



Northern Area Planning Committee

Date: Tuesday, 10 November 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 Planning Committee – AM Session](#)

[Northern Area Planning Committee – PM Session](#)

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 6 November 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 6 November 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.

A G E N D A

Page No.

1 APOLOGIES

To receive any apologies for absence

2 DECLARATIONS OF INTEREST

To receive any declarations of interest

3 MINUTES

5 - 28

To confirm the minutes of the meeting held on 15 September 2020.

4 PUBLIC PARTICIPATION

29 - 30

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 6 November 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

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| a | WD/D/19/003097 - Land West of Charminster Farm, Between Wanchard Lane and A37, Charminster | 31 - 66 |
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To consider a report by the Head of Planning.

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| b | WD/D/19/001344, Land at, Littlefield, Sherborne | 67 - 82 |
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To consider a report by the Head of Planning.

COMMITTEE BREAKS FOR LUNCH - 1.00PM - 2.00PM

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| c | 2/2020/0379/FUL West of Shaftesbury Road at Land South of Gillingham, Shaftesbury Road, Gillingham, Dorset | 83 - 90 |
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To consider a report by the Head of Planning.

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| d | 2/2020/0610/OUT - Greenfields , Marnhull, DT10 1HR | 91 - 102 |
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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.



DORSET COUNCIL - NORTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY 15 SEPTEMBER 2020

Present: Cllrs 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

Also present: Cllr Tony Alford, Cllr Graham Carr-Jones and Cllr David Walsh

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

Brian Convery (Locum Property Lawyer), Mike Garrity (Head of Planning), Robert Lennis (Area Lead (Major Projects) Eastern), Simon McFarlane (Area Lead Planning Officer, Gillingham), Steve Savage (Transport Development Manager), Allison Sharpe (Business Support Officer), Hannah Smith (Planning Area Manager), James Weir (Conservation Officer), Huw Williams (Lead Project Officer - Corporate Projects), Jackie Witt (Planning Technical Officer), Judy Saunders (PA to Chairman and elected members), Hayley Caves (Member Development and Support Officer) and Fiona King (Democratic Services Officer)

1. Apologies

An apology for absence was received from Cllr Ridout for the afternoon session only.

2. Declarations of Interest

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

With regards to Item 5a, Cllr Fry declared an interest in respect of predetermination as his wife works at Dorset County Hospital. Cllr Fry undertook to not take part in the debate and agreed to speak only as a Local Member for this item.

3. Minutes

The minutes of the meeting held on 30 July 2020 were confirmed and signed.

4. 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.

5. **Planning Applications**

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

6. **WD/D/19/002627, Dorset County Hospital, Williams Avenue, Dorchester, DT1 2JY**

Cllr Fry spoke as the Local Member only and then removed himself from the meeting for this item.

The Lead Project Officer introduced the application for the erection of a multi storey car park and improvements to internal site roads and temporary change of use of former school field to car parking and Dorset County Hospital.

The officer identified the whole hospital campus and drew members' attention to the main access points on the site. The location and extent of the Dorchester conservation area was highlighted and it was noted that no development was planned in the designated conservation area. The nearby Listed Buildings were also highlighted. The proposed site plans and the proposed elevation and section drawings were highlighted to members.

There was no in principle land use objection and the main considerations in the determination of the application were set out in the application report.

The officer highlighted a number of updates for members since the publication of the report which included:-

- A review of screening under the EIA Regulations, environment impact was not considered necessary and the original screening opinion considered to be sound.
- Further consultation responses from the Council's Transport Planning Manager and Flood Risk Management Team:
 - The Travel Plan was now acceptable.
 - Surface water discharge element objection was still not resolved and this was explained to members.
- Representations in support of the proposed development had been received from Richard Drax MP and Simon Hoare MP. 6 further representations supporting the proposed development had also been received including previous county councillor and representative on the Hospital Board, Ian Gardner.
- Further representations objecting to the proposed development included a petition from the residents of Damers Road. Further representations had also been received expressing concern about air quality impact and damage to properties during the construction period.

The Conservation Officer had no further comments to make.

The Transport Development Liaison Manager highlighted that on-site parking provision would be increased to 1064 spaces once the works were completed.

The view from the Highways Authority was that the proposed development was satisfactory and robust and had no objection in principle to the proposal.

A number of written submissions supporting and objecting to the recommendation and a statement by the applicant were read out at the meeting and are attached to these minutes.

Cllr Tony Alford who was the Dorset Council representative on the hospital Board addressed the committee. He focussed on the concept of heritage significance and noted that it was not clear from the report that Historic England had set any guidance about how heritage should be discussed. He felt this was missing from the Planning Officer's report. He concluded from the report there would be a very low level of harm arising from the proposed development. There was a high level of compliance with other areas of the application. Sustainable development was mentioned in the report, and this application would help to deliver all three elements. He highlighted that approval of this application would ensure the funding of £62.5m for the hospital was secure.

Local Members for Dorchester West – Cllr Les Fry

Cllr Fry highlighted that this application was contentious for a number of reasons but felt this could be avoided. He felt the point on conservation was not relevant as there were plenty of building nearby that did not compliment the town. Whilst he did have sympathy for the residents the hospital needed to adapt and expand. He felt that the multi-storey car park would stand out but not as much as the buildings on Poundbury. He had worked with the Hospital Estates Team to try and sort a number of parking issues on the current site. He asked if the hospital had taken into account COVID and the number of people that were now working from home and if the car park was still needed. Cllr Fry made reference to the water issues and solar panels and asked for a condition to be added that local people had a say in what the final building would look like.

Members comments and questions

In respect of the question regarding staff working from home at the hospital, the officer advised that he had had some discussion with various people, and on occasions when he had visited the car park had not had any difficulty parking but recognised this was not the finding of other people. With reduced visitor numbers he felt there may have been a noticeable reduction in parking demand during the COVID period. However, he felt that planning decisions should not be taken on the basis of what remained an emergency situation.

With regards to the incorporation of renewable energies, the officer advised there were no proposals within the application for onsite renewable generation, but later noted that the photovoltaic cells are proposed on the roof of the service cores. In terms of climate change impact the proposals for providing a car park with electric vehicle charging points and a commitment to green travel was a positive element to the application.

Cllr Jones asked if there were any specialist reasons to consider in order for members to go against the officers' recommendation. The officer advised that

the decision members were being asked to take involved balancing the harms that had been identified by council officers against the public benefits claimed by the applicants and that are acknowledged in the application report. There was nothing in the report that invited members to put weight to issues that were not material planning considerations. The recommendation for refusal related to the landscape, townscape and visual impacts of the proposed multi storey car park and related implications for designation of heritage assets. The committee can and should have regard to the public benefits associated with the proposed development. Members should not approve unless they were satisfied that the harm to the significance of designated heritage assets was clearly and convincingly outweighed by the public benefits.

Cllr Taylor asked if a sprinkler system was planned for the building. The officer advised any such system would be covered under building regulations.

Cllr Andrews highlighted the social and economic benefits of the scheme and highlighted his experiences of trying to secure a disabled space when visiting the car park. He was content to proposed that the recommendation be refused.

Cllr Heatley felt the application was centred on 3 areas, parking, the future plans for the hospital and potential damage to heritage. He had no objection to the modest increase in parking capacity and felt in respect of the heritage and landscape, it was sometimes too easy to make too much of this.

Cllr Potheary found the recommendations to be brave and exemplary. However, the word harm was subjective and she would vote to approve application. She asked that an informative be included regarding the objection raised by the Flood Risk Management Team.

Cllr Ridout noted that the development was large but was part of the site so would be viewed in context and was outside the conservation area. She appreciated there were heritage assets close by but there was distance. The proposed development was in the best location on the site and would be a huge benefit to staff, patients and visitors. It was important for the hospital to carry on increasing their green travel plan. In her view the public benefit far outweighed the harm.

Cllr Jones highlighted the £62.5m increased funding to the area which could not be taken lightly.

Following a vote, members agreed to grant planning permission for the multi-story car park at Dorset County Hospital.

The Lead Project Officer highlighted some headline conditions that members may wish to impose should they be minded to approve the application. Members discussed these and agreed to leave the detailed wording for the Head of Planning, to be agreed in consultation with the Chairman. The Chairman asked that a condition be included regarding the involvement of the community in the choice of design and artwork of the exterior of the building.

Cllr Ridout wanted to ensure that the proposal for planting 170 new trees off-site would go ahead and asked if that would be in the landscaping condition. The officer advised that he thought that this was included in the biodiversity mitigation and enhancement plan, but could reasonably be secured by condition.

Proposed: Jon Andrews

Seconded: David Taylor

Decision

1. To grant planning permission on the grounds that the social and economic benefits in respect of parking and funding for the hospital outweighed the harm to the landscape, to visual amenity and to the significance of heritage assets. Members were satisfied that the harm to heritage significance was clearly and convincingly outweighed by the public benefits associated with the proposed development.

2. That the Head of Planning, in consultation with the Chairman, agree the conditions.

3. That an advisory note be added regarding community involvement in the design and artwork of the exterior of the building.

7. 2/2020/0379/FUL, West of Shaftesbury Road at Land South of Gillingham, Shaftesbury Road. Gillingham

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

The officer highlighted the holding objection by the Environment Agency to members and explained why this featured in the recommendation.

He advised that the road had been designed as a tree-line road which would be 6.75m wide, widened at the bends, where necessary. There would be shared use footway/cycleways provided and therefore the Highways Authority fully supported the proposal.

Local Members for Gillingham

Cllr Walsh

Cllr Walsh addressed the committee and advised that he had been involved in the scheme for the past 8 years. He had seen this evolve over the years and noted that it was being led by the community. Previously, he had spoken in Parliament regarding this issue and highlighted that the funding was time limited. The residents of Gillingham designed and supported this development.

Cllr Potheary

Gillingham Town Council resolved to recommend approval of this application subject to pedestrian islands, to make crossing the road safer. Highways have stated that given the number of people wanting to cross the street there would only be a need to include dropped kerb crossing points and asked for their location with regards to footpaths. The officer highlighted them in his presentation. The Transport Development Liaison Manager noted that Dorset

Council had advised that there was no need for any controlled crossings along the principle street. It was felt to be safe to cross a 30mph road at that width and anyone using the Rights of Way footpaths should be safe to cross the road.

Cllr Ridout

Gillingham was fortunate to have received funding at the outset of the development and she felt that any impacts had been addressed and mitigated. The application had gone through a rigorous public consultation. She asked that the tree and landscaping detail be discussed and liaised with Gillingham Town Council.

Members comments and questions

Cllr Cook made reference to the link to the B3081 and asked if this didn't come to pass what would be the implications for buses coming down the street and would there be enough space for them to turn? The Transport Development Liaison Manager advised that the road has not been designed with a turning head at the eastern end. The officer advised that the draft phasing plan illustrated that development would start at the Eastern end of the site and therefore it was highly likely that this connection to the B3081 would be provided in the early stages of development as the intention is that the link will be provided, most probably at the first phase of residential development. In the unlikely event that this connection was not delivered the Transport Development Liaison Manager added that there were always engineering solutions to any problems that might be encountered.

Proposed: Jon Andrews

Seconded: Belinda Ridout

Decision

That the application be approved subject to no adverse comment from the Environment Agency and the conditions outlined in the appendix to these minutes.

8. 2/2019/1710/REM, Land at E 373794 N 117227, Thornhill Road, Stalbridge

The Area Lead Planning Officer introduced the application for the erection of 60 No. dwellings, form public open space, local equipped area of play and attenuation pond. (Reserved Matters application to determine appearance, layout, landscaping and scale; and to discharge Condition Nos. 15 - Landscape Environment Plan, 17 - Soft Landscaping, 18 - Footpath Link, 21 - Materials Palette, 22 - Public Art and 24 - Lighting and Signage; following grant of Outline Planning Permission No. 2/2017/1095/OUT).

The officer highlighted the proposed site layout and the layout specifics. The proposed development was a mix of 2, 3 and 4 bed houses and flats. There were no design constraints as the application was not in a conservation area.

There was a holding objection from the lead local flood authority in place. Conditions had previously been imposed on the outline application that prior

to commencement of development drainage matters had to be agreed. With these in place already this matter had been adequately addressed.

