



Western and Southern Area Planning Committee

Date: Thursday, 13 October 2022
Time: 9.30 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 6)

Dave Bolwell, Kelvin Clayton, Susan Cocking, Jean Dunseith, Nick Ireland, Louie O'Leary, Paul Kimber, Bill Pipe (Vice-Chairman), David Shortell (Chairman), Sarah Williams, Kate Wheller and John Worth

Chief Executive: Matt Prosser, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic Services Meeting Contact 01305 224202, elaine.tibble@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda.

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Agenda

Item	Pages
1. APOLOGIES	
To receive any apologies for absence	
2. DECLARATIONS OF INTEREST	
To disclose any pecuniary, other registerable or non-registerable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.	
If required, further advice should be sought from the Monitoring Officer in advance of the meeting.	

3. MINUTES

5 - 24

To confirm the minutes of the meeting held on 4 August 2022.

4. PUBLIC PARTICIPATION

Members of the public wishing to speak to the Committee on a planning application should notify the Democratic Services Officer listed on the front of this agenda. This must be done no later than two clear working days before the meeting. Please refer to the Guide to Public Speaking at Planning Committee. [Guidance for speaking at Planning Committee - August 2022.pdf \(dorsetcouncil.gov.uk\)](https://www.dorsetcouncil.gov.uk/planning-committee-august-2022.pdf)

The deadline for notifying a request to speak is 8.30am on Tuesday 11 October 2022

5. PLANNING APPLICATIONS

To consider the applications listed below for planning permission

- | | | |
|----|--|-----------|
| a) | Application No: P/RES/2021/04983 Land to the north of Littlemoor Road, Weymouth
Application for approval of reserved matters for access, layout, scale, appearance and landscaping of 500 dwellings and associated works in relation to outline applications WD/D/16/000739 and WP/16/00253/OUT comprising: up to 500 dwellings, including affordable housing; up to 8 ha of employment land (to include a new hotel, residential care home, car show rooms and other employment land); land for a new primary school; a new local centre; public open spaces, new accesses and roads, and associated infrastructure | 25 - 78 |
| b) | Application No: P/FUL/2022/03801 - Weymouth Angling Society, Commercial Road Weymouth DT4 8NF
Erect extension to form cellar. | 79 - 88 |
| c) | Application No: P/FUL/2021/04548 - Waitrose and Partners 42-44 West Street Bridport DT6 3QP
Removal of existing boundary and internal walls, and creation of 6 no. parking spaces for home delivery vans and associated electric charging points, 2 no. customer collection parking spaces and 2 no. taxi waiting spaces. Erection of free standing canopy in loading bay area, replacement trolley and staff shelters and associated development including boundary treatments and access. | 89 - 104 |
| d) | Application No: P/FUL/2022/04612 Boat Shed Boat Park George Street West Bay DT6 4EY
Demolition of existing and erection of replacement boat shed. | 105 - 112 |

- e) **COMMITTEE TO BREAK FOR LUNCH - COMMITTEE TO RE-START AT 13.30HRS**
- f) **Application No: P/FUL/2021/05299 - Parnham Estate Parnham Beaminster DT8 3LZ** 113 - 136
Erect 4.No. River Lodges and realignment of the existing access track.
- g) **Application No: P/RES/2021/01944 Land North of Broadwindsor Road, Broadwindsor Road, Beaminster DT8 3PP** 137 - 162
Application for approval of reserved matters of appearance, landscaping, layout and scale of Outline approval WD/D/18/000115 for 100 dwellings with associated infrastructure and public open space
- h) **Application No: P/FUL/2022/03702 West Bay Holiday Park, Forty Foot Way, West Bay, DT6 4HB** 163 - 174
Development to provide 16 glamping pitches and associated parking area

6. URGENT ITEMS

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

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

7. EXEMPT BUSINESS

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

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

8. APPEALS REPORT FOR INFORMATION ONLY 175 - 176

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WESTERN AND SOUTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON THURSDAY 4 AUGUST 2022

Present: Cllrs Dave Bolwell, Kelvin Clayton, Susan Cocking, Jean Dunseith, Nick Ireland, Louie O'Leary, Paul Kimber, Bill Pipe (Vice-Chairman), David Shortell (Chairman), Sarah Williams, Kate Wheller and John Worth

Apologies: -

Also present: Cllr David Walsh – Portfolio Holder for Planning, Cllr Rebecca Knox – Ward Member for Beaminster

Officers present (for all or part of the meeting): Mike Garrity (Head of Planning), Anna Lee (Service Manager for Development Management and Enforcement), James Lytton-Trevers (Lead Project Officer), Charlotte Loveridge (Planning Officer), Robert Parr (Planning Officer) Steven Banks (Planning Officer), Phil Crowther (Legal Business Partner – Regulatory), Emma Telford (Senior Planning Officer) Ann Collins (Area Manager – Western and Southern Team) and John Miles (Democratic Services Officer Apprentice) and David Northover (Democratic Services Officer)

Public speakers:

Cllr Paul Hartmann, Symondsburry Parish Council; Kathryn Pennington, Vistry Partnerships; David Matthews, Barratt David Wilson Homes; Barry Bates, John Guy, Gavin Fryer, Mr Summerton and John Grantham, local residents; Guy Dickenson, Chairman of West Dorset CPRE – all minute 28
Richard Smith, a member of the Parnham planning response group; Ed Grant for applicant; and Cllr Chris Turner, of Beaminster Town Council – all minute 33.

23. Apologies

No apologies for absence were received at the meeting.

24. Declarations of Interest

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

Cllr Bill Pipe informed the Committee that, owing to an association he had with a client who had objected to the Foundry Lea application, he would take no part in the consideration, debate or vote of that particular item.

