase in traffic
- Health concerns during construction
- Would disturb the quietness of the street
- Highway safety concerns due to narrow road and existing parked cars
- Garages are necessary
- Loss of parking created by garages
- Increased on road parking, would promote residents to park dangerously
- Dangerous for pedestrians, including children and elderly
- Overbearing impact on neighbouring properties
- Block out light to neighbouring properties

9.2 Comments were also made regarding the impact of the proposal of neighbouring property values however this is not a material planning consideration and will not be considered as part of this report.

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

10.0 Relevant Policies

West Dorset, Weymouth and Portland Local Plan

ENV 1 – Landscape, Seascape and Sites of Geological Interest

ENV 2 – Wildlife and Habitats

ENV 9 – Pollution and Contaminated Land
ENV 10 – The Landscape and Townscape Setting
ENV 11 – The Pattern of Streets and Spaces
ENV 12 – The Design and Positioning of Buildings
ENV 13 – Achieving High Levels of Environmental Performance
ENV 15 – Efficient and Appropriate Use of Land
ENV 16 – Amenity
SUS 1 – The Level of Economic and Housing Growth
SUS 2 – Distribution of Development
HOUS 1 – Affordable Housing
COM 7 – Creating a Safe and Efficient Transport Network
COM 9 – Parking Standards in New Development
COM 10 – The Provision of Utilities Service Infrastructure

National Planning Policy Framework

2. Achieving sustainable development
5. Delivering a sufficient supply of homes
11. Making effective use of land
12. Achieving well-designed places

Other material considerations

Design and Sustainable Development Planning Guidelines (2009)

West Dorset Landscape Character Assessment 2009

11.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

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

12.0 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.

As part of the proposed development two allocated disabled parking spaces would be provided, one unit would be provided with the all the accommodation on the ground floor with parking located to the side of the unit.

13.0 Financial benefits

Material Considerations	
Employment created during construction phase	Not known
Spending in local economy by residents of 10 dwellings	Not known

Non Material Considerations	
Contributions to Council Tax Revenue	Not known
New Homes Bonus	Not known

14.0 Climate Implications

14.1 The proposed units would be modular homes constructed off-site, the design and access statement submitted as part of the application sets out the following sustainability benefits:

- Up to 67% less energy is required to produce a modular building compared to an equivalent traditionally built project
 - Material usage can be reduced by up to 90%
 - Up to 90% fewer vehicle movements means less environmental pollution
 - Over 80% of waste is recycled in the off-site manufacturing process at the factory

14.2 The Case Officer comments that the construction phase will involve emissions from processes and vehicles/plant at the site. Once occupied any petrol/diesel vehicles of occupiers will produce carbon monoxide/emissions. However this must be balanced against the fact that the site is sustainable with public transport access options available and would 10 affordable dwellings.

15.0 Health and Wellbeing

15.1 The council is accountable under national statute for local public health outcomes and wellbeing, with the responsibility for promoting health and wellbeing the reduction of health inequalities across the county. It is necessary to identify in any reports the potential impact on general health and wellbeing, specifically on levels of public health, physical activity and mental wellbeing.

15.2 In this case, the affordable dwellings would be located in a sustainable location, in accordance with the requirements of the development plan. With this in mind, future occupiers of the dwellings would have access to health services and to open space and recreation opportunities, which are located within the settlement. Impact on amenity is one of the most important determining considerations within the planning application process, as it can impact greatly on the quality of life for those affected. The impact on amenity of future occupiers and of surrounding land users, have been fully considered. This is a requirement of policy ENV.16 of the development plan for this area. In addition, the proposal would meet the social aim of providing housing, and in turn, promote health and wellbeing, and the reduction of health inequalities which can result from a lack of access to suitable housing.

16.0 Planning Assessment

Principle of Development

16.1 The proposed development involves the erection of 10 dwellings. In terms of the principle of the development the sites lies within the defined development boundary (DDB) for Sherborne. Policy SUS2 of the adopted local plan seeks to direct development to the main settlements and to “strictly control” development outside DDBs, “having particular regard to the need for the protection of the countryside and environmental constraints”. Given the location of the site inside the DDB with good access to amenities the principle of the application is acceptable. It would also be seen in the wider context of the surrounding development. The development would also further assist in the lack of five year housing supply, the Council currently has 4.83 years of supply across the West Dorset and Weymouth local plan area and therefore cannot currently demonstrate a five-year supply of deliverable housing sites. Given the above the proposal in principle is considered acceptable subject to site specific criteria and compliance with other policies in the local plan all of which are considered below.