The key planning matters were highlighted – neighbour amenity and matters of design and layout.

The Transport Development Liaison Manager highlighted that the road layout complied with a speed limit of 20mph. Car parking was built in line with council guidance, the provision being all on-street. The Applicant had stated that the road would remain private and would not be offered for adoption.

A number of written submissions supporting and objecting to the proposal and a statement by the applicant were read out at the meeting and are attached to these minutes. One late representation was received raising concerns about boundary fencing adjacent to existing properties.

Local Member for Stalbridge – Cllr Graham Carr-Jones

As the portfolio holder for housing Cllr Carr-Jones was very pleased to have this 100% affordable homes development within his ward. He made reference to local chatter about the homes not being available for local people and explained to members how the housing register worked. He was still slightly disappointed with the design site layout. However, he was not asking for the application to be refused but asked that if there was anything in planning that could be done to mitigate the layout. He asked who would be responsible for the maintenance of the trees and lighting specifics. The Areas Lead Planning Officer advised that with regards to lighting the applicant would have to assign a management company to undertake maintenance and due care in the roads. In respect of tree management, condition 17 was around soft landscaping, and that the developer would need to notify Dorset Council for the first 4/5 years so the tree officer could go and see that it was all acceptable.

Members comments and questions

Cllr Fry asked about the size of the 2 bed houses and if they fitted with national criteria. The Area Lead Planning Officer advised that officers could not enforce the size as this was guidance. In terms of renewable energy to make them climate change complaint, the officer advised that the applicant was not proposing any solar renewable element at the present time. It was sustainable by its location and would meet the building regulations. Following a question about how high the hedging would grow, the officer advised that this was set out in the landscape management plan submitted. The residents would be entitled to cut what was on their property but the Management Company would be responsible for this.

Cllr Jones asked if members could ensure a minimum maintenance standard of the road if they are not adopted. The officer confirmed that this would be the responsibility of the Management Company. The Transport Development Liaison Manager advised that there was no obligation on the Highways Agency to check on comment on the road.

Cllr Penfold asked about the improvements to the footpath and what this would entail. The officer advised that typically the surface and links to the footpath would be tarmacked but there was no further work planned to the existing footway.

Cllr Hall asked why there was not more permanent fencing instead of hedging in the application. The officer advised that he had considered different types of fencing. Following a further discussion about the native hedging, the officer advised that the Tree Officers and Landscape Officers had raised no objections on this matter.

Cllr Andrews preferred the fencing and hedging proposal.

Proposed: Carole Jones

Seconded: Les Fry

Decision

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

9. **2/2018/1808/OUT, Land North of Burton Street, Marnhull, Dorset**

The Area Lead Planning Officer introduced the application to develop land at Marnhull by the erection of up to 61 No. dwellings, form vehicular and pedestrian access, public open space and attenuation basins. (Outline application to determine access).

The application had been originally determined by the former North Dorset District Council in 2019. However, the reason the application was before members was because there had been a change to the terms of the Section 106 Agreement, specifically the NHS contributions could not be secured and their request for contributions had been retraced. Therefore, members were now being asked to review the application and approve.

A number of written submissions supporting and objecting to the proposal and a statement by the applicant were read out at the meeting and are attached to these minutes.

Local Member for Marnhull – Cllr Graham Carr-Jones

There has been broad acceptance that Marnhull could take some development, although the application had not been that popular. Parishioners would rather not have street lighting in the development, if they have to have something could it be sympathetic and considerate. He asked that a condition be added to the application that reduces the speed limit down to 20mph. The Transport Development Liaison Manager advised that Traffic Regulation Orders (TROs) and Planning Permissions were governed by separate legal processes. He suggested that the normal procedure would be that the Parish Council would pursue a TRO with Dorset Council. He felt it was not particularly essential to this planning application. With regards to street lighting, the Area Lead Planning Officer advised that these details had

not yet been supplied and would be brought forward at the layout stage. However, the officer felt that the applicant would want to address this.

Members comments and questions

Cllr Cook made reference to the 40% affordable housing in this location and asked for details how much the NHS contribution would have been and if there was a way in asking for affordable housing to make up what the developer was going to give to the NHS. The Area Lead Planning Officer advised that the Section 106 was legally binding and officers were unable to secure any additional contributions.

Cllr Fry asked about the consideration of renewable energies being included. The Chairman advised that this application was an outline application at the present time, more details would follow at a later date. The Area Lead Officer advised that he would add an informative on this matter.

Cllr Jones considered if members should be reviewing the other Section 106 monies as the original application was submitted in 2018 and approved in 2019. The Area Lead Planning Officer advised that this was specific to the NHS Trust as they had withdrawn their request for Section 106 money and then proceeded to this basis. It was not made clear what needed to be reviewed as this was a bespoke issue relating solely to the NHS Trust.

Cllr Potheary proposed approval of the application and that members did their 'best endeavours' to support Marnhull Parish Council in their plans for a TRO. Any comments members can make to support the Parish Council with the TRO would be useful.

Cllr Fry supported the comments regarding the TRO. He felt it was hard to enforce 20mph zones and asked if there were any other options that could be considered. The Transport Development Liaison Manager explained the work planned to make the bend wider to avoid instances of speeding round corners. It was the role of the Police to support the TRO. In respect of traffic calming, this required lighting and signage and there would be issues of where it would be located, and they were not usually placed in isolated areas.

Proposed: Val Potheary

Seconded: Les Fry

Decision

1. That the application be approved subject to the conditions outlined in the appendix to these minutes and a S106 legal agreement, without NHS contributions.
2. That Marnhull Parish Council be supported in their endeavours to obtain a 20mph speed limit.
3. That an informative be added regarding the inclusion of renewable energies.

10. **Urgent items**

There were no urgent items of business.

Duration of meeting: 10.00 am - 3.37 pm

Chairman

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APPLICATION NUMBER: WD/D/19/002627

APPLICATION SITE: Dorset County Hospital, Williams Avenue, Dorchester

PROPOSAL: Erection of multi storey car park & improvements to internal site roads & temporary change of use of former school field to car parking

Decision

1. To grant planning permission on the grounds that the social and economic benefits in respect of parking and funding for the hospital outweighed the harm to the landscape and visual impact. Members were satisfied that the harm to heritage significance was considerably outweighed by public benefit.
2. That the Head of Planning, in consultation with the Chairman, agree the conditions.
3. That an advisory note be added regarding community involvement in the design and artwork of the exterior of the building.
4. That an informative be added regarding the flood risk management team.
5. That a note be added to the biodiversity mitigating enhancement plan regarding trees.

Conditions:

To be agreed with the Head of Planning in consultation with the Chairman.

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 no adverse comment from the Environment Agency and the 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 C, dated 13/07/20

Street Trees and Planting Plan, Ref – L-002-104 C, dated 13/07/20

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 C, dated 09/09/20.

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 to 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 18 June 2020, Version 4.

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 financial compensation and the creation of offsite compensation ponds shall be submitted to and approved in writing by the Local Planning Authority. The payment and 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 requirements.

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.
- 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.
- Applications within the strategic site allocation area have been approved or have resolution to approve subject to s.106/conditions. Reserved matters has been approved for 2/2014/0968/OUT for 90 dwellings and 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.
- There are no material considerations which would warrant refusal of this application.

APPLICATION NUMBER: 2/2019/1710/REM

APPLICATION SITE: Land at E 373794 N 117227, Thornhill Road, Stalbridge, Dorset

PROPOSAL: Erect 60 No. dwellings, form public open space, local equipped area of play and attenuation pond. (Reserved Matters application to determine appearance, layout, landscaping and scale; and to discharge Condition Nos. 15 - Landscape Environment Plan, 17 - Soft Landscaping, 18 - Footpath Link, 21 - Materials Palette, 22 - Public Art and 24 - Lighting and Signage; following grant of Outline Planning Permission No. 2/2017/1095/OUT).

Decision: Approved, subject to conditions.

CONDITIONS:

1. The development hereby permitted shall be begun before the expiration of two years from the date of this approval.

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

2. The development hereby permitted shall be carried out strictly and only in accordance with the following approved drawings and details:

Site Location Plan – 8087-PL-2-01

Site Layout Plan 18087-PL-2-02 Rev F

Site Layout Plan Tenure 18087-PL-2-03 Rev E

Site Layout Plan Building Materials 18087-PL-2-05 Rev E

Site Layout Plan Boundary Materials 18087-PL-2-06 Rev G

Site Layout Plan Parking/Bins and Cycle 18087-PL-2-07 Rev E

Housetype Pack Rev 5:

- 1 BED FLAT – PLANS, 18087-PL-HT-1-01
- 1 BED FLAT – ELEVATIONS, 18087-PL-HT-1-02
- FLATS BIN ENCLOSURE - PLAN & ELEVATIONS, 18087-PL-HT-1-03
- 2 BED - WITH BAY - PLANS & ELEVATIONS, 18087-PL-HT-2-01 rev A
- 2 BED - WITH BAY - PLANS & ELEVATIONS, 18087-PL-HT-2-02 rev B
- 2 BED - BRICK/RENDER - PLANS & ELEVATIONS, 18087-PL-HT-2-03 rev A
- 2 BED - BRICK DETAIL - PLANS & ELEVATIONS, 18087-PL-HT-2-04
- 2 BED - MID-TERRACE - PLANS & ELEVATIONS, 18087-PL-HT-2-05 rev A
- 2 BED - BRICK/RENDER - PLANS & ELEVATIONS, 18087-PL-HT-2-06
- 3 BED - TYPE A - PLANS & ELEVATIONS, 18087-PL-HT-3A-01 rev A
- 3 BED - TYPE A - DETACHED - PLANS & ELEVATIONS, 18087-PL-HT-3A-02 rev A
- 3 BED - TYPE A - HIPPED - PLANS&ELEVATIONS,18087-PL-HT-3A-03 rev B
- 3 BED - TYPE B - PLANS & ELEVATIONS, 18087-PL-HT-3B-01 rev A
- 3 BED - TYPE B - BRICK/RENDER - PLANS & ELEVATIONS, 18087-PL-HT-3B-02 rev A
- 3 BED - TYPE B - BRICK/RENDER EOT - PLANS & ELEVATIONS, 18087-PL-HT-3B-03
- 3 BED - TYPE B - BRICK/FLINT EOT - PLANS & ELEVATIONS,18087-PL-HT-3B-04
- 3 BED - TYPE C - PLANS & ELEVATIONS, 18087-PL-HT-3C-01
- 4 BED - TYPE A - PLANS & ELEVATIONS, 18087-PL-HT-4A-01 rev B
- 4 BED - TYPE B - PLANS & ELEVATIONS, 18087-PL-HT-4B-01 rev A

Materials Schedule – 18087_9_10 PL Rev D

Naturally Equipped Play Area Details – DD368C_LP03.01

Detailed Landscape Plan Sheet 2 – 4 – DD368E_LP01.02
Detailed Landscape Plan Sheet 3 – 4 – DD368E_LP01.03
Detailed Landscape Plan Sheet 4 – 4 – DD368E_LP01.04

Hard Landscape Plan Sheet 1 – 3 – DD368D_LP02.01
Hard Landscape Plan Sheet 2 – 3 – DD368D_LP02.02
Hard Landscape Plan Sheet 3 – 3 – DD368D_LP02.03

Surface and Foul Water Drainage – J005-PL-DS-101-C

General Arrangement Layout - J005-PL-GA-101-C

Highway Long Sections Sheet 1 – 2 J005-PL-LS-101B
Highway Long Sections Sheet 1=2 – 2 J005-PL-LS-102B

Horizontal Luminance (lux) – 14788-2-C dated 25 March 2020, (plan of street lighting layout);

forming the approved application.

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

3. Notwithstanding the details on the approved plans, no streetlighting (i.e. luminance) shall be used from a pole greater than two meters in height between the hours of 00:00 and 06:00.

Reason: in the interest of ecology and character of the area.

4. 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), no window or other openings shall be created at first floor level or above on units 16 and 17 on the flank (north-west) elevation without the prior grant of planning permission from the Local Planning Authority.

Reason: in the interest of neighbour amenity.

5. Notwithstanding the details on the approved plans, details or samples of external brick, flint, stone, and tile to be used in the construct of dwellings hereby approved shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the agreed details.