25. Minutes

The minutes of the meeting held on 7 July 2022 were confirmed and signed.

26. 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.

27. Planning Applications

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

28. P/RES/2021/04848- Development of land at Foundry Lea (Vearse Farm), Bridport

Prior to consideration of the item, the Chairman sought a Vice-Chairman for this given that the Vice-Chairman, Cllr Bill Pipe, was unable to take part owing to his association with a client who had objected to the application. On that basis, Cllr Susan Cocking proposed Jon Worth - this being seconded by Cllr Louis O'Leary. There being no further nominations, Cllr Jon Worth was appointed as Vice-Chairman for the item.

The Committee considered application P/RES/2021/04848 for the construction of 760 dwellings, public open space (including play space and landscape planting), allotments, an orchard, sports pitch provision, with associated changing rooms and car parking, pedestrian, cycle and vehicular links, drainage works and associated infrastructure in the development of land at Foundry Lea (Vearse Farm), Bridport. This was a Reserved Matters application to determine appearance, landscaping, layout and scale, following the grant of Outline Planning Permission (OPP) - number WD/D/17/000986. How any decision made would be enacted and the reasons for this was also explained.

Officers drew the attention of the Committee to the planning history of the site, in that OPP had been granted by the former West Dorset District Council in 2017. Accordingly, it was confirmed, and emphasised, that this application sought approval for the Reserved Matters pursuant to the OPP permission and should be the focus of the Committee's considerations.

With the aid of a visual presentation – and taking into account the provisions of the Update Sheet circulated to members prior to the meeting - officers provided context of what the main proposals, principles and planning issues of the development were; how these were to be progressed; how the development would contribute to meeting housing needs; and what this

entailed. The presentation took into account the policies against which this application was being assessed, - in complying with the West Dorset, Weymouth & Portland Local Plan, the Bridport Area Neighbourhood Plan and the National Planning Policy Framework (NPPF) – and particularly how it accorded with the junction layout, parameter, green infrastructure, scale & density plans approved with the OPP that were derived from a Masterplan for the scheme.

The Committee were informed that as the principle of the development had been deemed acceptable, it was solely now the Reserved Matters that were for consideration:

- principle,
- appearance,
- landscaping,
- layout – housing/ community infrastructure; roads, footpaths and cycleways; foul and surface water drainage; affordable housing and self build
- scale

Plans and photographs provided an illustration of the location, orientation, density, dimensions – form, bulk, size and mass - and appearance of the development and of the individual properties, with examples being given of how typical properties would be designed within the five distinctive character areas, along with their ground floor plans; how it would look; proposed street scenes; the materials to be used; energy efficiency enhancements; affordable housing provision; self-build provision; access and highway considerations; infrastructure and amenity considerations and provision; environmental and biodiversity considerations; the means of landscaping; and its setting within that part of the Bridport area - which was incorporated within the Dorset Area of Outstanding Natural Beauty. What financial and amenity benefits there were to be under the S106 agreements and that there would be provision of a roundabout as part of the enhancement works on the A35 at the Miles Cross junction were explained.

Officers showed the development's relationship with other adjacent residential development in Bridport and Vearse Farm itself - in how that, and the Toll House, would be accommodated within the scheme. The characteristics and topography of the site was shown and its relationship with the highway network and to properties in the adjoining roads in particular. Views into the site and around it were shown, which provided a satisfactory understanding of all that was necessary. How the development was to be divided between 2021 and 2025 building regulations, and the reasons for this, was explained.

Whilst this application was for the residential development only, mention was also made that separate and subsequent applications were likely to be made in respect of the employment development and school that had been provided for in the Outline permission.

In summary, officers planning assessment adjudged the proposed development to be of an appropriate appearance, layout, landscaping and scale and that issues and concerns that had previously been identified had

since been addressed and, in there being no material considerations which would warrant refusal of this application, this formed the basis of the officer's recommendation in seeking approval of the application.

As part of the consideration of the merits of the application, Councillor Paul Kimber requested a site visit be held on the grounds that the Committee should see at first-hand how the layout of the site would look and how highway issues could be addressed, so as to have a better understanding in coming to their decision. Calls for a site visit were supported by Councillor Jean Dunseith. The Solicitor outlined the protocol for the requirement of a site visit and asked for reasons why those proposing and seconding it thought it necessary. He felt that the reasons raised had already been addressed satisfactorily and that there would otherwise be little benefit in arranging this at this stage. On that basis – and on being put to the vote - the Committee also did not feel this to be necessary, considering that they already had enough information to be able to come to a decision.

Formal consultation on the application had seen a neutral stance from Bridport Town Council and Symondsburry Parish Council, whilst Char Valley Parish Council made comment. However, Allington Parish Council had objected on highways and access, infrastructure and overdevelopment grounds.

The Committee then received public representations.

Barry Bates, resident, felt that a number of issues had not been sufficiently addressed and that the development was being expedited unnecessarily. He asked that there be an independent assessment for sewage and the detailed plans to be agreed, as well as how the roundabout construction traffic would be managed.

John Guy, resident, considered that the S106 infrastructure and amenity – school, care home, employment land - should all be in place before the development took place so as that provision would be readily available from the start.

John Grantham, resident, considered the scheme should not be using productive farmland for the development and should have more energy efficient provision from the start. Given the expected increase in growth to Bridport in attracting visitors, the scheme would have insufficient infrastructure to cope. He also considered pedestrian provision access from the north to be compromised and suggested a site visit to see this at first hand.

Mr Summerton considered the scheme should be more environmentally friendly and energy efficient too and that the energy infrastructure would find it challenging to bear this extra load.

