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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 Potheary

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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Written Submissions

Tuesday 10 November 2020

Item 5a – Charminster Farm

Charminster Parish Council – SUPPORT

The Parish Council discussed this application at length at its meeting on 1st September. Our response to the consultation is as follows:

- The Parish Council supports the application to close the junction with Wanchard Lane and North Street.
- The Parish Council supports the application for a weight restriction on Weir View.
- The Parish Council believe all the residential roads in the development should have a speed limit of 20mph so that they are in line with the new speed limit through much of the existing village. This should be paid for by Wyatt Homes.
- The Parish Council still has concerns over the proposed new junction with the A37, particularly the difficulty of turning right towards Yeovil during peak times without a central refuge to enable drivers to cross half-way. We are also concerned about cars queuing to get out of the junction causing traffic to back up along the link road and preventing residents reaching their homes.
- The design and specification of the allotments needs to be agreed with the Parish Council before starting on site. Wyatt Homes should provide the play equipment/MUGA after consultation with the Parish Council and this should be included in the S106 agreement.
- The Parish Council would also like to see the allotments and play areas and other new facilities managed by the Parish Council rather than a residents owned management group as these facilities would be for the benefit of the whole village.
- The Parish Council has concerns about the parking standards used as Phase 1 has insufficient parking and is already experiencing problems with parking especially trade vehicles that are in addition to residents' own vehicles.

Tim Hoskinson, Planning Manager, Wyatt Homes

Wyatt Homes is proud of the new homes and community facilities that we are building at Charminster Farm. Phase 1 including the new Community Hall was completed last year. Phase 2 is well advanced and is due to be completed this year. All of the new homes are occupied or reserved, with 80% of the residents moving from within Dorset.

The application before you today is for Phase 3. This carries forward the design approach established by earlier phases and provides large areas of public open space and transport improvements that benefit wider area.

Phase 3 would deliver 82 homes with a mix of house types and tenures including 29 affordable homes, over 3.5 hectares of open space including children's play area, allotments, woodland and wild flower meadow planting, and highway improvements including a new link between the A37 and Wanchard Lane that will reduce traffic through the village (in particular HGVs). In addition, a CIL payment of circa one million pounds will be made to local infrastructure improvements.

The proposals are a culmination of several years of engagement with statutory consultees and the community. This has included a well-attended consultation event in July 2019, meetings with the parish council, discussions with allotment holders, and pre-application advice from officers. Amendments have been made during the application process including additional landscaping, design enhancements, and refinements to the package of highway improvement measures.

The proposals seek to reduce the environmental impact of development though:

- a masterplan that supports good pedestrian and cycle connections;
- green spaces that provide a net gain in biodiversity, support health and well being of residents, and include sustainable drainage systems;
- homes that are well built to stand the test of time, are energy efficient and incorporate features such as bat and bird bricks and provision for electric vehicle charging.

This application comes before you as we enter a second national lockdown. The construction industry can make an important contribution to the economic recovery. At the local level, there are over 50 people employed on Phase 2 of Charminster Farm, which is due to complete at the end of the year.

A decision to grant planning consent now would allow construction to roll forward onto Phase 3 in early 2021, supporting jobs and housing delivery. Phase 3 forms an important part of the Council's 5 year housing land supply with housing delivery forecast from April 2021.

In summary, the proposed scheme has been designed with care and attention to detail, to ensure that it makes a positive contribution to the village. A timely and positive decision on this application is critical.

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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 62 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 contours
 - (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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This is an update regarding the published heads of terms. It is intended to provide clarity over what is material to the committee's considerations. There is also an update on the recommended condition 8, and the plans list.

Heads of Terms

- The Highway Authority require an extension of the 30 mph speed limit along Wanchard Lane in order for this scheme to be acceptable.

A financial contribution will therefore be included in the s106 to address this. This contribution is required to make the development acceptable in planning terms.

The developer has also discussed additional highway measures with the Parish Council, consisting of two enabling contributions, which may also be included in the agreement if offered by the developer:

- Traffic Regulation Order regarding a restriction of motor vehicle access along Wanchard Lane, and,
- a weight restriction on Weir View.

These measures are not required in order to make the development acceptable in planning terms, and should not form part of the committee's consideration. No weight should be attributed to these two measures in the planning balance.