Reason: to ensure proper planning and that the development takes the opportunity for improving the character and quality of the area.

6. Prior to first occupation of any dwelling on site, and notwithstanding the details approved drawing number 18087-PL-HT-1-02, details of design and materials for window cills, arches, and lintel shall be submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the agreed details.

Reason: to ensure proper planning and that the development takes the opportunity for improving the character and quality of the area.

Reasons for the Decision

- The proposal is considered to be acceptable in terms of layout, scale, appearance, and landscaping.
- The layout and design would not result in any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application. In particular, the loss or change in a view cannot be given weight in terms of amenity.

- Details of surface water management must be submitted and agreed prior to commencement of development.
- Delivery of housing following the grant of outline planning permission in the absence of 5 year land supply

APPLICATION NUMBER: [2/2018/1808/OUT](#)

APPLICATION SITE: Land North Of, Burton Street, Marnhull, Dorset,

PROPOSAL: Develop land by the erection of up to 61 No. dwellings, form vehicular and pedestrian access, public open space and attenuation basins. (Outline application to determine access).

Decision: Approved, subject to conditions and a S106 legal agreement, without NHS contributions. That Marnhull Parish Council be supported in their endeavours to obtain a 20mph speed limit. That an informative be added regarding the inclusion of renewable energies.

CONDITIONS:

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

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

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

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

REASON: This condition with shortened timeframe, normally imposed by Section 92 of the Town and Country Planning Act 1990 (as amended), seeks to encourage development, due to the pressing need for housing to be provided in a short timeframe, within an area where housing land supply is not currently being met.

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

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

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

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

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

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

REASON: To ensure the satisfactory development of the site.

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

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

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

- construction vehicle details (number, size, type and frequency of movement)
- 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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13. The development shall comprise of no more than 61 dwellings.

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

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

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

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

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

16. Prior to the occupation of the first dwelling, the following works must have been constructed to the specification of the Local Planning Authority:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

REASON: In the interests of visual amenity

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

REASON: in the interests of visual amenity

26. Prior to the construction of any part of the development above damp proof course level details of the number and location of charging points for plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations, within the development, along with a timetable for their provision, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details and timetable.

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

Reasons for the Decision

In the 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 in this case is considered to be sustainable and the proposal is not considered to result in significant harm the visual or residential amenity of the area, historic or natural features, or highway safety. There are no material reasons to warrant the refusal of this application and the application is recommended for approval. The previous committee decision to grant consent forms a material planning consideration. With the exception of the NHS Trust contribution no longer being sought by the Council, due to this not meeting the tests as set out in the NPPF, there are no other material changes to the application which would warrant a change in recommendation.

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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Application Number –WD/D/19/003097

Site address: 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.

Applicant name: Lewis Wyatt (Construction) Ltd

Case Officer: Bob Burden

Ward Member(s) Cllr David Taylor

2.0 **Summary of Recommendation:**

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 contributions towards the implementation of Traffic Regulation Orders for :
 - extension of 30mph speed limit on Wanchard Lane,
 - restriction of motor vehicle access along Wanchard Lane,
 - weight restriction along Weir View.

And conditions.

3.0 **Reason for the recommendation:**

- 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

4.0 **Table of key planning issues**

Issue	Conclusion
Principle of development	Whilst the site lies outside the defined development boundary the council does not currently have a 5 year housing land supply; this strengthens

	the case for accepting this development. Furthermore, it is a site which was identified as a Preferred Option for development in 2018- and that is likely to be carried forward in the emerging new Local Plan.
Affordable housing	The scheme includes 35% affordable housing which meets policy requirements for open market developments. The Housing Enabling team support the application.
Effect on visual amenity and setting of Area of Outstanding Natural Beauty.	The siting, design and materials are considered acceptable; the scheme is considered to have an acceptable effect on the setting of the AONB.
Effect on residential amenity	The relationship with adjacent uses and sites is considered acceptable, and relevant sound attenuation is included.
Heritage Assets	The site is located at a remove from the conservation area and listed buildings; the effect on these assets is considered acceptable as benefits outweigh any harm.
Archaeology	An archaeological evaluation has been carried out with no finds requiring further site analysis.
Public open space (POS)/allotments	Appropriate areas and types of POS are provided. The scheme includes the re-location of the allotments
Drainage	Surface water drainage will be dealt with by attenuation basins, and foul sewage via a pumping station.
Ecology	An approved biodiversity plan has been submitted. An Appropriate Assessment has been carried out and Natural England have no objection.
Highways	Required provisions include the new vehicular access to the site from the A37 together with the extension of the 30 mph speed limit on Wanchard Lane. Additional highways measures sought by the Parish Council are also being proposed by the applicant.
Environmental Impact Assessment	A formal EIA is not required in this case.

5.0

Description of Site

- The 7.3 ha site lies on the west side of Charminster village, on the west side of the existing Phase 2 residential development (under construction). A cemetery lies adjacent to the south-east edge. The site is currently in agricultural use, with a part to the south-east used as allotments. It is an undulating area of land with higher land to the west with a partial slope to the south. There are trees/hedgerows along the southern boundary including an agricultural vehicular access to the A37.
- A cyclepath/footway (National Cycle Network 26) runs along the A37 road side with open agricultural land to the south beyond the road. A dwelling lies to the south-east on the opposite side of the road- Linch Close- to the east of the site is the land containing the approved Phase 2 of Charminster Farm (currently under construction).
- The north boundary to Wanchard Lane is defined by another native species hedgerow including another agricultural vehicular access. Beyond to the north of Wanchard Lane is agricultural land, and the edge of the Council Depot to the east. The western boundary is currently open (new boundary planting would be provided here) , with open agricultural land beyond, and the land associated with the Scottish, Southern and Electric sub-station to the north-west.

6.0

Description of Development

6.1 The scheme seeks 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.

6.2 A lower hierarchy residential road would feed off the spine road to the east giving access to other estate roads, with two storey housing fronting these. At the north of the site a second access road would link with the Phase 2 development.

6.3 West of the spine road there would be a small number of houses before a large area which would include allotments, a water detention area, a locally equipped play area (LEAP) and a public open space area.

6.4 Regarding surface water drainage, two areas either side of the new access with the A37 are proposed to provide surface water attenuation ponds.

6.5 Structural landscape planting is proposed, particularly on or near the site boundaries and enhancement of existing boundary planting. A new tree avenue is indicated running along the link road, together with additional tree planting in private gardens and on frontages.

6.6 Development takes the general form of most houses facing the road. Parking is largely on plot, mainly with garaging. There are two areas of communal car parking. The houses would be of two storey construction and of several different types. The external materials included brick, render, flint and some reconstituted stonework. Roofs would be of plain tile or slate. The windows would be white finished uPVC and the doors stained or painted timber, or GRP. The houses are terraced, semi-detached or detached, with a block of 6 (affordable housing) flats. Additionally 29 of the houses are also for affordable housing purposes.

The scheme includes pedestrian links into Phase 2 and a further link to Weir View.

7.0 Relevant Planning History

Phase 1:

WD/D/14/002784 Outline application for residential development up to 70 dwellings and a multi-purpose community building. Approved 21/8/15.

WD/D/15/002639 Reserved matters for appearance, landscaping, layout and scale. Approved 20/9/16.

Phase 2;

WD/D/18/000296 Erection of 52 dwellings, access, landscaping, public open space and associated works. Approved 21/1/19.

8.0 List of Constraints

Outside defined development boundary in adopted Local Plan, but included in the Preferred Options Document consultation 2018 as an area for potential housing.

Effect on setting of Area of Outstanding Natural Beauty : *(statutory protection in order to conserve and enhance the natural beauty of their landscapes - National Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000)*

Heathland Consultation Area

9.0 Consultations

8.1 Natural England-

Support element of scheme for biodiversity mitigation plan, subject to being approved by the Natural Environment Team. Affects Poole Harbour SSSI catchment –Appropriate Assessment required.

8.2 Natural Environment Team-

Biodiversity mitigation plan been reviewed -approval certificate issued.

8.3 Environment Agency-

No comments to make (for Flood Risk Management Team to comment)

8.4 Wessex Water-

Separate foul and surface water systems required.

Surface water -will discharge via infiltration features. High ground water risk; performance of soakaways and infiltration ponds must be demonstrated.

Foul drainage- pumped north-east to Phase 2 network acceptable in principle. Layout has provision for an adoptable pumping station to be a minimum of 15m from habitable buildings. High foul sewer inundation risk therefore high level of design needed.

8.5 Flood Risk Management Team-

Submitted documents substantiate the proposed surface water strategy including above ground surface water attenuation; recommend conditions and informatives. Ground water monitoring to be carried out.

8.6 Land Contamination Consultant-

Site is agricultural land historically. Advise planning condition to address potential contamination "discovery".

8.7 Minerals and Waste Officer-

Site in a Minerals Safeguarding Area (MSA). Sand and gravel present but poor quality and only part of site in MSA. Mineral Planning Authority takes view that not necessary to remove minerals for use/sale elsewhere. However it is possible that the aggregate is suitable for re-use on the site- condition recommended.

8.8 Technical Services-

Site in flood zone 1. Low probability of fluvial flooding. Refer to Flood Risk Management Team for comment.

8.9 Dorset Waste Partnership-

No issues.

8.10 Planning Obligations Manager-

Application will be Community Infrastructure Levy liable.

8.11 Environmental Health Officer-

Noise mitigation measures as shown in submitted Noise Impact Assessment Reference AC108294-1R1 dated 5/12/19 should be fully implemented and the developer should provide documentation to show requirements have been met.

8.13 Conservation Officer-

No comment required.

8.14 Housing Enabling Team Leader-

Currently nearly 1900 households on Housing Register requiring accommodation in the West Dorset area. The register demonstrates that there is a high level of recorded housing need across the area and that a variety of dwelling sizes is required across the range.

Policy requires 35% affordable housing on site with the inclusion of 70% social/affordable rent and 30% intermediate affordable housing on open market housing sites and financial contribution towards the provision of affordable housing when there is a shortfall on site.

It is desirable that affordable housing should be proportionate to the scale and mix of market housing and are well integrated and designed to the same high quality resulting in a balanced community of housing that is “tenure neutral” where no tenure is disadvantaged.

This is an application for a residential development and forms Phase 3 of the wider Charminster Farm development. 29 affordable units are proposed on site which equates to 35% of the total.(53 market homes are also proposed).

It is confirmed that the affordable housing provision will be secured through a Section 106 agreement.

Summary- There is a high level of housing need in the West Dorset area for quality accommodation. Dorset Home choice figures indicate a great demand is for family accommodation. Tis application complies with the requirement of 35% of the dwellings to be available as affordable homes. It is preferable for affordable homes to be tenure neutral and of the same high quality as market housing to ensure a balanced community.

8.15 Landscape Officer -

An LVIA was submitted with the application. The West boundary is a key edge relative to the AONB to SW; inadequate tree belt width on West boundary- this should increase to 15m width. Desirable to ensure dwellings positioned to overlook Phase 2- for surveillance.

Attenuation basins squeezed in. Concern over gradient (1 in 3 is max permitted). The SuDs feature on east side of the A37 access looks cramped and erodes the scope for appropriate landscaping to the A37 frontage. Suggest this is moved to the west and *combined* with the other SuDs feature. Is the MUGA needed?

The tree-lined avenue as a major street-scene feature is undermined by it halting on the western side for part of length; it should be continued right through.

Allotments- concern over rising prominence means they will be visible from the AONB.

Allotment impact can be mitigated by bringing them down the hill and removing the 5 houses. Community Orchard- this is referenced in the policy- however the objective is not achieved by using orchard trees as a linear line peripheral to the allotments. Bringing the allotment down south-westwards would allow a community orchard to be properly created on this higher land.

Pedestrian path at rear of allotments considered a weak design feature.

Should extend/enhance woodland edge in south-west corner, and at top near sub-station.

Insufficient pedestrian crossings of “the avenue” road –to reach Locally Equipped Play area, etc. Scheme does not demonstrate “gateway” buildings.