16.2 In addition an application was previously approved on the site under the reference 1/D/12/000449 for the erection of 8 dwellings. Although that permission has since lapsed.

Visual Amenity

16.3 The proposed development involves the erection of 10 dwellings. The previous use of the site was garaging (recently demolished). The garaging consisted of rows of flat roofed, concrete garages with areas of hardstanding. The site is primarily surrounded by residential plots.

16.4 The proposed 10 dwellings would be two storey, they would be positioned in two lines of terraces and one singular unit split into 2 maisonettes. The proposed units would be of a modular construction with Wetherby Cannon Blue, Parador Red, Anoreta Red and Almenara Buff with Marley Edgemere roof tiles. Samples of the

brick slips were provided as part of the application process. The proposed dwellings although modular have been designed to reflect the surrounding development and are considered to result in a visual improvement in this more urban setting on the vast amount of concrete of the garages previously on the site and the now hardstanding. The Urban Design Officer was consulted on the amended plans submitted as part of the application and considered that the revised plans incorporate an improved sense of arrival through the change of house type for plot 1, the parking arrangement has been rationalised and the introduction of street trees is another welcome change in order to relieve the hard surfacing associated with parking. The proposed development will result in the site reflecting the surrounding development and will remove the incongruous feature of the hardstanding.

16.5 Given the above the proposed development would not have an adverse impact on the visual amenity of the site or locality.

Residential Amenity

16.6 The proposed development involves the erection of 10 dwellings. The site previously consisted of single storey garages although these have since been demolished during the course of the application. To the north of the site are the rear of the properties of Ridgeway. The majority of the proposed parking is located along this boundary. One unit consisting of two maisonettes (plots 9 and 10) is proposed to be located close to the boundary. The rear elevation of the proposed plots 9 and 10 would have a window serving each of the maisonettes. The proposed windows would be very small, with one at ground level facing the boundary treatment and both would serve bathrooms and would therefore be obscure glazing. The obscure glazing of these windows would be conditioned as such on any approval and no new windows could be introduced on this elevation without the requirement for planning permission as the units are maisonettes and do not benefit from PD rights. Concerns have been raised that these units would result in an overbearing impact on the two existing properties of Ridgeway located to the rear. The proposed unit would be two storey with the roof sloping away from the neighbouring property. The proposed unit would not be located directly behind one property, expanding their full garden width. It would also be separated from the rear elevation of the existing properties by their gardens and the small patio to the rear of the proposed unit.

16.7 To the west of the site are the existing properties of Littlefield, the rear of these existing properties would face the rear of the proposed units 1-5. The rear of the properties are separated by the gardens of both the existing and proposed and there is considered to be sufficient distant between the two. To the south of the site are the rear of the properties of Noake Road, the rear of these properties would face the side elevations of the units 5 and 6. There are no windows proposed on the side elevation of plot 5 and on plot 6 two small, narrow windows are proposed. The first floor window would serve a bathroom, not a habitable room and would be obscure glazed and conditioned as such. The side elevations of the proposed units are set back from the boundary with the neighbouring properties and would be separated by

the gardens of the neighbouring properties. The rear of the plots of 6, 7 and 8 would face the side elevation of the property to the east however the properties would be set back from the boundary by the gardens of the proposed dwellings. There are side windows on the neighbouring property but there are small and secondary in nature. Given all of the above the proposed development would not have a significant adverse impact on the living condition of occupiers of residential properties.

16.8 Local plan policy ENV 12 states that *new housing should meet and where possible exceed appropriate minimum space standards*. The proposed dwellings meet the minimum space standards when looking at the minimum number of bed spaces for that size property (by bedroom number). We would not look to control the number of people occupying a dwelling and therefore on balance as they would meet the minimum requirement the units are considered acceptable. The proposed dwellings would each have adequate private gardens. Given the above the proposed development would not have a significant adverse impact on the living condition of occupiers of the proposed residential properties.