Gavin Fryer raised concerns at how environmental considerations would be addressed and that flooding and water management had not been taken into account enough. As there was still uncertainty over infrastructure and other outstanding material considerations to be determined, he considered that the application should be deferred until these were resolved.

Guy Dickenson, Chairman of West Dorset CPRE, considered the way the development of housing was being divided between 2021 and 2025 building regulations meant that full advantage was not being taken of energy efficiencies and environmental opportunities. Moreover, the needs of the AONB were being compromised.

Catherine Pennington, for one of the applicants, emphasised the collaboration with all those involved in the project, local residents included, had been much appreciated by the applicants who were now in a position to deliver this much needed scheme: designed to contribute considerable direct and indirect benefits to the economy. Issues raised previously had now had the opportunity to be addressed satisfactorily, with there now being the provision of 206 affordable homes, which was in excess of the Section 106 requirements. Key additional benefits within the section 106 were emphasised including environmental, energy efficiency and ecological and biodiversity gains. She assured the Committee that the applicants would continue to work collaboratively with local authorities and the community post any planning decision.

David Mathews on behalf of landowner Philip Kerr, confirmed that the responsibility of servicing the needs of the land was taken seriously, in understanding the engagement processes, so as to meet those obligations.

Cllr Paul Hartmann, Symondsburry Parish Council, whilst recognising there was no perfect solution, considered the application to be as good as it could be, in addressing concerns raised and in providing housing, environmental and infrastructure enhancements, although he hoped there could be a fully integrated development in time which took account of the development already there in Bridport so that this site became integral to and complemented Bridport, rather than being self-contained. He was pleased to see that a successful local solution had been developed that would contribute positively to Bridport.

Whilst recognising that this application had become notably contentious over a number of years, having heard what was said, officers responded to some of the pertinent issues raised, being confident that each one could be addressed by the provisions of the application.

The opportunity was given for members to ask questions of the presentation and what they had heard, in seeking clarification of aspects so as to have a better understanding in coming to a decision; these being:-

- access and highway safety considerations and how these had been assessed and evaluated
- what prospect there was for even greater enhanced energy efficacy provision, such as more PV solar panels and ground source heat pumps, electricity charging points for vehicles; and rainwater collection, being disappointed at what traditional fossil fuel proposals there still were

- how the outstanding S106 issues would be addressed by the applicant and what assurance there was that these would be delivered satisfactorily as proposed
- how the energy generation and provision – electricity and water – to serve such a major development would be able to be achieved satisfactorily and what, assessments and assurances there were from energy companies that this could be delivered as necessary
- what impact the development would have on existing infrastructure and amenity and how this would be managed

The three local Ward members served on the Committee – Cllrs Dave Bolwell, Sarah Williams and Kelvin Clayton and the issues they raised individually were part of the considerations and clarifications set out above

Officers confirmed that much of the context of the objections and issues raised related to aspects of the already agreed OPP – the opportunity for which to consider had since passed – and reiterated that, it was the Reserved Matters that should be the sole focus for Committee. Highway officers confirmed too that the scheme had been fully assessed and evaluated, with mitigation as necessary to address the concerns raised. Again, moreover, all highway considerations – movements; flows; congestion and safety - had been established at the outline stage.

Officers addressed the questions raised providing what they considered to be satisfactory answers, which the Committee understood to be, and saw, as generally acceptable.

The Solicitor advised that any conditions requiring renewable energy measures required a policy basis and that it was a matter for members to determine the weight to be given to the Council's emerging policy on this.

From debate, whilst a number of the Committee would have preferred to see greater more environmental and highway enhancements, they understood that much of this had already been determined at the outline stage and that - in focusing on the Reserved Matters only - this had to be seen to be acceptable and there were no grounds for refusal on that basis. They accepted that the housing provision would contribute significantly towards meeting the residential needs of Bridport and targets set by the Council.

Having had the opportunity to discuss the merits of the application, having understood what was being proposed and the reasoning for this; having taken into account the officer's report and presentation, the written representations; and what they had heard at the meeting, and having received satisfactory answers to questions raised, the Committee were satisfied in their understanding of what the proposal entailed and the reasoning for this and, on that basis - and being proposed by Councillor Susan Cocking and seconded by Councillor John Worth - on being put to the vote, the Committee agreed - by 8:2 - with one abstention, that the application should be approved, subject to the conditions set out in the paragraph of the report the provisions of the Update Sheet and taking into account the issues raised by committee that were pertinent to this application.

Resolved

That delegated authority be granted to the Head of Planning and the Service Manager for Development Management and Enforcement for the approval of reserved matters, subject to the discharge of any outstanding conditions on the outline planning permission (WD/D/17/000986) which are required to be discharged prior to the approval of the reserved matters (conditions 2 for the phasing, 6 for a Design Code, 7 for the LEMP, 38 for the road crossings over the river and 39 for floor levels of the dwellings) and subject to conditions as set out in this report - and in the Update Sheet - with the relevant plan number and revision number to be entered in conditions no. 2, 3 and 4.

Reasons	for	Decision
<ul style="list-style-type: none">• The proposed development was considered to be of an appropriate appearance, layout and scale, with appropriate landscaping incorporated. As such, the proposed development was considered to be in accordance with local and national policy objectives.• The appearance of the housing, with five distinctive character areas, would respond to the appearance of housing in Bridport.• The layout of the housing, community infrastructure, movement network, drainage and affordable housing would meet the requirements necessary for the scheme to function and integrate with Bridport.• The landscaping would conserve and enhance the AONB, biodiversity and existing trees and hedges and provide appropriate new planting.• The scale would be appropriate to the characteristics of the site including the lie of the land and location within it.• The proposal would comply with the West Dorset, Weymouth & Portland Local Plan, the Bridport Area Neighbourhood Plan and the National Planning Policy Framework (NPPF).• Paragraph 11 of the NPPF set out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise.• There were no material considerations which would warrant refusal of this application.		