8.16 Urban Design Officer-(summary comments)

The application forms the western edge of the larger Charminster Farm housing development. The earlier phases on the scheme that have been built out are of a high quality and while it is considered that the quality of this phase will be of a similar

standard, some amendments are recommended to the design and layout to ensure that the scheme accords with the provisions of the submitted Design and Access Statement and as a result reflects more of the character and context of Charminster.

A detailed Design and Access Statement has been submitted as part of the application which gives detail on the layout and overall character of the proposed scheme.

The Design and Access Statement clearly establishes 3 defined character areas that reflect the more historic parts of Charminster and will help give the scheme a definite sense of place (village entrance/avenue; village centre, and village lanes)

However, these defined character areas have not sufficiently been translated into the layout and detailed design of the scheme; more can be done here to more strongly establish the 3 character areas identified. The avenue route could be given a less formal treatment with a looser feel to the density.

The use of flint on buildings is welcomed and stone is encouraged but if brick is to be used it should be mellow in its colouring reflecting the odd occasion that it has been used within the historic houses in the village and reflecting the more rural character of this part of the scheme.

Within the Village Centre character area, the Design and Access Statement makes reference to the houses that enclose and define the spaces and routes on North Street, West and East Hill. These houses tend to sit uniformly on the back edge of the pavement and common materials include render and matching painted cills and window surrounds which the Design and Access Statement makes reference to.

However, within the proposals it is only the use of render that pays reference to houses on North Street and creates an element of character that is different from the rest of the proposal. To define this area, a more formal layout could be created, with detached houses reflecting the uniformity of the layout of houses that sit on North Street

The Design and Access Statement references narrower lanes such as Church Lane and Mill Lane in determining the character of the 'Village Lanes.' These lanes are characterised by small scale terraced housing sitting tight on the pavement or with a small set back. The layout of the scheme does not sufficiently replicate this for example there are no terraces. This part of the site could be the most intimate with houses here being the smallest within the scheme, running in short terraces that sit close to the street. Close boarded fencing should not be visible to the public realm, current plans show this as a boundary treatment on plots 17 and 67 which should be amended to brick.

Sustainable Urban Drainage Systems (SuDs):

The design of SuDs should be picked up on in landscape comments. However, it is worth noting my concerns over the relationship between the Locally Equipped Area for Play (LEAP) and the SuDs pond. This will have to be dealt with extremely carefully to ensure that any required safety features are not visually intrusive, detracting from the appearance of the open space. The design of the SuDs here will also have to have a wider benefit with planting that will attract wildlife. Details of the LEAP will also need to be approved as a condition of the application.

Sustainability:

The importance of energy conservation including the use of renewables and appropriate provision of electric car charging points has increased considerably since the previous reserved matters applications were approved at Charminster Farm. The National

Design Guide identifies that well designed places will follow the energy hierarchy and maximise the contributions of natural resources, include passive measures for light, temperature, ventilation and heat and make use of renewable energy infrastructures. In May 2019 Dorset Council declared a Climate Emergency which means that there is a heightened expectation that the planning department will secure reductions in the carbon footprint of development. Currently the planning application makes little reference to how the scheme will adequately address this issue, features such as electric charging points, solar pv, air source heat pumps etc. should be fully considered and incorporated where possible.

8.17 Planning Policy Officer -

The site is outside of the Charminster DDB and therefore contrary to policy SUS2. However we are unable to demonstrate a five-year supply of deliverable sites and therefore para 11 of the NPPF (2018) applies.

The site has (previously) been proposed as part of a larger preferred option in the local plan review as policy DOR16. Land to the West of Charminster. The draft policy text within the preferred options consultation document read as follows:

DOR16. LAND TO THE WEST OF CHARMINSTER (PREFERRED OPTION)

- i) Land to the west of Charminster is allocated for residential development to complement the growth at North Dorchester.
- ii) The development will deliver in the region of 320 new homes offering a mix of tenures including affordable homes. The priority should be to meet the needs of families and the working age population.
- iii) Development to the west of Charminster should be served via improved access off the A37. Appropriate highway linkages should be developed which prevent increased use of East Hill and West Hill in Charminster minimising impact on the Conservation Area.
- iv) Links between the developments and nearby cycle routes must be established to facilitate ease of travel to Dorchester by alternative to the car. Enhancements to the Frome Valley Trail will be required including removing the route from the highway where possible.
- v) The development will contain measures to soften the western edge of Charminster in views from the AONB.
- vi) Impacts on nearby heritage assets will need to be minimised including any impact on Charminster Conservation Area and the setting of Poundbury Camp. Any residual impact would need to be clearly justified.

The preferred options consultation document was approved for the purpose of public consultation by the then West Dorset District Council. (Consultation commenced on Monday 13th August 2018 will last for 8 weeks).

(The site, having been included in the West Dorset, Weymouth Local Plan Review, is therefore likely to be taken forward into the emerging Dorset Council Local Plan).

8.18 Highways Officer-

(See comments on the amended scheme further below)

8.19 Charminster Parish Council-

The Parish Council discussed this application at length on Tuesday 4th February in a public meeting held at Charminster Community Hall. The main issues raised by residents and Parish Councillors were relating to Highways, in particular the effect of the proposed road closures on the rest of the Village including Weir View. We had invited a member of Highways to attend the meeting so that answers to some of the questions raised could be given. I had received confirmation that an engineer from Infrastructure Service would be attending but it was apparently agreed at management level that they couldn't as they are a statutory consultee in the process.

So the Parish Council made the decision to object to the Planning Application on the grounds that the highways issues have not been resolved to the satisfaction of the Parish Council.

We would welcome the opportunity to attend a meeting with yourself and a representative from Highways to discuss our concerns and ensure that the best outcome is reached before a decision is made on this planning application.

8.20 Stratton Parish Council (adjacent parish)-

No comment to make regarding the actual buildings in this application. It does however wish to raise concerns over the number of houses in this Phase 3, and the shortly to follow Phase 4. A total of 136 (82 and 54) houses and the effect those houses will have on the traffic movements onto and off the A37. It is noted that a new T junction is to be constructed from the development onto the A37. It is not fully clear however what type of junction is to be created. Stratton Parish Council has already been made aware of difficulties of traffic trying to enter or exit the A37 through Lower Wrackelford, Wrackelford, Higher Wrackelford and Ash Hill. The effect of these 136 houses (plus no doubt households in the older Phase 2) on using this new junction point is likely to cause at least 250/350 additional traffic movements per day. The majority of them at peak periods in the morning or early evening. The A37 is already an extremely fast road with traffic volumes at peak times. If a simple T junction is to be built then this will greatly increase the likelihood of traffic accidents along this fast stretch of road, especially when traffic has to halt and await a gap in oncoming traffic before turning from the A37 into the development. Equally traffic exiting from the development will be in danger from traffic speeding along at 50mph, until they get up to speed.

In view of the potential for increased accidents it is questionable as to whether the new junction should be permitted. If it is permitted then there is obviously a strong need for a dedicated third lane to be added to the A37 to allow traffic to exit the A37 without

causing traffic behind to have to brake heavily while traffic in front waits to turn off the road.

Amended Plans- Additional Consultee Comments-

8.21 Urban Design Officer (summary of comments)-

Scheme lacks defined character areas – the density, layout, design of the roads, parking and house types are all still relatively uniform across the site whereas they should differ to help create distinct character areas.

The avenue is considered too formal for a rural edge – a lower density layout with detached houses, larger front gardens and variety in parking solutions. Wish to see less use of brick; materials should be local stone, render with some flint to reflect the more historic parts of Charminster.

Within the village lanes area would like to see more terraces to give this area a distinct character. Shared surface parking could be used. Front gardens could be just a small green privacy strip with no boundary to emphasise more of a small scale, informal character.

The village core could take its reference from the houses on North Street between West Hill and Church Lane. They are formal looking houses made of stone or rendered with railings as front boundaries. The road could be more of a traditional layout with a highway and pavement.

Desirable to see less brick in the scheme. It may have been used as the predominant material in earlier phases but it is not a commonly used material within Charminster and other materials should be used to ensure this phase is distinct from the rest of Charminster Farm and is also more appropriate in the immediate context of its more rural setting. Parking can occur on pavements in existing Phase; consider there should be more scope for car parking in the highway design .

Consider amendments that have been made could do more to reflect the context and character of its surroundings.

8.22 Landscape Officer-

SUDS Design

- The additional information for the SUDS basin is useful in explaining the design. I am satisfied the locations of these features, including the infiltration basin adjacent to the LEAP, are acceptable.
- However, the shape of the basin to the east of the access road on the A37 appears overly engineered in form. In general the SUDS landscape design has not been sufficiently considered being detached from the housing rather than integrating these features within the development. These features should be an attractive, accessible and multi-functional providing a variety of habitats for wildlife. Views into the SUDS areas should be created to allow for surveillance rather than heavily screening them by tree/shrub planting which appears the case in the illustrative landscape strategy. Carefully considered, varied planting, including trees should be incorporated within these features to create a more naturalistic appearance and richer habitat.

Landscape design

- A detailed landscape masterplan including hardworks and soft works drawing, plant specification, maintenance and management details must be submitted for approval. The success of the strategic planting for this site is essential in mitigating the impact of the scheme from the AONB.
- Existing hedgerow along Wanchard lane should be enhanced with hedgerow species as necessary. In addition specimen hedgerow native trees should be planted to replace the loss of proposed trees to be felled and to maintain the local character of the lane adjacent to the orchard.
- I am satisfied with the position of the orchard and the allotments within the layout. However as the allotments are on this elevated position and are likely to have some associated visual impact and it would be appropriate to provide some strategic planting within the allotments through careful design and enhance planting to the south to mitigate views.
- Proposed avenue planting in front of plots 1-5 on the west boundary would be restricted to smaller tree species due to the space allocated. This in turn would impact on the design of the rest of the avenue along this primary route. However, these trees should be at least large extra heavy standards to quickly establish and reduce visual impact of the development. Tree selection should be a large naturalistic, though not strictly native and a mix of more than one species to be more in keeping with the local character to the area.
- The arrangement of parking for the allotments creates an unattractive layout adjacent to plot 5 and 6 and should be reconsidered.
- I note that my concerns regarding the depth of woodland buffer to the western boundary have not been addressed therefore my objection remains. This buffer should be 15m minimum and include a substantial proportion of extra heavy standard native trees within the planting mix. It is not adequate to wait for 15 years for mitigation planting to be effective.
- Strong planting at the A37 western access road into site is required on both sides of the road.

As outlined above there remain a number of significant outstanding landscape matters including the submission of a detailed landscape strategy that must be submitted for approval.

8.23 Natural England-

Further information required to determine impacts on designated sites (Poole Harbour). Details of how this development will meet nutrient neutrality for nitrates reaching Poole Harbour SSSI/SPA and RAMSAR site.

An approved biodiversity mitigation plan will also be required.

8.24 Highways Officer-

A Transport Assessment (TA), prepared by the applicant's highways consultants, has been submitted that considers the impact that the proposed development of 82 dwellings will have on the highway network in the vicinity of the site. It also considers the sustainability of the development in terms of accessibility to and from the site.

It is proposed that the vehicular access to the site will be provided from several points, the main (southern) access is onto the A37 (Blandford Hill), taking the form of a priority T-Junction (with right turn lane), the second (northern) access is onto Wanchard Lane with a third access connecting the site to the approved development to the east. The southern access will have visibility splays of 160m taken from a 2.4m driver position, this provision exceeds the requirements of Manual for Streets 2 for 50mph roads. The northern access will have visibility splays of 43m taken from a 2.4m driver position. An Automatic Traffic Count has been undertaken on Wanchard Lane which recorded 36mph wet weather vehicle speeds. Due to position of the access (outside of a bend) the arrangement will permit substantially greatest visibility distances.

The main spine road through the site will measure 6.5m in width and the residential roads 5.0m wide. The main access onto the A37 will have a central pedestrian/cycle refuge. Vehicle tracking has been submitted that confirms that this access is suitable for use by large service vehicles. 2.0m wide footways will be provided either side of all roads throughout the site, linking the proposed development with the existing footway network in the area. It is considered that the internal estate road layout will be constructed to fully embrace the principles suggested by Manual for Streets, providing a safe, low speed and attractive place for all highway users.