Contamination

16.9 The application site is located within a contaminated land buffer, however the site was previously domestic garaging and hard standing. Environmental Health were consulted on the application and no comments were received. An unexpected land contamination condition would be placed on any approval granted.

Drainage

16.10 A Drainage Strategy was submitted as part of the application, amendments were made in response to the original comments from the flood risk management team. Further information was submitted and the Flood Risk Management Team raised no objection subject to conditions for a detailed surface water management scheme and details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system. These conditions would be placed on any approval granted.

Highway Safety

16.11 Highway safety concerns have been raised by third parties and Sherborne Town Council requested the submission of a traffic management plan. The site would be accessed off of Littlefield, in total the scheme would provide a total of 21 parking spaces. Highways were consulted on the application and considered as the highway layout will remain private raised no objection subject to a condition for turning and parking construction. This condition would be placed on any approval granted. Highways also advised that a significant benefit could be provided through the installation of a pedestrian dropped kerb on the south side of Littlefields opposite the existing pedestrian access on the other side of the road. In response to these

comments an amended plan was submitted showing this dropped kerb and its installation would be condition on any approval granted. Highways did not require the submission of a traffic management plan as requested by the Town Council and therefore this would not be conditioned as part of any approval granted.

Biodiversity

16.12 The proposed development involves the erection of 10 dwellings on the site. Natural England were consulted and considered that a Biodiversity Mitigation & Enhancement Plan (BMEP) was required. In response to the comments received a BMEP and an associated certificate of approval from NET were submitted. A condition would be placed on any approval for the development to be carried out in accordance with the agreed BMEP.

Affordable Housing

16.13 National Planning Policy Framework paragraph 63 sets out that the *provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer)*. This application involves the erection of 10 dwellings and therefore meets the threshold for major development. To comply with local plan policy HOUS 1, the proposal would need to provide 35% affordable housing. However the proposal is for a 100% affordable scheme and the provision of 10 affordable units which would be secured through a S106 agreement.

Community Infrastructure Levy

16.14 The adopted charging schedule only applies a levy on proposals that create a dwelling and/or a dwelling with restricted holiday use. All other development types are therefore set a £0 per square metre CIL rate.

16.15 The development proposal is CIL liable. The rate at which CIL is charged is £100 per sqm. The CIL charge would be confirmed when the liability notice is issued. Confirmation of the final CIL charge will be included in a CIL liability notice issued prior to the commencement of the development. Index linking as required by the CIL Regulations - (Reg. 40) is applied to all liability notices issued, using the national All-In Tender Price Index of construction costs published by the Building Cost Information Service (BCIS) of the Royal Institution of Chartered Surveyors. CIL payments are index linked from the year that CIL was implemented (2016) to the year that planning permission is granted.

16.16 As the proposed development is for affordable units the applicant will be able to claim affordable housing relief on the dwellings.

17.0 Conclusion

17.1 The social benefits of 10 units of affordable accommodation, within a sustainable location, weigh heavily in favour of the proposal. The application site is located within the DDB and is therefore considered to comply with Local Plan policy SUS 2 and is therefore acceptable in principle. The proposal is also considered acceptable subject to conditions in relation to visual amenity, residential amenity, highway safety, contamination, biodiversity and drainage.

18.0 Recommendation

Delegate authority to the Head of Planning to grant, subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the legal services manager to secure the following:

The provision of a 100% affordable scheme and the planning conditions (and their reasons) below:

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:

Location Plan - Drawing Number 2001 received on 21/05/2019

Proposed Site Plan - Drawing Number 2004 J received on 01/12/2020

Proposed Roof Plan - Drawing Number 2005 E received on 01/12/2020

Proposed Floor Plan Plots 1-5 - Drawing Number 2030 B received on 01/12/2020

Proposed Elevations Plots 1-5 - Drawing Number 2031 C received on 01/12/2020

Proposed Floor Plan Plots 6-8 - Drawing Number 2032 B received on 01/12/2020

Proposed Elevations Plots 6-8 - Drawing Number 2033 C received on 01/12/2020

Proposed Floor Plan Plots 9-10 - Drawing Number 2034 B received on 01/12/2020

Proposed Elevations Plots 9-10 - Drawing Number 2035 C received on 01/12/2020

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

3) The finished materials for the dwellings hereby approved shall be Marley Edgemere roof tiles and for the walls Wetherby Brick slips in Cannon Blue, Parador Red, Anoreta Red and Almenara Buff and the material finish of the mortar shall be in the colour natural.