29. P/FUL/2022/02646- Greenford Church of England Primary School

The Committee considered an application for the site of a timber lodge classroom within the grounds of Greenford Church of England Primary School, Chilfrome Lane, Maiden Newton.

The planning officer's presentation - in taking into account the provisions of the Update Sheet circulated to members prior to the meeting - outlined the site location, the conservation area, and that the application is located on Dorset Council freehold land.

The officer highlighted the planning history, the appearance of the timber structure, the view from the school gates from Chilfrome Lane, the main issues being that it was close to the Maiden Newton conservation area and being within the Dorset AONB, and the officer also covered the principle of

development. She made the committee aware of the economic and educational benefits of additional learning space and the minimal flood risk.

The committee was informed that there would be minimal impact on character and appearance of the site. The dimensions of the timber structure were described too.

Cllr Paul Kimber asked if there were toilets in the structure.

The officer clarified that there were no toilets there and that the space would provide additional shelter in all weather.

Proposed by Cllr Paul Kimber, seconded by Cllr Susan Cocking

Resolved

That application P/FUL/2022/02646 be granted permission subject to the conditions set out in the report, and in taking account of the provisions of the Update Sheet, as necessary.

30. P/FUL/2022/02955- Scout Hall Granby Close Weymouth

The Committee considered an application for the erection of an extension to provide wheelchair accessible WC and Shower facilities to the site at Scout Hall Granby Close Weymouth.

The officer explained that the application was on behalf of Weymouth West Air Scout Group located on Council owned land.

The officer - in taking into account the provisions of the Update Sheet circulated to members prior to the meeting - informed that the site was located on the boundary of western Chickerell ward and was in a low flood risk zone. The presentation showed an arial shot of the site shown and other photographs, covering the relevant planning history, existing plans, elevations, the site plan proposed and key planning issues and principles of development.

It was made known that the design was in harmony with existing buildings and in keeping with site and area. The planning officer recommended to grant the application subject to conditions.

Proposed by Cllr John Worth, seconded Cllr Jean Dunseith

Resolved

That application P/FUL/2022/02955 be granted planning permission subject to the conditions set out in the report and in taking into account the provisions of the Update Sheet circulated to members prior to the meeting.

31. P/LBC/2022/02381- 4 Bedford Terrace, Long Bredy

The Committee considered an application to carry out internal and external alterations at 4 Bedford Terrace, Long Bredy. The application came to committee due to the applicant residing with a planning officer.

Internal and external alterations told to the committee involved refurbishing of windows, installation of extractor fan, double glazing, wiring; a nib; draft proofing between joists; partitions; plumbing and drainage and wardrobes. Internal alterations also included the removal of a cupboard, the repair of ceilings and the relocation of a ceiling hatch.

In taking into account the provisions of the Update Sheet, circulated to members prior to the meeting, officers summarised the plans of installations, the front renovations, photos of bedroom 1, 2, 3, kitchen, living room, front elevation, and rear elevation.

It was also discussed that the installations would have limited impact on the historic fabric of the listed building and would cause less than substantial harm and allow a good standard of repair.

The officer recommended to grant, subject to conditions, as proposed works would cause less than substantial harm to the designated heritage assets, the public benefits outweighed the harm and provided a modern living standard and ensured long-term visibility of the designated heritage assets as a dwelling.

Proposed by Cllr Dunseith, seconded by Cllr Paul Kimber

Resolved

That application P/LBC/2022/02381 be granted planning permission subject to the conditions set out in the report and in taking into account the provisions of the Update Sheet circulated to members prior to the meeting.

32. P/FUL/2021/02707 - Parnham Estate Parnham Beaminster

The Committee considered an application for the erection of a marquee and provision of a services structure (back of house) to function as a restaurant, as well as the provision of a 49-space car park and associated driveway improvements at Parnham Estate, Parnham, Beaminster.

The presentation - in taking into account the provisions of the Update Sheet circulated to members prior to the meeting - covered rights of way/bridleway, aerial photographs, maps of the site, photos of the location and car park, the proposed car park, the elevations of the proposed marquee, the material that the marquee would be constructed of, and other key planning issues such as, noise report being reviewed, heritage assets, residential amenity, AONB highway safety, biodiversity and flood risk.

It was also discussed that the marquee would be located in flood zone 1 which is low risk and the car park in flood risk 2 and 3, considered high.

The site had a Grade 1 listed stable block; the garden walls being grade 2 listed. The committee was made aware that Parnham Estate suffered severe fire damage with the loss of its roof and extensive renovation was needed. The presentation told that the new owner's commitment showed that repairs were taking place to parts of the house, but additional sources of revenue were needed to fund the cost of renovations.

Planting would be conducted around the car park and that parking would be broken up with planting. The Highways Team had no objections with using the northern entrance.

The officer recommended to grant subject to the commission of a robust noise assessment, to be reviewed by environmental health.

The project manager of the estate spoke about the need to create a sustainable and sensible business. He also added that the facilities - and restaurants - would be used to host weddings and events and would help to fund the maintenance of the estate. He also mentioned that all local residents could enjoy the restaurant and the estate which would have the scope to provide employment and training in the area.

Rebecca Knox supported the application by telling the committee that it was a very important estate near Beaminster of which the residents were very proud. She reiterated that the house needed a lot of work and that local people had been informed and included in the plans of the application. She ended that she hoped Dorset Council would play its part.

There were questions asked regarding the colour of the marquee and if this would be restricted.