The Highway Authority is satisfied with the proposed car parking arrangements. The submitted documentation indicates a total of 174 allocated parking spaces. All garages are a minimum of 3.0 x 6.0m and as such are considered as car parking spaces in addition to this 53 units have a driveway/external parking area in front of the garages of 10.0m or over which allows for 2 cars to be parked. As such 53 units have 3 spaces (garage included), the remaining units (2 bed and larger) have 2 spaces (garage included) and the 1 bed flats have 1 space each. This brings the actual total of usable allocated car parking spaces to 215, with 21 unallocated, 10 for the use of the allotments and there are also informal opportunities for on-street parking. Cycle parking will be provided within the curtilage of each residential unit and a communal provision will be provided for the flats.

TRICS (Trip Rate Information Computer System) is the national standard for trip generation analysis and employs a system of site selection filtering that enables users to simulate site scenarios through a number of progressive stages and to calculate vehicular and multi-modal trip rates based on these selections. The submitted TA has, in the opinion of the County Highway Authority, complied with the recommendations of

the TRICS Good Practice Guide 2013 and produced a robust daily trip generation for the proposed development.

The applicant has considered phase 3 (the proposed residential development the subject of this application) and phase 4 (potential future residential development) within their trip predictions to provide a more complete and robust study. They suggest that these combined proposals will be likely to generate up to 67 two-way vehicular trips in the AM peak period (08:00 to 09:00) and up to 74 two-way vehicular trips in the PM peak period (17:00 to 18:00). This equates to on average around 1 additional trip every minute in both peaks onto the local road network. The predicted total daily two-way movements (over a 12-hour period) is 394. The TRICS data outputs are attached to the TA within Appendix G and provide the empirical evidence to substantiate the trip rates used.

A review of personal injury collision data has not identified any critical locations on the local highway network in proximity to the proposed accesses. The 2 accidents closest to the proposed vehicular access onto the A37 were recorded in 2016 and 2020 and occurred in the vicinity of the Weir View junction, both appear to have been the result of driver error/lack of awareness.

The submitted Transport Assessment includes a number of suggested highway alterations (Wanchard Lane and North Lane Junction works and the HGV restrictions on Weir View) however only the changes to the speed limit on Wanchard Lane (reduction to 30mph) is considered necessary for the development to go ahead.

In conclusion, the Highway Authority considers that the submitted Transport Assessment is satisfactory and robust. Given the proposed access arrangements and layout it is considered the development is acceptable in both traffic generation and safety terms. Whilst it is accepted that the proposal will obviously increase traffic flows on the local highway network the residual cumulative impact of the development cannot be thought to be "severe", when consideration is given to paragraphs 108 and 109 of the National Planning Policy Framework (NPPF) - February 2019

Should planning permission be granted, the County Highway Authority recommends that the following conditions be imposed:

Visibility splays as submitted

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.

Estate Road Construction (adopted or private)

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 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.

Cycle parking scheme to be submitted

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

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

Construction traffic management plan to be submitted

Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the 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.

[Note to the Planning Case Officer: The planning case officer is advised that the applicant should be required to enter into a section 106 to cover the Councils costs for

securing the TRO for the extension of the 30mph speed limit along Wanchard Lane (up towards the junction with Drakes Lane, the exact position to be agreed).]
(Informatives also recommended).

8.25 Land Contamination Officer-

Previous comments valid.

8.26 Charminster Parish Council-

- 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.

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

10.0

Representations

14 letters of objection or comment. The main planning-related points include:

-bus route to serve this site should be provided; suggest an hourly new service serving this and Stratton/Charlton Down; cover initial cost by financial contribution on s106, subsequently should run on a commercial basis.

-Allotments-object to loss from current location; poor quality of soils on the new site. Existing site should be a site of community value. Disruptive and expensive to re-locate, including sheds, etc.

-lack of infrastructure for new development

-housing should be accessed from existing roads-no need for new A37 access.

-new access from A37 could mean further development beyond this site.

-moving allotments prevents possible expansion of cemetery in future.

- incompatibility of planting community orchard in allotments (general public access/effect of tress on plot fertility).
- If allotments are moved need to address timing to allow long-term planting to be transferred to correct time; access to both areas during construction; shed to be offered for uniform appearance and compensation to existing tenants ; adequate water supply provided; area mechanically sieved prior to enclosure to remove large stones and good quality top soil imported; deer-proof fencing and gates; plot sizes to be similar to existing; transfer of tenants equipment between plots to be offered.
- Unacceptable traffic impact on Weir View and surrounding roads; detrimental impact on Weir View due to closure of Sodern and Wanchard Lanes-more traffic would use Weir View.

Public comments on Amended Plans-

5 further letters of objection/comment received. The main planning-related points include-

- successive development phases will result in too much development and traffic
- If approved, dangerous Sodern Lane junction should be closed to traffic
- premature before new Local Plan
- existing development phases have led to increased use of Gascoyne Lane- resulting in more danger from cyclists, traffic, walkers and disturbance.
- will increase flood-risk
- inadequate infrastructure to serve further development
- increased noise pollution
- noise from A37 traffic
- loss of open countryside
- loss of wildlife habitat
- will harm character of village
- lack of evidence of how support first time buyers
- lack of ecological mitigation for lost countryside
- will increase heavy vehicle traffic on Drakes Lane-highway dangers
- consider re-design of Weir View/A37 junction essential
- Lane closure will encourage traffic to use Weir View
- object to plans for Wanchard Lane
- Support HGV ban on Weir View and retaining Sodern Lane being open
- insufficient provision for cyclists at main junction and on the layout
- development may increase dangers for vehicles using lanes, wishing to turn right onto A352
- new A37 junction should have separate right turn lane for vehicles accessing the A37
- inadequate car parking provided.
- concern of rat-run traffic on minor roads destined for Yeovil; better to not close Wanchard Lane but improve junction.

Full copies of letters are available on the Dorset Council website.

West Dorset, Weymouth and Portland Local Plan 2015-

INT1. - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

ENV1. - LANDSCAPE, SEASCAPE AND SITES OF GEOLOGICAL INTEREST

ENV2. - WILDLIFE AND HABITATS

ENV3. - GREEN INFRASTRUCTURE NETWORK

ENV4. - HERITAGE ASSETS

ENV5. - FLOOD RISK

ENV9. - POLLUTION AND CONTAMINATED LAND

ENV10. - THE LANDSCAPE AND TOWNSCAPE SETTING

ENV11. - THE PATTERN OF STREETS AND SPACES

ENV12. - THE DESIGN AND POSITIONING OF BUILDINGS

ENV13. - ACHIEVING HIGH LEVELS OF ENVIRONMENTAL PERFORMANCE

ENV15. - EFFICIENT AND APPROPRIATE USE OF LAND

ENV16. - AMENITY

SUS1. - THE LEVEL OF ECONOMIC AND HOUSING GROWTH

SUS2. - DISTRIBUTION OF DEVELOPMENT

HOUS1. - AFFORDABLE HOUSING

HOUS3. - OPEN MARKET HOUSING MIX

HOUS4. - DEVELOPMENT OF FLATS, HOSTELS AND HOUSES IN MULTIPLE
OCCUPATION

COM1. - MAKING SURE NEW DEVELOPMENT MAKES SUITABLE
PROVISION FOR COMMUNITY INFRASTRUCTURE

COM4. - NEW OR IMPROVED LOCAL RECREATIONAL FACILITIES

COM7. - CREATING A SAFE AND EFFICIENT TRANSPORT NETWORK

COM9. - PARKING STANDARDS IN NEW DEVELOPMENT

COM10. -THE PROVISION OF UTILITIES SERVICE INFRASTRUCTURE

National Planning Policy Framework (NPPF) 2019-

The following sections are relevant;

- 2 achieving sustainable development
- 5 delivering a sufficient supply of houses
- 6 Building a strong competitive economy
- 8 Promoting healthy and safe communities
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed places
- 14 Meeting the challenge of climate change, flooding and coastal change
- 15 Conserving and enhancing the natural environment
- 16 Conserving and enhancing the historic environment
- 17 Facilitating the sustainable use of minerals.

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

Other material considerations

Design and Sustainable Development Guidelines 2009
WDDC Landscape Character Assessment 2009
Area of Outstanding Natural Beauty Management Plan 2019-2024
Dorset Heathlands SPD
Bournemouth, Dorset and Poole Parking Standards
Bournemouth, Dorset and Poole Minerals Strategy 2014

Preferred Options Consultation Document 2018

12.0 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.

13.0 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.

The scheme includes the provision of car spaces close to flats to facilitate access to mobility for elderly or less able persons.

14.0 Financial benefits

Material considerations

Affordable housing -29 units

Green infrastructure-3.51ha-of which:

1.74ha open space; 0.77ha allotments/orchard; 1ha natural/semi-natural hedgerows.

Employment created during construction phase.

Non material considerations

CIL contributions

15.0 Climate Implications

Measures proposed in the scheme include low flush wc's, energy efficient construction, locally sourced materials if possible, site waste management to minimise construction waste.

The construction phase of this development would involve vehicles and plant/machinery producing emissions. Following occupation the development would produce emissions from sources such as vehicle exhausts. However, it is considered that the opportunity to provide 82 dwellings in a sustainable location including 35% affordable housing outweighs the foregoing issue.

Note: Amended Plans- Amended plans were submitted, advertised and consulted upon in July 2020. In summary these sought to respond to officer comments to improve the character and variety in the layout. Changes include a stronger “gateway” into the site, a more continuous tree lined avenue from the A37 to Wanchard lane, and the introduction of two blocks of terraced dwellings central to the site. Additionally, the highway strategy has also been revised following discussions with Dorset Council and the applicant- and with input from the Parish Council. It is now proposed that Soder Lane remains open to through traffic, and that a weight restriction is introduced along Weir View. Changes have been made to the landscape strategy with

alterations to the avenue planting, boundary landscaping, allotments/allotment parking and community orchard.

16.0

Planning Assessment

16.1 Principle of development -

The site is outside of the Charminster defined development boundary and therefore contrary to policy SUS2. However, the council is unable to demonstrate a five-year supply of deliverable sites and therefore para 11 of the NPPF (2018) applies. (The current housing land supply figure is 4.83 years).

This site was proposed as part of a larger preferred option in the West Dorset, Weymouth Local Plan Review as policy DOR16 Land to the West of Charminster. The policy text within the preferred options consultation document was as follows:

DOR16. LAND TO THE WEST OF CHARMINSTER (PREFERRED OPTION)

- i) Land to the west of Charminster is allocated for residential development to complement the growth at North Dorchester.
- ii) The development will deliver in the region of 320 new homes offering a mix of tenures including affordable homes. The priority should be to meet the needs of families and the working age population.
- iii) Development to the west of Charminster should be served via improved access off the A37. Appropriate highway linkages should be developed which prevent increased use of East Hill and West Hill in Charminster minimising impact on the Conservation Area.
- iv) Links between the developments and nearby cycle routes must be established to facilitate ease of travel to Dorchester by alternatives to the car. Enhancements to the Frome Valley Trail will be required including removing the route from the highway where possible.
- v) The development will contain measures to soften the western edge of Charminster in views from the AONB.
- vi) Impacts on nearby heritage assets will need to be minimised including any impact on Charminster Conservation Area and the setting of Poundbury Camp. Any residual impact would need to be clearly justified.

16.2 The Preferred Options Consultation document was approved for the purpose of public consultation by the then West Dorset District Council and consultation was carried out in August 2018 lasting for 8 weeks. As the site was included in the West Dorset and Weymouth Local Plan Review it is therefore likely to be taken forward again as part of the emerging new Dorset Council Local Plan.

16.3 As the Council cannot currently demonstrate a five-year supply of deliverable housing sites this means that para 11, footnote 7 of the NPPF is 'engaged' and relevant policies for the supply of housing, including Policy SUS 2, may no longer be considered

to be up-to-date. Where a 'relevant policy' such as SUS 2 is considered to be 'out-of-date', Para 11 of the NPPF is also engaged, indicating that in such cases planning permission should be granted unless:

- i) the application of policies in the framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or
- ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the framework taken as a whole

16.4 The lack of a 5 year supply, even if the supply is only marginally below 5 years, means that less weight has to be given to policies such as Policy SUS 2 in decision-making. The local plan inspector's comments, which raised concerns about the marginal nature of the council's housing land supply, remain just as relevant to decision-making, now the supply has slipped below 5 years.