Consequently, whilst they are proposed for potential inclusion in the s106 agreement, they are enabling contributions to secure funds for the highway works, which would be delivered through the S.278 process.

The revised recommendation is therefore as follows:

18.0 RECOMMENDATION:

Recommendation A: Delegate approval to Head of Planning subject to:
Entry into a s106 agreement to address:

- Affordable housing (35%),
- Provision of public open space with management/maintenance details;
- Re-location of allotments (with specification details);
- establishment of vehicular and pedestrian links with Phase 2/land to east;
- Financial contribution towards the extension of 30mph speed limit on Wanchard Lane,

And 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.

Conditions:

This update includes the adjustment to the phrasing of Condition 8 – Landscaping, to include an on-going maintenance requirement. The full list of plans is also included below:

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.

PLANS LIST - WD/D/19/003097 Charminster Farm

Beaminster Cottage Elevations - Drawing Number HT.BEA_3.e Rev A received on 13/12/2019

Beaminster Cottage Floor Plan - Drawing Number HT.BEA_3.p Rev A received on 13/12/2019

Bungalow Cottage Elevations Option One - Drawing Number HT.BUNG_3.e1 rev A received on 13/12/2019

Bungalow Cottage Elevations Option Two - Drawing Number HT.BUNG_3.e2 Rev A received on 13/12/2019

Bungalow Cottage Floor Plan - Drawing Number HT.BUNG_3.p Rev A received on 13/12/2019

Ibberton Cottage Elevations - Drawing Number HT.IBB_3.e1 Rev A received on 13/12/2019

Ibberton Cottage Floor Plan - Drawing Number HT.IBB_3.p1 Rev A received on 13/12/2019

Ibberton Informal Elevations - Drawing Number HT.IBB_3.e2 Rev A received on 13/12/2019

Ibberton Informal Floor Plan - Drawing Number HT.IBB_3.e2 Rev A received on 13/12/2019

Iwerne Informal Elevations - Drawing Number HT.IWE_3.e3 Rev A received on 13/12/2019

Iwerne Informal Floor Plan - Drawing Number HT.IWE_3.p2 Rev A received on 13/12/2019

Lytchett Cottage Floor Plan - Drawing Number HT.LYT_3.p1 Rev A received on 13/12/2019

Lytchett Informal Elevations - Drawing Number HT.LYT_3.e2 Rev A received on 13/12/2019

Lytchett Informal Floor Plan - Drawing Number HT.LYT_3.p2 Rev A received on 13/12/2019

Osmington Cottage Elevations - Drawing Number HT.OSM_3.e1 Rev A received on 13/12/2019

Osmington Cottage Floor Plan - Drawing Number HT.OSM_3.p1 Rev A received on 13/12/2019

Osmington Informal Elevations - Drawing Number HT.OSM_3.e2 Rev A received on 13/12/2019

Osmington Informal Floor Plan - Drawing Number HT.OSM_3.p2 Rev A received on 13/12/2019

Spetisbury Informal Elevations – Drawing Number HT.SPE_3.e2 Rev A received on 13/12/19

Spetisbury Informal Floor Plans – Drawing Number HT.SPE_3.e2 Rev A received on 13/12/19

Plots 24 - 26 Elevations - Drawing Number P24-26_3.e Rev A received on 13/12/2019

Plots 24 - 26 Floor Plan - Drawing Number P24-26_3.p Rev A received on 13/12/2019

Plots 64-65 Elevations - Drawing Number P64-65_3.e Rev A received on 13/12/2019

Plots 64 - 65 Floor Plan - Drawing Number P64-65_3.p Rev A received on 13/12/2019

Flat Block A Elevations - Drawing Number FB-A_3.e Rev A received on 13/12/2019

Flat Block A (Sheet 1 of 2) Floor Plan - Drawing Number FB-A_3.p1 Rev A received on 13/12/2019

Flat Block A (Sheet 2 of 2) Floor Plan - Drawing Number FB-A_3.p2 Rev A received on 13/12/2019

Single Garage Floor plans and Elevations - Drawing Number GAR.01_3.pe Rev A received on 13/12/2019