The planning officer clarified that the marquee would be in cream, but these details need to be submitted and agreed.

Proposed by Cllr Paul Kimber, seconded by Cllr Bill Pipe

Resolved

That application P/FUL/2021/02707 be granted planning permission subject to the conditions set out in the report and in taking into account the provisions of the Update Sheet, as necessary.

33. P/FUL/2021/05746- Parnham Estate Parnham Beaminster

The Committee considered an application to erect six orchard rooms and the installation of two bridges at Parnham Estate, Parnham, Beaminster. The six orchard rooms would be six units of holiday accommodation and have 1 bed and 1 bathroom.

The planning officer's presentation - in taking into account the provisions of the Update Sheet circulated to members prior to the meeting - showed a map of the local area, how the holiday accommodation would look, bridge's location, the street scene and how the orchard rooms would be separated and

oriented, as well as dimensions and floor plans parking spaces within the car parking area and the key planning issues and the principle of development.

The officer added that the site would be accessed from the northern entrance and that two units of the orchard rooms would be located in the existing fruit orchard on the opposite side of river. The committee was told that there would be outside baths and the inspiration for the orchard rooms was taken from beehives. It was also made known that the rooms will be built from timber cladding with steel roofs and bridges constructed of oak.

The Public benefits were outlined: as additional income for the estate and increased public access to a heritage asset. These benefits considered to outweigh potential harm and being in a relatively discreet location, highways raised no objection, with a low flood risk (flood zone 1 but foot bridges in flood zone 3).

It was also made aware that Parnham House was located outside the DDB but policy allowed for tourism development. The development had been determined to have less than substantial harm to the icehouse structure.

An oral update was given regarding the plans list condition. On the update sheet it relates to two proposed locations plans as "rev b" and a proposed site plan as "rev d" but should be "rev a" for both location plans and "rev b" for the proposed site plan.

The Chairman confirmed with the committee that they had read the update sheets, as the application had two recommendations which were amended, and conditions updated.

The conditions were outlined for landscaping, flood risk assessment, evacuation plan, flood warning and biodiversity plan.

Richard Smith a member of the Parnham planning response group was invited to address the committee and raised points on their behalf. He acknowledged the attempt to create a new hotel and lodge accommodation with benefits for employment and commerce. He informed of the shortcomings such as, the planning statement had no clear written vision or timescale on restoration and development, the business plan was short on financial detail, a lack of a masterplan, no local consultation with residents and rejection by historic England.

He requested a restriction to the house being sold separately and a legally binding agreement to restore the house.

Ed Grant addressed the committee about Parnham House being in a desperate state and the need to establish a business. He mentioned that the orchard rooms had been designed to fit in with the environment and were sustainable with minimal environmental impacts and added that the orchard's yields were undesirable and would be more successful being planted elsewhere.

Cllr Chris Turner, of Beaminster Town Council, addressed the Committee and made comments about the two applications. He informed the Committee about planning and the long-term considerations, the A3066 northern entrance and a 30-mph speed limit needed to be drawn south away from Beaminster by 200-300 meters which would—reduce the speed for those accessing Parnham estate. He stated that a traffic regulation order needed to be implemented before entertainment was granted.

Cllr Rebecca Knox, the Ward member, addressed the committee and made the committee aware of the scale of investment, work in the owner's being committed to the restoration of the house and participation from local businesses.

The planning officer responded and was given the opportunity to clarify any points.

She clarified that the proposal was acceptable under the S106 agreement which was the intensification of the existing overnight accommodation already at Parnham estate and included in the west wing, butler's apartment, and dower house. The officer then went on to clarify the benefits of a master plan, but that the application could not be refused on the lack of a master plan.

Steve Savage, Transport Development Liaison Manager, addressed the highway issues that were raised: speed data, speed limits, vehicle speeds, explaining the applicant's vision on scale and size of the visibility displays required and that there was no justification for extending the speed limit.

Cllr Kate Wheller asked questions regarding the colour and nature of the roofs on the pods. Cllr Paul Kimber asked a technical question regarding the replanting of trees in the orchard. Cllr Bill Pipe asked questions of the opening schedule for the ice house and why is it not open for longer.

The senior planning officer provided clarification on all of these issues, particularly that the limitations on the icehouse openings was due to the security of the estate.

Proposed by Kate Wheller, seconded by Susan Cocking

Resolved

That application P/FUL/2021/05746 be granted planning permission subject to the conditions set out in the report and in taking into account the provisions of the Update Sheet, as necessary.

34. Urgent items

There were no urgent items for consideration.

35. Exempt Business

There was no requirement for exempt business.