Whilst this application site is outside the defined development boundary it sits close to the recently built Phase 1 (70 dwellings) and the immediately adjacent Phase 2 (52 dwellings) now nearing completion. Both these earlier sites lie outside the DDB in the adopted Local Plan but were included in the Preferred Options Consultation document (2018).

16.5 Charminster has a bus service and good cycle/pedestrian links to Dorchester. It has various community facilities and services including 2 village halls, a first school, 2 public houses, a church and employment facilities. As such, it is considered a sustainable location for this development and sits within the "third tier" of the spatial strategy. The previous Issues and Options document advised that the current population of the village was around 1500 with a further 1500 in Charlton Down. The two settlements lie within Charminster Parish. This makes Charminster already the largest village in the third tier on its own of the settlement strategy and when taken as a population for the parish as whole, this is around the size of some of the settlements in the *second* tier such as Crossways and Beaminster. Part of the criteria in Policy SUS2 is that where development takes place in the settlements in the rural third tier of the spatial strategy, this will *"take place at an appropriate scale to the size of the settlement."* In assessing whether the current proposal is at an appropriate scale, regard is had to the cumulative position; Phase 1 (completed) and Phase 2 (near completion) have 70 and 52 dwellings respectively. This Phase proposes a further 82. The Local Plan does not set any figure for the level of growth at the third tier of the spatial strategy, hence there is a need to make this assessment on a case-by-case basis bearing in mind the settlement concerned. As set out above the village has various services and facilities and as such is a sustainable location. Whilst this scheme adds significantly to the housing stock it is considered to be reasonably proportionate to the settlement size and facilities.

Whilst the site has some variation in height, the general landscape context and the logical relationship with existing adjacent development lends itself to a potential extension westwards.

16.6 In the light of the foregoing points, and subject to compliance with other policies in the local plan, the proposal is considered acceptable in principle.

Affordable Housing-

16.7 In accordance with policy HOUS 1, the scheme proposes 35% of the dwellings as affordable housing. This equates to 29 Units. These comprise 2x1 bed, 8x2 bed, 9 x3 bed (all likely to be affordable rented) and 8x 2 bed,2x3 bed-(shared ownership) The affordable units are dispersed through the scheme and are “tenure blind” such that they would be similar in appearance to the market dwellings. The Housing Enabling Team Leader has been consulted and is supportive of this scheme. The units would be secured using a section 106 agreement.

Effect on visual amenity/effect on setting of Area of Outstanding Natural Beauty (AONB)-

16.8 The site lies on the west side of Charminster within the Dorchester Downs Landscape Character Area. No public rights of way cross the site although it is visible in parts from the A37 road to the south, the existing allotments site and Wanchard Lane to the north in terms of close viewpoints, for example. Whilst it is not within the AONB it is not far away from its boundary to the south-west –about 0.5km from the site. The boundary extends west to Stratton before running north-east towards Charlton Down. The site is visible in particular from public viewpoints to the south on higher land. As such the site needs to be considered carefully in terms of its visual impact.

16.9 A principle which has been generally followed is to site the buildings on the lower parts of the site and placing the public open space/allotments on the higher, more prominent parts of the site. The landscape officer has assessed the scheme including the amended plans. A new proposed belt of native woodland with understorey planting along the western edge of the site would provide a new landscaped edge to the site/village. The landscape officer wishes to see this planting belt further increased from 10 to 15m width. The applicant has now responded by increasing this to 12m width by extending the planting belt a further 2m westwards. The applicant has also commented that they regard the belt as sufficient :

in terms of the appearance of the development when seen from the viewpoints that have been assessed in the LVIA and in particular from viewpoints in the AONB.

16.10 The applicants landscape officer advises that this 12 wide belt would include select standard trees (3.5-4.5m) which in 10 years would normally reach 6.5-7.5m height. (A two storey dwelling is about 8m high). There would be similar woodland planting to the north-west corner of the site. The belt would also be planted with a shrub understorey. Clearly it would take some years for this to mature. It is also worth noting that there will be further significant planting of trees both around the allotment edges, and the avenue tree planting on this side of the site. The general development strategy of locating the majority of development on the lower land helps to reduce the visual

impact. On balance, I consider the 12m wide belt is acceptable providing the detailed planting of this ensures robust and effective planting.

16.11 Additional tree planting in the allotment area is suggested by the councils landscape officer; however the scope for this maybe limited due to the potentially disruptive effects of (larger) tree roots, but some more modest planting can be done. The tree planting to “the avenue” has been extended to link with the A37 junction. More detail on the trees comprising the avenue is sought together with clarification in relation to the positions relative to the 5 houses at the south-west of the site. The councils landscape officer has requested a detailed planting plan for the whole site. At this stage the applicant will provide a more detailed landscape strategy (a full detailed planting plan would be required by planning condition if approved). To help mitigate views of the site from the AONB to the south-west, additional planting has also been proposed to the open space to the south-west of the access road and within the development. The landscape officer wishes to see more reinforcement/tree planting on the Wanchard Lane hedgerow frontage. The possibility of additional planting in the allotments to help further mitigate the effect on the AONB setting can also be explored. The landscape officer has indicated the revision to the allotment parking area could be further improved with additional planting. However the applicant considers the planting of trees and hedging to the car park area would be sufficient. I consider this area is acceptable.

16.12 Turning to the site layout this is based on the perimeter block principle and generally follows the main design principles of the earlier adjacent phases. The development is wholly two-storey apart from 4 bungalows near Wanchard Lane. The scheme has a mix of housing including terraced, semi-detached and detached. The open market element includes: 6x2 bed, 18x3 bed, 27x 4 bed, 2x5 bed. The average density at 24 units per hectare is broadly similar to Phase 2.

16.13 The scheme seeks to create 3 distinct character areas; one is the “Village Entrance and Avenue” -some houses have an architectural uplift to give key focal buildings. Walls are especially of flint and red brick with a brick course detail. Render, plain tile and slate are also used. The “Village Centre” character area contains houses with high architectural character. The majority would have white render, black bargeboards and some red brick. There would be some with flint and brick detailing, and slate roofs. The “Village Lanes “ area has development at a higher density. These would be predominantly red brick with intricate porch designs/detailed brick courses. Some would have flint and render elements. The urban design officer considers these character areas are not very distinct and could be more clearly differentiated. Whilst it is fair to say this could have been more extensively explored, it is considered the quality of the designs generally is acceptable due to detailing and proportions.

16.14 The amended plans included changes to the “gateway” into the site from the A37; Plots 1 and 7 have been revised to give a stronger architectural presence; Plot 1 features a curved elevation in brick and flint with brick porch. Plot 7 is a square plan building with a pyramidal roof. The detailing includes a wrought iron porch on the front with a bay window to the side.

16.15 An area of detached housing at the junction of the avenue road with the road to Phase 2 has been re-designed as two pairs of semi-detached houses to increase street-scene interest. Plots 52-57 are reconfigured from detached to 2 terraces- of six in total. The urban design officer would like to see further adjustments to the scheme; this request has resulted in a greater use of similar materials to reinforce the character of “the avenue”-particularly brick and flint. A visitor parking area on the avenue near the south end of the site has been relocated around the corner into the side road to help maintain the unified character. The applicant now feels this is the scheme they wish to be considered and they comment as follows:

The density, design, and choice of materials along the avenue is considered appropriate to the location. Parking has been located predominantly behind the building line to ensure that it is not intrusive in the street scene. The site is not within the conservation area, is outside the AONB, and does not affect the setting of any listed buildings. A mix of materials has been proposed appropriate to the location and setting of the site - the design does not seek to re-create the older parts of Charminster but does provide a suitable edge to the village with a high quality of design that carries forward the character of the earlier phases.

16.16 Regarding the means of enclosure details these vary with context; the formal key buildings/areas would have plinth walls with metal vertical railings; public open spaces likely to have post and rail or timber bollards, garden boundaries 1.8m high walls and garden divisions timber fencing. Post and rail or timber bollards to public open space edges.

16.17 It is considered that the layout, design and general materials proposed are visually acceptable. It is also considered that the scheme would not harm the setting of the AONB as a result of the landscaping proposed, subject to final planting details.

Effect on Residential amenity-

16.18 Regarding the relationship with adjoining housing, this is mainly the housing to the east in Phase 2 (nearing completion). There is also a house on the south side of the A37. The proposed housing would not result in unacceptable overlooking of these properties. Regarding the proposed dwellings, some will be relatively close to the A37 and some fronting the link road. Both these roads will generate significant noise due to traffic volume and movements (the link road will particularly carry traffic from the council depot and Charminster Farm Industrial Estate). The applicant has carried out a noise impact assessment which has led to some mitigation measures being recommended such as use of a higher specification glazing on certain properties and certain means of enclosure close to these roads being raised to help reduce noise. The Environmental Health Officer has reviewed the report and has advised that :

Noise mitigation measures as shown in submitted Noise Impact Assessment Reference AC108294-1R1 dated 5/12/19 should be fully implemented and the developer should provide documentation to show requirements have been met.

Accordingly, this would be addressed by a planning condition.

16.19 There is an SSE sub station adjacent to the north-west corner of the site. The report also assessed this but concluded no additional measures were needed to address any noise emanating from this. It is considered that the scheme would be acceptable in residential amenity terms.

Heritage Assets-

16.20 The site is at some distance from the location of the conservation area (about 350m) and any listed buildings- the majority of which are located some distance to the east associated with the historic core of the village. Given this distance the conservation officer has no comments to make.

The proposal is considered to preserve the character or appearance of the conservation area setting. This conclusion has been reached having regard to: (1) section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 that requires special regard to be paid to the desirability of preserving or enhancing the character or appearance of a conservation area; and (2) Local Plan policy.

Due to the distance from the listed buildings in the locality it is considered that the proposal would cause less than substantial harm to their setting. This harm must be given significant weight in the planning balance and weighed against the public benefits of the scheme. I consider that the public benefits including providing 82 dwellings (including 29 affordable units), improved allotment facilities and the range of public open space provisions are substantial and outweigh the harm to the setting of the listed buildings. This conclusion has been reached having regard to: (1) section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 that requires special regard to be paid to the desirability of preserving or enhancing the setting of Listed Buildings; and (2) Local Plan policy

Archaeology -

16.21 The Senior Archaeologist has advised that an archaeological evaluation is required. This has now been carried out. No significant archaeological material has been identified and consequently the Senior Archaeologist does not require any planning conditions.

Public Open Space -

16.22 The scheme includes appropriate provision of public open space (POS) (3.51ha) comprising 1.74ha open space; 0.77ha allotments/orchard and 1ha natural/semi-natural hedgerows.

16.23 The main area of public open space is to the north; an area of informal public open space is set out as species-rich lawn or meadow grassland – This “park” provides more open space than is required to meet the public open space standards- *if* any additional development phases are added occupiers would be able to use this. Another area of similar wildflower lawn planting lies to the south-west near a SuDS basin.

16.24 A locally equipped area for play (LEAP) a “natural play area” is also proposed on the south side of the northern “park” area. The open spaces would be bordered by native woodland and avenues of native trees. The orchard tree planting has been

removed from the boundaries within the allotments and is now proposed as a distinct orchard area in its own right at the north of the site. (Some fruit trees would also be provided in the allotment area for fruit production/wildlife food resource).

16.24 The plans also show a “*potential* location of a multi-use games area” (MUGA) However, the level of public open space provision already provided and the size of development does not justify provision of a MUGA.

Allotments-

16.25 The existing allotments located at the south-east part of the site are privately owned. The existing allotments site has a poor access along an unsurfaced track from Weir View, it does not have any dedicated parking provision and has no water supply. In re-locating (and enlarging) the allotment area this scheme provides an opportunity to improve the community facility with improved access, parking and facilities. The allotments would be re-located on the western side of the site and would be contained within a hedgerow framework with hedgerow trees. There is the option to potentially transfer these to the Parish Council or other suitable organisation. Details of the new allotments including the re-location, timing, details of soil preparation, etc would be addressed in a section 106 agreement.