REASON: In their interest of visual amenity.

4) Before the development hereby approved is occupied or utilised the turning and parking shown on the submitted plans must have been constructed. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

5) No development above ground/foundation level shall take place until a detailed surface water management scheme for the site, which accords with the principles outlined in the following documents:

- Drawing: *General Arrangement of Proposed S104 Foul & Surface Water Drainage – Littlefield Development, Barnaby Assoc. – Jan 2020 – Ref No: 191110-101-P3*
- Report: *Soakaway Ground Investigation Report – Proposed Development at Littlefield, Sherborne – TerraFirma (South) – Rev 00 (July 2020) – Ref No: 5075/SR, and*

is based upon the hydrological and hydrogeological context of the development and includes clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity.

6) No development above ground/foundation level shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. The details shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

REASON: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

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

REASON: To ensure risks from contamination are minimised.

8) The measures of the Biodiversity Mitigation & Enhancement Plan signed by Mat Gee and dated 20/02/20, and agreed by the Natural Environment Team on 24/02/2020 shall be implemented prior to first occupation of the dwellings hereby approved, unless a subsequent variation is agreed in writing with the Council.

REASON: In the interests of biodiversity mitigation and enhancement.

9) Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), the first floor window on the side elevation of plot 6 hereby approved shall be permanently glazed and maintained thereafter with obscured glass of a minimum obscurity of level 3 and non-opening up to 1.7 metres above the finished floor level of the room before the dwelling house is first brought into use.

REASON: To protect amenity and privacy.

10) Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), the first floor window on the rear elevation of plot 9 hereby approved shall be permanently glazed and maintained thereafter with obscured glass of a minimum obscurity of level 3 and a permanent fixed restrictor installed only allowing the window to be opened by 10cm at the bottom of the window before the dwelling house is first brought into use.

REASON: To protect amenity and privacy.

11) The development hereby approved shall not be first occupied until a pedestrian dropped kerb located on the south side of Littlefield to be positioned as shown on the Proposed Site Plan, drawing number 2004 J shall first have been installed.

REASON: In the interests of highway safety.

Informatives:

1. NPPF Approval Statement

2. Community Infrastructure Levy

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

3. Dorset Highways

With regard to the indicative alterations to the public highway close to the site access, whilst these may in principle be acceptable, separate permissions are required and must be constructed to the specification of the Highway Authority in order to comply with **Section 184 of the Highways Act 1980**. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

4. Privately managed estate roads

As the new road layout does not meet with the Highway Authority's road adoption standards or is not offered for public adoption under Section 38 of the Highways Act 1980, it will remain private and its maintenance will remain the responsibility of the developer, residents or housing company.

5. Advance Payments Code

The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making-up of a private street prior to the commencement of any building works associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.

6. Confirmation of highway boundary

The applicant is advised that, notwithstanding this consent, before commencement of any works Dorset Highways **MUST** be consulted to agree the precise position of the boundary. They can be contacted by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ.

7. If the applicant wishes to offer for adoption any highways drainage to DC, they should contact DC Highway's Development team at DLI@dorsetcouncil.gov.uk as soon as possible to ensure that any highways drainage proposals meet DCC's design requirements.

8. INFORMATIVE NOTE: Developer-Led Infrastructure

The applicant is advised that, notwithstanding this consent, it is intended that the new pedestrian dropped kerb is to be offered for public adoption under Section 278 of the Highways Act 1980, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at

dli@dorsetcc.gov.uk, or in writing at Development team, Dorset Highways, Environment and the Economy, Dorset Council, County Hall, Dorchester, DT1 1XJ.

9. The pedestrian dropped curb required by condition 11 must be constructed to the specification of the Highway Authority. The applicant should contact Dorset Highways by telephone at Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

10. S106 Agreement