36. **Update Sheet**

37. **Update Sheet**

**Planning Committee – Update Sheet
Thursday 4th August 2022**

Planning Applications

Application Ref.	Address	Agenda ref.	Page no.
P/RES/2022/04848	Foundry Lea Bridport	Item 6	13-89
<p>Updates:</p> <ul style="list-style-type: none"> The Applicant is stated as Barratt David Wilson Homes. There are however, two Applicants as follows: Barratt David Wilson Homes and Vistry Partnerships. Consultee: Outdoor recreation - further comments that do not raise new issues and suggest conditions which already exist in similar form on the outline permission. Consultee: Wessex Water – Support the JRC Foul Drainage Statement (ref 1628w0006) 26th July 2022 which reflects the current foul drainage strategy for the site. Consultee: Environment Agency – The Environment Agency has submitted a comment in response to the submissions by the applicant to discharge some of the conditions attached to the outline planning permission. The full response can be viewed on the website under the planning application reference WD/D/17/000986. In summary the EA do not recommend the discharge of conditions 38 and 39 and therefore do not recommend the reserved matters application be approved at this time. They advise that to progress things the applicant should provide any additional supporting modelling that has been compiled along with a comprehensive modelling report and FRA addendum. <p>This response to the application for the discharge of conditions is relevant in so far as officers are recommending that delegated authority be granted to the Head of Planning and the Service Manager for Development Management and Enforcement for the approval of the reserved matters application, subject to the prior discharge of certain conditions, including conditions 38 and 39. At this stage, it is anticipated that the discharge of conditions 38 and 39 will be resolved through ongoing dialogue between officers, the EA and the applicant.</p> <ul style="list-style-type: none"> Additional 1 letter of support from the Symondsburry Estate - The employment land is not sold to a developer, but is held as a development opportunity for the Estate and will aim to bring about a high quality scheme to ensure that the entrance to the town and Symondsburry from the west is attractive, lasting and good for the community. The Estate has entered into a binding contract with the residential developers for them to provide the relevant infrastructure and liaise so that land and or buildings can be delivered to market in line with planning consent. There are strong enquiries for occupiers in the locality and wider afield and the Estate needs to take time to assimilate and plan carefully. The Estate looks forward to seeing the current detailed application come to fruition so in turn commercially viable projects can mature and be delivered on the employment land when the time is right. 			

- Additional 1 letter of objection which raises points that are already addressed in the committee report.

Application Ref.	Address	Agenda ref.	Page no.
P/FUL/2022/02646	Greenford Church Of England Primary School, Chilfrome Lane, Maiden Newton, Dorchester, DT2 0AX	7.	91-100

Recommendation

That the Committee be minded to grant consent subject to conditions. ~~and subject to there being as there has been no adverse comment received from the freeholder on the lapse of the 21 days notice (19 July 2022) served on them by the applicant.~~

And the following conditions:

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

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

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

Site Plan
Front & side view 1
Front & side view 2
Front & side view 3
Front & side view 4
Floorplan/Layout
Door & Window technical dimensions

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

3. The building hereby approved shall be used as a classroom/ancillary building to the educational facility known as Greenford Church of England Primary School only and for no other purpose.

Reason: In the interests of proper planning.

4. ~~The timber building hereby approved shall be left to silver naturally and no paint/stain shall be applied to the timber walls (except for windows/doors that will be painted black). Thereafter, the building shall be retained as such.~~

~~Reason: In the interests of visual amenity within the AONB & the visual setting of the Maiden Newton Conservation Area.~~

4. The timber building hereby approved shall only be treated with clear, protective wood preservatives in order to retain the natural timber colour (except for windows/doors that will be painted black). Thereafter, the building shall be retained as such.

Reason: In the interests of visual amenity within the AONB & the visual setting of the Maiden Newton Conservation Area.

Application Ref.	Address	Agenda ref.	Page no.
P/LBC/2022/02381	4 Bedford Terrace Long Bredy Dorset DT2 9HW	9.	109-114

Ecology

A member of the Natural Environment Team, in an email of 05/05/2022, confirmed that, due to the nature of the proposed works, a bat survey does not need to be completed by the applicant.

The applicant has stated that a bat survey, which confirmed an absence of bats, has been completed. This survey does not form part of this application given the comments of the Natural Environment Team.

Application Ref.	Address	Agenda ref.	Page no.
P/FUL/2021/02707	Parnham Estate, Parnham, Beaminster.	10.	115-138

Recommendation:

Since the drafting of the committee report a Biodiversity Plan has been reviewed by the Natural Environment Team (NET) and a certificate of approval issued for the Biodiversity Plan by NET.

The recommendation will be amended as follows:

Recommendation A:

Delegate authority to the Head of Planning or the Service Manager for Development Management and Enforcement to grant subject to ~~the submission of a satisfactory Biodiversity Plan to be reviewed by the Natural Environment Team (NET) and the addition of any suitably worded conditions relating to it,~~ the submission of a robust noise assessment to be reviewed by Environmental Health and the addition of any suitably worded conditions relating to it, planning conditions as set out in this report and the completion of a legal agreement under

section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the tying of the development to Parnham House ~~and Estate~~ so that it cannot be sold off separately.

An additional condition will therefore be added to the recommendation as follows:

20. Prior to commencement of any works relating to the car parking area a timetable for the implementation of the measures of the Biodiversity Plan shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the agreed timetable and the approved Biodiversity Plan, dated 21/07/2022, and agreed by the Natural Environment Team on 26/07/2022, unless a subsequent variation is agreed in writing with the Council.

Reason: In the interests of biodiversity.

Amendments to conditions:

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

Proposed Location Plan – drawing number 101-A-B3-PR-001 Rev A

Proposed Location Plan – drawing number 101-A-B3-PR-000 Rev A

Restaurant Marquee Proposed Site Plan – drawing number 101-A-B3-PR-003

Restaurant Marquee Proposed Ground Floor Plan – drawing number 101-A-B3-PR-100-FI

Restaurant Marquee Proposed Elevations – North & South – drawing number 101-A-B3-PR-200 Rev A

Restaurant Marquee Proposed Elevations – West & East – drawing number 101-A-B3-PR-201 Rev A

Restaurant Marquee Proposed Ground Floor Plan – drawing number 101-A-B3-PR-100

Restaurant Marquee Proposed Roof Plan – drawing number 101-A-B3-PR-101

Parking Proposed Site Plan – drawing number 101-A-B3-PR-002-PA Rev A

Proposed Parking Site Section – drawing number 101-A-B3-PR-003-PA

Parking Proposed Finishes Plan – drawing number 101-A-B3-PR-002-FI Rev A

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

Additional Informative:

Informative: Building Control

The applicant needs to be aware that concerns have been raised by Building Control regarding fire brigade access, other options are available such as sprinklers but these will need to be investigated by the applicant and any solution would need to be agreed by the Fire Authority during consultation as part of the Building Control application.