Drainage Issues-

16.26 Regarding surface water considerations the site lies in the low risk flood zone 1. The scheme includes 2 main attenuation ponds located either side of the access from the A37. Communal and individual soakaways are proposed-same principles as earlier Phases 1 and 2. The attenuation basins would have a maximum gradient of 1 in 3. The basins would have a maximum water depth of about 0.7m (west) and 1.3m (east).

16.27 An additional technical note has been supplied that explains that the infiltration basins will not be permanently wet; they will only hold water during periods of heavy rainfall and will drain rapidly. The location of the infiltration basins is determined by the topography of the site. A small infiltration (detention) basin is also proposed adjacent to the LEAP, designed with a maximum water level of 700mm. However, the applicant indicates an annual storm would result in a 50 mm fill but with rapid drainage after that. This would serve the northern highway catchment only. The council's drainage engineer does not raise any objection to this. Infiltration basin 1 would also have a cellular soakaway at depth to avoid potential water re-emergence. In summary, The flood-risk officer considers the submitted documents substantiate the proposed surface water strategy including above ground surface water attenuation; he recommends conditions and informatives to address this.

16.28 Turning to foul drainage, this will be conveyed to a new pumping station near the south boundary. It is intended that this will be an adoptable facility for Wessex Water. This would in turn pump flows to the Phase 2 foul system with links to the Wessex Water network.

Ecology-

16.29 A bio-diversity plan has been submitted. This includes the planting of a tree belt on the west site boundary (a measure also required under the landscape officer comments). This would include tree species such as small-leaved lime, English Oak, field maple, yew and fruit trees. There would also be an understorey. A small woodland would be planted at the north of the site including species such as English Oak, field maple, hazel, holly, crab apple and small-leaved lime. East of this would be a new community orchard including traditional apple varieties. The central area of the north part of the site would become public open space featuring wildflower meadow planting. The allotments area would be enclosed by native species hedgerows with occasional fruit trees within the layout. A new section (at least 10m) of hedgerow would be added to the east of the new A37 junction. Log piles would be established on the site for habitat. Fifty per cent of dwellings would have bat tubes/boxes, and 50% would have bird boxes including some sparrow terraces. Swift nest boxes are also included. Lighting would also be controlled to avoid inappropriate types and luminosity. The biodiversity plan has been checked and approved by the Natural Environment Team. It is considered that the provisions included are acceptable in nature conservation terms.

16.30 The site falls within the scope of the Heathlands Protection Area. The scheme could contribute to nitrate increases into Poole Harbour. Consequently an Appropriate Assessment has been carried out and Natural England have now confirmed they have no objection to the scheme.

Highway Issues-

16.31 A Transport Assessment (TA), prepared by the applicant's highways consultants, has been submitted that considers the impact that the proposed development of 82 dwellings will have on the highway network in the vicinity of the site. It also considers the sustainability of the development in terms of accessibility to and from the site.

16.32 The new vehicular access from the A37 would have a road width of 6.5m and 2m footways. The residential roads would be 5m wide. The junction with the A37 would take the form of a priority T-junction (with right turn lane). The right turn lane from the A37 into the site to provide improved safety and convenience for highway users. This main access would have a central pedestrian/cycle refuge. The network within this Phase comprises a primary route, with secondary routes and private drives. The link road from the A37 to Wanchard Lane would alleviate pressure on other junctions off Wanchard Lane/Sodern Lane. There would also be an interconnection with a road in Phase 2- thereby allowing the opportunity for Phase 1 and 2 traffic to use this route so avoiding increased traffic on Weir View. (A footpath link is also included to the Phase 2 SuDS area).

The highways officer points out that it is considered that the internal road layout will be constructed to fully embrace the principles suggested by Manual for Streets, providing a safe, low speed environment for all highway users.

The Highways Officer has considered the submitted Traffic Assessment and is satisfied that the trip generation analysis information gives an acceptable robust trip generation for the proposed development.

16.33 Regarding car parking provision the highways officer comments as follows:

The Highway Authority is satisfied with the proposed car parking arrangements. The submitted documentation indicates a total of 172 allocated parking spaces. All garages are a minimum of 3.0 x 6.0m and as such are considered as car parking spaces. In addition to this 53 units have a driveway/external parking area in front of the garages of 10.0m or over which allows for 2 cars to be parked. As such 53 units have 3 spaces (garage included), the remaining units (2 bed and larger) have 2 spaces (garage included) and the 1 bed flats have 1 space each. This brings the actual total of usable allocated car parking spaces to 215, with 21 unallocated, 10 for the use of the allotments and there are also informal opportunities for on-street parking. Cycle parking will be provided within the curtilage of each residential unit and a communal provision will be provided for the flats.

16.34 Minor changes would also be made to the Weir View/A37 junction under a s278 agreement under the Highways Act 1980. The site sits within a highways context where discussions have taken place between the Dorset Council (including having regard to the concerns of the Parish Council) and the applicant regarding the wider implications of the potential development of this site. It is now proposed that Soder Lane remains open to through traffic. The Highways Officer also comments:

*The submitted Transport Assessment includes a number of suggested highway alterations (Wanchard Lane and North Lane Junction works and the HGV restrictions on Weir View) however **only** the changes to the speed limit on Wanchard Lane (reduction to 30mph) is considered necessary for the development to go ahead.*

16.35 The further measures offered by the applicant (and sought by the Parish Council) are also included as set out below:

The Parish Council has indicated that it would wish to see measures implemented to restrict Weir View to a through route for cars and light vehicles only, and prevent large HGV's from passing along the street. Consultation with the Highway Authority has established that it would have no objection to such an approach, and the applicant has agreed to provide funding to enable the Highway Authority to procure the TRO. Accordingly, this can be addressed by an obligation in the s106 agreement to secure a financial contribution from the applicant to cover the Highway Authority's costs associated with the procurement of a TRO for a weight restriction along Weir View. (However, implementation of the development would not be conditional upon successful completion of this particular TRO).

16.36 The applicant is also proposing to make funds available (within a s106 agreement) towards the implementation of TRO's to restrict motor vehicle access along Wanchard Lane. Hence a proposed Traffic Regulation Order (TRO) prohibiting through traffic along Wanchard Lane between the A352 and Charminster Industrial Estate remains in the proposed access strategy. Traffic associated with Charminster Farm Industrial Estate and the Dorset Highways Depot would use the new link road through the Phase 3 development to access the A37. The highways officer concludes by advising:

The Highway Authority considers that the submitted Transport Assessment is satisfactory and robust. Given the proposed access arrangements and layout it is considered the development is

acceptable in both traffic generation and safety terms. Whilst it is accepted that the proposal will obviously increase traffic flows on the local highway network the residual cumulative impact of the development cannot be thought to be "severe", when consideration is given to paragraphs 108 and 109 of the National Planning Policy Framework (NPPF) - February 2019

16.37 Based on the above information the case officer considers that the relevant highway issues have been satisfactorily addressed. Several highways-related conditions are recommended, together with inclusions in the s106, and these are included in the recommendation section.

Comments on Parish Council responses to Amended Plans-

16.38 Stratton Parish Council (adjacent Parish) expressed concern over the number of additional houses over and above those already permitted. However, the density is similar to the existing 2 phases. They express concern over the adequacy of the new A37 junction, but do not appear to have realised that the new A37 junction includes a right turn lane. The Highway Authority do however support the scheme.

16.39 Charminster Parish Council (PC) (commenting on the amended plans) indicate they support the closing of the junction with Wanchard Lane and North Street (*Case officer note: ie to vehicular traffic beyond Charminster Farm Industrial estate*), and they support the weight restriction on Weir View. The case officer advises that the necessary financial provisions would need to be enshrined in the s106 to facilitate this objective.

16.40 They wish to see a 20 mph speed limit (this would be a matter for the highway authority to consider). They have concerns over the safety and capacity of the new A37 junction. However, as mentioned earlier, the Highway Authority are satisfied that the junction is appropriate for the nature and volume of traffic. The PC request the allotments design/specification to be agreed by them. The case officer advises that the allotments would be addressed in the s106 (which could include consultation with the PC in this respect). They indicate the applicant should provide the play equipment and the multi-use games area (MUGA) after consultation with the Parish Council. Details of the play equipment can be addressed in the s106-including reference to the Parish Council. However- as mentioned earlier in the report we cannot reasonably require the MUGA as the nature and scale of this application does not require it. Furthermore, the applicant is not offering it.

17.0

Conclusion

17.1 The application represents an opportunity to provide 82 dwellings in a sustainable location on a site which would relate well to the existing Charminster Farm development. It would provide a new junction onto the A37 which would not only serve the new housing but provide alternative routes from Phase 2 and a safer route for the Council Depot and Industrial Estate traffic (rather than particularly using the North Street junction). It is considered that the siting, design and materials are acceptable in this location.

17.2 In terms of the three threads of sustainable development the economic objective would be supported by the employment created during construction, and by the spending in local facilities by subsequent occupiers. The social objective would be supported by the provision of 29 affordable dwellings, by use of the public open spaces/allotments, and by the likely use made of the local community facilities by residents. In environmental terms the scheme includes extensive planting of trees, hedges, wildlife meadow areas and an orchard. A bio-diversity mitigation plan would also bring ecological benefits.

The scheme would also make a useful contribution towards the councils 5 year housing land supply.

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 contributions towards the implementation of Traffic Regulation Orders for :
 - extension of 30mph speed limit on Wanchard Lane,
 - restriction of motor vehicle access along Wanchard lane,
 - weight restriction along Weir View.

And 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 maintenance shall be carried out in accordance with the approved schedule for a minimum period of 5 years following completion of the development hereby approved.

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.

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

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 92 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.

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 within the 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 Planning Assessment

Principle of Development

15.1 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.

15.2 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

15.3 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.

15.4 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 Merida Grey, 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.

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

Residential Amenity

15.6 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.

15.7 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.

15.8 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

15.9 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

15.10 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

15.11 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 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

15.12 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

15.13 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

15.14 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.

15.15 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.

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

16.0 Conclusion

16.1 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.

17.0 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 I1 received on 01/11/2019

Proposed Elevations Plots 1-5 - Drawing Number 2031 B received on 01/11/2019

Proposed Elevations Plots 6-8 - Drawing Number 2033 B received on 01/11/2019

Proposed Elevations Plots 9-10 - Drawing Number 2035 B received on 01/11/2019

Proposed Floor Plan Plots 1-5 - Drawing Number 2030 A received on 01/11/2019

Proposed Floor Plan Plots 6-8 - Drawing Number 2032 A received on 01/11/2019

Proposed Floor Plan Plots 9-10 - Drawing Number 2034 A received on 01/11/2019

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 Merida Grey, Parador Red, Anoreta Red and Almenara Buff and the material finish of the mortar shall be in the colour natural.

REASON: In there 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.

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. S106 Agreement

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Planning Committee Report - UPDATE

1.0 Application Number – [2/2020/0379/FUL](#)

Site address - 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.

Applicant name – Dorset Council

Case Officer – Simon McFarlane

Ward Members - Val Pothecary, Belinda Rideout, David Walsh

2.0 Summary of Recommendation:

The reason that this application is back before the Committee is due to the proposed minor amendments to the locations of hedgerow planting and hedgerow translocation. Therefore the recommendation remains the same as presented at the 15 September 2020 Northern Area Committee ([Link to September Committee resolution](#)). The only change to the recommendation is the removal of the phrase *'and subject to no adverse comment from the Environment Agency.'* Further comment has now been received from the Environment Agency withdrawing their objection.

Therefore the recommendation is to: **GRANT**, subject to the revised conditions (and their reasons) listed at the end of the report.

3.0 Reason for the recommendation:

- 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

4.0 Table of key planning issues

Issue	Conclusion
Changes to hedge planting translocation positions	Revised hedge relocation positions are considered to be acceptable and have the support of Natural England and the landowner.

5.0 Consultations

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

Environment Agency

No objection following the additional consultation response received 22 September 2020.

Natural England

No objection, subject to conditions.

10.0 Representations

At the time of writing and since the previous Northern area Committee on 15 September 2020 no further representations have been received

11.0 Planning Assessment

Please refer to 15 September 2020 [report](#) for the full planning assessment.