Double/Twin Garage Floor plans and Elevations - Drawing Number GAR.03_3.pe Rev A received on 13/12/2019

Plot 6 Ibberton with bay P6e A received on 17/07/2020

Plot 6 Ibberton with bay P6p A received on 17/07/2020

Plot 7 Mannington P7e A received on 17/07/2020

Plot 7 Mannington P7p A received on 17/07/2020

Plots 52-54 2B4P/3B5P P52-54e A received on 17/07/2020

Plots 52-54 2B4P/3B5P P52-54 p A received on 17/07/2020

Plots 55-57 2B4P/3B5P P55-57 e A received on 17/07/2020

Plots 55-57 2B4P/3B5P P55-57 p A received on 17/07/2020

Type Iford floor plans HT IFOp A received on 17/07/2020

Netherbury floor plan HT NET p A received on 17/07/2020

Type Edmondsham Cottage Floor Plan HT EDM 3p B received on 17/07/2020

Type Regis Cottage Elevations HT REG 3e B received on 17/07/2020

Type Regis Cottage Floor Plan HT REG 3p B received on 17/07/2020

Type Sandbanks Cottage Elevations HT SAN 3e B received on 17/07/2020

Type Sandbanks Cottage Floor Plan HT SAN 3p B received on 17/07/2020

Type Spetsbury Cottage Floor Plans HT SPE 3p1 B received on 17/07/2020

Type Upwey Informal Elevations HT UPW 3e B received on 17/07/2020

Type Upwey Informal Floor Plan HT UPW 3p B received on 17/07/2020

Type 2B4P Floor Plan HT 2B4P 3p B received on 17/07/2020

Type 3B5P Elevations HT 3B5P 3e B received on 17/07/2020

Type 3B5P Floor Plan HT 3B5P 3p B received on 17/07/2020

Single garage Plot 5-6 Floor plan/elevs - Drawing Number GAR 02 3 pe B received on 17/07/2020

Location Plan - LP 01B received on 26/10/2020

Site layout (coloured) CSL 01E received on 26/10/2020

Site layout (black/white) SL 01E received on 26/10/2020

Street elevations (coloured) CSE 01D received on 26/10/2020

Affordable housing layout AHL 01D received on 26/10/2020

Boundary materials BML 01D received on 26/10/2020

Dwelling materials layout DML 01D received on 26/10/2020

Parking allocation layout PAL 01D received on 26/10/2020

Refuse collection RCL 01D received on 26/10/2020

Type Evershot Elevations HT.EVE.e A received on 26/10/2020

Type Evershot Cottage Floor Plan HT.EVE.p A received on 26/10/2020

Type Iford Elevations HT.IFO.e B received on 26/10/2020

Type Netherbury Elevations HT.NET.e B received on 26/10/2020

Type Edmondsham Cottage Elevations Option 1 HT.EDM-1.e C received on 26/10/2020

Type Edmondsham Cottage Elevations Option 2 HT.EDM 2.e A received on 26/10/2020

Type Edmondsham Cottage Elevations Option 3 HT.EDM 3.e A received on 26/10/2020

Type Evershot Elevations HT.EVE.e A received on 26/10/2020

Type Evershot Cottage Floor Plan HT.EVE.p A received on 26/10/2020

Type Iwerne Cottage Elevations Option 1 HT.IWE-1.e B received on 26/10/2020

Type Iwerne Cottage Floor Plan HT.IWE.p1C received on 26/10/2020

Type Lychett Cottage Elevations Option 1 HT.LYT-1.e B received on 26/10/2020

Type Lychett Cottage Elevations Option 2 HT.LYT-2.e B received on 26/10/2020

Type Spetisbury Cottage Elevations Option 1 HT.SPE-1.e C received on 26/10/2020

Type Spetisbury Cottage Elevations Option 3 HT.SPE-3.e A received on 26/10/2020

Type 2B4P Option1 Elevations HT.2B4P-1e A received on 26/10/2020

Type 2B4P Option 2 Elevations HT.2B4P-1.e A received on 26/10/2020

Proposed woodland buffer planting strategy 813.14/317 B received on 26/10/2020

Proposed access to Phase 3 PHL-101G received on 06/08/2020

Proposed Phase 3 access to Wanchard Lane PHL-105E received on 06/08/2020