Amendments/updates to officer's report:

The heritage section of the report is headed 'Visual Amenity and Heritage Assets' however the heritage impacts, including on setting are wider than only

visual impact and the planning assessment goes beyond visual impacts.

The Area of Outstanding Natural Beauty section of the report sets out that the proposed marquee and car park are not considered to meet the threshold of major development in line with NPPF. It should also be noted that cumulatively the three current planning applications (two before committee and one still under consideration) are also not considered to meet the threshold of major development given the scale of the development proposed cumulatively within the context of Parnham House and its associated outbuildings and structures.

Application Ref.	Address	Agenda ref.	Page no.
P/FUL/2021/05746	Parnham Estate, Parnham, Beamminster.	11.	139-162
<p>Recommendation:</p> <p>Since the drafting of the committee report a Biodiversity Plan has been reviewed by the Natural Environment Team (NET) and a certificate of approval issued for the Biodiversity Plan by NET.</p> <p>The recommendation will be amended as follows:</p> <p>Recommendation A:</p> <p>Delegate authority to the Head of Planning or the Service Manager for Development Management and Enforcement to grant subject to the submission of a satisfactory Biodiversity Plan to be reviewed by the Natural Environment Team (NET) and the addition of any suitably worded conditions relating to it, planning conditions as set out in this report and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the tying of the development to Parnham House so that it cannot be sold off separately.</p> <p>An additional condition will therefore be added to the recommendation as follows:</p> <p>19. Prior to commencement of development a timetable for the implementation of the measures of the Biodiversity Plan shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the agreed timetable and the approved Biodiversity Plan, dated 21/07/2022, and agreed by the Natural Environment Team on 26/07/2022, unless a subsequent variation is agreed in writing with the Council.</p> <p>Reason: In the interests of biodiversity.</p> <p>Amendments to conditions:</p> <p>1. The development hereby permitted shall be carried out in accordance with the following approved plans:</p>			

Proposed Location Plan – drawing number 101-A-B16-PR-002 Rev B
 Proposed Location Plan – drawing number 101-A-B16-PR-001 Rev B
 Proposed Site Plan – drawing number 101-A-B16-PR-003 Rev D
 Proposed Site Elevation – drawing number 101-A-B16-PR-004 Rev C
 Proposed Site Section – drawing number 101-A-B16-PR-005 Rev A
 Proposed Ground Floor Plan – drawing number 101-A-B16-PR-100 Rev A
 Proposed Roof Plan – drawing number 101-A-B16-PR-101 Rev A
 Proposed Elevations – drawing number 101-A-B16-PR-200 Rev A
 Proposed Section A-A – drawing number 101-A-B16-PR-300 Rev A
 Proposed Bridge 01 – drawing number 101-A-B16-PR-400 Rev A
 Proposed Bridge 02 – drawing number 101-A-B16-PR-401 Rev B

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

9. Prior to the commencement of development, a construction method statement detailing how the ~~extent of the~~ Ice House structure will be ~~determined and~~ protected from any short or long term defects during the construction of the orchard rooms shall be submitted to and agreed in writing by the local planning authority. Thereafter, the construction shall be carried out in accordance with the agreed method statement.

Reason: To protect the designated heritage asset during construction.

10. Prior to first occupation of the orchard rooms hereby approved an Ice House Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The management plan shall include the following:

- A commitment that the Ice House would be accessible to members of the public for 3 days of each calendar year;
- How details of the time and date of opening would be made available to the members of the public;
- Details of how the ~~That the~~ time and date of opening will be provided to the Council and when ~~it will be provided~~ these details will be provided in advance of opening;
- Details of how ~~How~~ access to the Ice House would be managed;
- Details of the path to be created to provide pedestrian access and its provision prior to the first open day;
- Information on the history of the Ice House including describing the construction and purpose and how this would be made available for those visiting.

The agreed management plan shall be implemented following first occupation of the orchard rooms and shall continue in perpetuity.

Reason: In order to allow increased public access to the Ice House to outweigh the less than substantial harm caused.

16. The development shall be carried out in accordance with the submitted flood risk assessment (FRA) (Simpson tws, Issue 02 dated 14th March 2022) and the mitigation measures it details, including a minimum finished floor level of 43.80m

AOD for the Orchards Rooms and footbridge and no temporary or permanent ground raising on existing land below the FRA's estimated 1 in 100 year flood level of 43.20mAOD in order to ensure no loss of existing flood storage. Thereafter, the measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent increasing flooding elsewhere by ensuring that the floodplain storage is maintained.

Additional Informative:

Informative: Building Control

The applicant needs to be aware that concerns have been raised by Building Control regarding fire brigade access, other options are available such as sprinklers but these will need to be investigated by the applicant and any solution would need to be agreed by the Fire Authority during consultation as part of the Building Control application.

Amendments/updates to officer's report:

The heritage section of the report is headed 'Visual Amenity and Heritage Assets' however the heritage impacts, including on setting are wider than only visual impact and the planning assessment goes beyond visual impacts.

The Area of Outstanding Natural Beauty section of the report sets out that the proposed orchard rooms are not considered to meet the threshold of major development in line with NPPF. It should also be noted that cumulatively the three current planning applications (two before committee and one still under consideration) are also not considered to meet the threshold of major development given the scale of the development proposed cumulatively within the context of Parnham House and its associated outbuildings and structures.