Hedge Relocation Amendments

Following the 15 September Northern Area Committee, members of the Principal Street project team held further discussions with the land owners whom operate a dairy farming business at the Western end of the site. The Principal Street passes through this land and in the period prior to the development of the site, the farming operation and grazing of cattle will continue. The previously proposed locations of new hedge planting and the translocation of existing hedgerows were considered to be disruptive to the farming operation. Therefore the locations have been revised to areas which are now mutually beneficial. The quantum of hedgerow planting and translocated hedgerows remains the same.

16.0 Conclusion

These minor changes have no impact upon the previous conclusions reached on this proposed development. The proposed development follows the agreed principles of the Policy 21 strategic site allocation, related draft Master Plan Framework and accords with relevant planning considerations, including the Government's National Planning Policy Framework.

Officer's recommend that the development should be approved without any further delay.

17.0 RECOMMENDATION

A) GRANT, SUBJECT TO CONDITIONS (and their reasons)

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 to 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

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Application Number:	2/2020/0610/OUT
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Greenfields , Sodom Lane, Marnhull, DT10 1HR
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).
Applicant name:	Gary Adlem
Case Officer:	Cass Worman
Ward Member(s):	Cllr Graham Carr-Jones

1.0 Following Scheme of Delegation Consultation, at request of Nominated Officer

2.0 Summary of recommendation:

GRANT subject to conditions

3.0 Reason for the recommendation:

- 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

4.0 Key planning issues

Issue	Conclusion
Principle of development	Principle of development on the site has been established via a previous consent. The site lies within the defined settlement boundary, where the principle of infill development is supported
Scale, design, impact on character and appearance	The application is in outline considering layout and access; the indicative site plan is considered to be of an appropriate density which reflects the edge of settlement location
Impact on amenity	The proposed development would preserve the amenity of existing occupiers of neighbouring properties as well as the living conditions of the future occupiers of the proposed dwellings

Economic benefits	The new dwellings would secure a contribution to future housing provision and a social benefit, given the housing shortfall; there would be economic investment both from their construction and subsequent occupation
Access and Parking	The proposal would not give rise to significant additional traffic movements on the existing road. The Highway Authority has considered the proposal and has raised no objections
Trees	The significant trees on the site will remain. The Tree Officer is satisfied with the arborcultural information, a detailed method statement will be secured via condition
Biodiversity	The application is accompanied by a Biodiversity Mitigation and Enhancement Plan, currently awaiting approval by the Dorset Council Natural Environment Team

5.0 Description of Site

The application site is located in the north half of an enclave of the Marnhull settlement boundary, to the east of the main village.

Corner Close is a small cul-de-sac of semi-detached exception housing, located immediately to the east of the site. Salisbury Cottage is located to the south west of the existing bungalow.

The site is accessed from the south of Sodom Lane.

The site currently contains a detached bungalow which is located centrally in the plot, in generous grounds.

Mature Trees border the site, a Tree Preservation Order has been made previously due to the significance of the trees and their contribution to the street scene.

6.0 Description of Development

The scheme proposes to demolish the existing bungalow and erect 4 detached dwellings, making a net gain of three dwellings. The application is in outline with access and layout for determination at this stage.

7.0 Relevant Planning History

2/2017/0353/OUT. Demolish existing dwelling and develop the land by the erection of 4 No. dwellings (outline application to determine access and layout). Approved: 24.05.2017

8.0 List of Constraints

TPO Point:: The Marnhull TPO 574-2017 Individual - Silver Birch

TPO Point:: The Marnhull TPO 574-2017, Individual Acer sp

TPO Point:: The Marnhull TPO 574-2017, Individual Silver Birch

Grade: GRADE 3

Ward Name: Stalbridge & Marnhull
Settlement Boundary: Marnhull

9.0 Consultations

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

Consultees

Dorset Council Tree Officer South

No objection subject to conditions

Dorset Council Transport Development Management

No objection subject to conditions

Marnhull Parish Council

Received 14 July 2020: OBJECT:

- Overdevelopment of the site.
- Overbearing on neighbouring cottage.
- This is a rural area and this application is not in keeping with the surrounding area.

Representations received

The letter of representation raises the following summarised points:

- Concern over the proximity of Salisbury Cottage,
- Concern over any proposal to remove vegetation,
- Possible noise from cars starting early,
- Boundary may be incorrect, and an oil tank is sited over the boundary with the neighbouring property
- Trees shown on the plans don't exist

Total Objections	Total No Objections	Total Comments
0	0	1

Petitions Objecting	Petitions Supporting
0	0
0 Signatures	0 Signatures

10.0 Relevant Policies

North Dorset Local Plan Part 1 2011-2031

Policy 1 - Sustainable Devt.
Policy 2 - C Spatial Strategy
Policy 6 - Housing Distribution
Policy 7 - Delivering Homes
Policy 23 - Parking
Policy 24 – Design
Policy 25 – Amenity

NPPF 2019:

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

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

The new dwellings would secure a contribution to future housing provision and a social benefit, given the housing shortfall; there would be economic investment both from their construction and subsequent occupation.

14.0 Climate Implications

The development is within the defined development boundary. The new dwellings would accord with the current requirements of Building Regulations. There are a number of local facilities which any future residents of the proposed development would be able to access by foot as they are within walking distance of the site including shops, post office, school, doctors, places of worship, pubs. As such the proposed housing development is considered to be in a sustainable and accessible location.

15.0 Planning Assessment

PLANNING ISSUES

- o Principle of development
- o Impact on Neighbouring Amenity
- o Design
- o Access and parking
- o Protected trees
- o Biodiversity

15.1 Principle of development

This is a resubmission of previously approved application 2/2017/0353/OUT. This proposal is the same as the 2017 application, including the change which was made during the course of the 2017 application where the garage on proposed plot 4 was moved to the other side of this proposed dwelling, reducing any possibility of overbearing to the neighbouring dwelling Salisbury Cottage.

The scheme proposes to demolish the existing bungalow and erect 4 detached dwellings, making a net gain of three dwellings. The application is in outline with access and layout for determination at this stage.

In terms of location, the spatial approach outlined in the Local Plan as to the distribution of dwellings within the former North Dorset District Area, seeks to locate the majority of housing growth in the main towns and larger villages.

Marnhull has been categorised as one of the larger settlements that will accommodate additional growth over the new plan period. Policy 2 of the Local Plan, allows for small-scale infilling within defined settlements, and therefore the small-scale infilling within the settlement boundary of Marnhull therefore accords with the relevant policies of the Local Plan: Policies 2, 6 and 7 of Local Plan Part 1 indicate that infill development within defined settlement boundaries will be allowed in principle, providing it is sensitively designed within its local context and respects the amenity of neighbouring properties.

The principle of the development is therefore established as acceptable.

15.2 Impact Upon Neighbouring Amenity

The properties that border the site are Salisbury Cottage to the south west of the site and properties in Corner Close to the east.

Consideration of the appearance of the dwellings is reserved. Subject to a sensitive design at the reserved matters stage, (for example by omitting first floor windows on the gables of properties facing nearby dwellings), a sensitive design that responds to the proximity of neighbours to the proposed development would not give rise to overlooking of adjacent properties.

During the course of the 2017 application, the layout of the scheme was altered so that the garage associated with the proposed dwelling at Plot 4 was placed at the western boundary of the site, so as to move the mass of the dwelling's full height gable end further away from Salisbury Cottage; this alteration in layout has been maintained in this resubmitted application, and with this layout, any issues of overbearing to this neighbouring property are mitigated against.

There is sufficient distance between the existing surrounding properties and the development site so as not to give rise to any other concerns with regards to overlooking, overshadowing or overlooking, with a suitable design presented at reserved matters.

Access driveways would be sited in the southwest corner of the site, serving Plots 2 and 4, and some concerns have been raised that comings and goings from the new driveways and parking areas could result in disturbance to neighbouring properties. The proposed driveways are orientated so they would not face into neighbouring properties, and they are not located tight to the site boundary. There is some existing planting along the boundary between the site and Salisbury Cottage to the southwest. It is considered that due to this layout and separation, in combination with existing & reinforced boundary planting, (which would be further reinforced by a suitable landscaping and planting plan secured at reserved matters as discussed below), that any impact to neighbouring properties would not result in unacceptable disturbance by noise or light to these neighbouring dwellings.

As discussed above, the retention of the significant trees and additional planting is required to ensure that the development assimilates into the locality and so that the amenity of the occupiers of the existing dwellings surrounding the site is maintained. Various conditions are recommended by the Tree Officer to ensure that the existing trees are protected and that there is adequate maintenance of proposed new planting, further discussed below.

General noise and disturbance from a residential use of this scale (net increase in three dwellings) is unlikely to give rise to an adverse impact upon the living conditions of neighbours.

In view of the above, it is Officer opinion that the proposals would not give rise to unacceptable impact on the living conditions of the occupiers of the surrounding properties.

15.3 Character and Appearance of the Area

The proposed layout is a simple cul-de-sac which is reflective of the Corner Close development. Two dwellings would face onto the road at the entrance to the site, with an access road between, and two houses behind.

The design of the dwellings is reserved, however indicative drawings have been provided showing simple vernacular styled two storey stone and brick cottages under pitched roofs, which would reflect and respect the prevailing form of development at Corner Close.

There is sufficient distance between the proposed dwellings and the boundary of the site, so as not to result in any sense of overcrowding; each dwelling being well set off from the east and western side boundaries by at least 2 metres.

All dwellings have ample amenity space to front, side and rear, and it is considered that sufficient garden space is allocated to each of the dwellings.

Each dwelling has allocated parking spaces and private driveways. The dwellings are well spaced apart from each other over the site, and the degree of plot coverage is not at odds with the general settlement pattern in this part of the village.

In view of this, the proposals are not considered to be overdevelopment of the site.

With appropriate landscaping & planting to assimilate the development site into the edge of settlement location, it is considered that this infill scheme within the settlement boundary, adjacent to an existing 90s housing scheme, is not at odds with local landscape character. It is considered that with appropriate design and landscaping presented at reserved matters, the development would have an acceptable impact on the visual amenities of the immediate locality.

15.4 Highway Considerations

There is no adverse highway impact associated with this scheme; the Highway Authority has no objection to the scheme subject to conditions. Off road parking for two cars per dwelling is provided.

15.5 Trees

Arborcultural information has been submitted in support of the application, which details that all the significant trees on the site would remain. The Tree Officer has assessed the application and comments that any new planting to mitigate the loss of existing vegetation and trees on site would need to be attractively and sensitively designed so to successfully integrate the new development into the local landscape. The Tree Officer highlights that the inclusion of native species including native hedging to soften the approach into the shared access will be important in the forthcoming reserved matters application, which should include a detailed hard and soft landscaping scheme, supported by a 5 year

management and maintenance plan clearly outlining the long-term management objectives, management responsibilities and maintenance schedule.

A tree protection condition would be sought to ensure quality existing trees are retained and appropriately protected throughout the development, in addition to detailed methodology of the proposed pile foundations to protect tree roots to also be submitted as part of the reserved matters, alongside a Tree Survey, Arboricultural Impacts Assessment, and detailed Arboricultural Method Statement.

With these further details secured by condition, the Tree Officer has no objection to the proposed scheme, and confirms that with suitable landscaping the proposals would assimilate satisfactorily into this edge of settlement location.

15.6 Biodiversity

The application is accompanied by a Biodiversity Mitigation and Enhancement Plan which has been submitted to the Dorset Council Natural Environment Team for their approval. With the implementation of an approved Biodiversity Mitigation and Enhancement Plan, it is considered that the proposals would have no adverse impacts on biodiversity interests

15.7 Other Issues

Foul and surface water drainage can be appropriately dealt with through conditions. There is the opportunity to reduce potential runoff from the site through the use of soakaways within the site.

As per Local Plan Policy 7, as the proposal is for less than 10 dwellings, affordable housing provision is not required.

Concerns with regards to the site boundary and the location of an existing oil tank are noted, these issues would be dealt with by negotiation with the interested parties and are not considered to be an unsurmountable constraint to the proposals.

16.0 Conclusion

The site is within a sustainable location, within the defined settlement boundary within walking distance of the village's facilities and services. The proposal is considered to be acceptable with regards to neighbouring amenity, issues of design and landscaping would be agreed at reserved matters; the proposed layout is considered to be acceptable. There are no concerns with regards to access or Highways safety.

17.0 Recommendation Grant, subject to the following 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

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