Additional representation received:

An objection has been received which is summarised as follows:

An officer of the Council notified the applicants in September 2021 that holiday lets in this location would be contrary to policy and would be unlikely to be determined favourably unless they were specifically part of the wider enabling development project for the restoration of the house, which would enable the proposals to be assessed from this exceptional circumstance. The officer advised that the Council cannot permit enabling development wholesale or piecemeal without ensuring the restoration of Parnham is legally agreed. The objector states that there is nothing in the application under consideration suggesting that the holiday lets income stream will be for the restoration of Parnham house and considers as such, this application should be refused.

Duration of meeting: 10.00 am - 3.00 pm

Chairman

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Application Number:	P/RES/2021/04983
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land to the north of Littlemoor Road Weymouth
Proposal:	Application for approval of reserved matters for access, layout, scale, appearance and landscaping of 500 dwellings and associated works in relation to outline applications WD/D/16/000739 and WP/16/00253/OUT comprising: up to 500 dwellings, including affordable housing; up to 8 ha of employment land (to include a new hotel, residential care home, car show rooms and other employment land); land for a new primary school; a new local centre; public open spaces, new accesses and roads, and associated infrastructure
Applicant name:	Lovell/Abri Weymouth LLP; The Master And Fellows Of Gonville And Caius College In The University Of Cambridge Founded In Honour Of The Annunciation Of The Blessed Mary The Virgin; and Neejam 165 Limited
Case Officer:	Matthew Pochin-Hawkes
Ward Member(s):	Cllr R Tarr, Cllr Ferrari and Cllr O'leary

1.0 Reason application is going to committee

Given the scale of the application, the Service Manager for Development Management and Enforcement has exercised her discretion under the constitution for this application to be considered by committee.

2.0 Summary of recommendation:

Grant subject to conditions as set out in this report.

3.0 Reason for the recommendation:

- On balance, the proposed development is considered to be of an appropriate appearance, layout and scale, with adequate access and landscaping.
- The proposed accesses would be safe and would not result in a severe impact on the highway network.
- The layout of the housing, community infrastructure, movement network, drainage and affordable housing would integrate the new residential community with the surrounding area and provide appropriate facilities for new residents.

- The scale would be appropriate to the characteristics of the site and location within the AONB. The scale would comply with the Parameter Plans and Design Code.
- The appearance of the housing, with two character areas, would respond to the appearance of housing in the local area.
- Whilst the proposal would not create tree-lined streets, the landscaping responds to the AONB setting, biodiversity constraints and retains a number of existing trees and hedges. Landscaping provides substantial new planting appropriate for the location of the site within AONB.
- The proposal largely complies with the West Dorset, Weymouth & Portland Local Plan and NPPF. The modest non-compliance would not warrant refusal of the application.
- Paragraph 11 of the NPPF sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise.
- There are no material considerations which would warrant refusal of this application.

4.0 Key planning issues

Issue	Conclusion
Principle of development	Site allocated in the Local Plan for residential-led development. Principle established in the granting of Outline Planning Permission where Parameter Plans relating to land use, building heights, density, access, landscaping and ecology formed the approved documents.
Access	The access arrangements are acceptable and accord with the principles of the Outline Planning Permission, Local Plan Policy COM7 and the NPPF.
Layout of housing	The details of the layout of the buildings within the development are acceptable and comply with Local Plan Policies ENV10, ENV12 and ENV16 and the requirements of the NPPF.
Layout of affordable housing	The layout provides for the majority of affordable housing within the initial phases of development. Overall, the layout of the affordable housing for the site is acceptable and would comply with Local Plan Policy HOUS1 and the requirements of the NPPF.
Layout of play and open space	The layout of play and open spaces within the development are acceptable and comply with Local Plan Policies ENV10, ENV11 and ENV16 and the

	requirements of the NPPF.
Layout of routes	The proposed layout of routes accords with the principles of the Outline Planning Permission and Design Code and would enhance connectivity and opportunities for active travel by non-vehicular modes of transport. The routes provide safe and convenient access for pedestrians, cyclists and motorists. The layout would comply with Local Plan Policies ENV11, COM7 & COM9 and the requirements of the NPPF.
Scale	Despite shortfalls against Nationally Described Space Standards, the proposal makes efficient use of land at an appropriate scale within the AONB. The scale of housing delivers a good level of amenity for residents. It complies with Local Plan Policies ENV12 and ENV15 and the requirements of the NPPF.
Appearance	The proposal provides distinctive approaches for the Urban and Rural Character Areas and responds to the setting within AONB. The appearance of the proposal would be acceptable and would comply with Local Plan Policies ENV10 and ENV12 and the requirements of the NPPF.
Landscape	Whilst the proposal does not fully comply with the NPPF requirement to provide tree lined streets (Para. 131), substantial landscaping and tree planting is proposed to create a visually attractive development which is not dominated by hard landscaping. The landscaping of the site would deliver appropriate landscaping, biodiversity enhancement and conserve and enhance the AONB in compliance with Local Plan Policies ENV1, ENV2 and ENV10.

5.0 Description of Site

The application site forms the eastern portion of the LITT1 allocation in the adopted West Dorset, Weymouth and Portland Local Plan (2015) for which Outline Planning Permission for a residential-led development was granted in December 2020. The LITT1 Allocation is described as the 'Littlemoor Urban Extension', on land to the north of Littlemoor Road, with the main built-up area of Littlemoor lying to the south on the opposite side of Littlemoor Road. The site of this Reserved Matters Application comprises the residential phases (Phases 1-3), associated landscaping and areas of ecological and landscape mitigation. The site is 37.8ha in size.

The site comprises agricultural land. It is bound by hedgerows and trees on its outer boundaries. A farm building complex at Bincombe Marsh Dairy is located to the north of the site boundary close to the site boundary. The farm broadly divides the site into two parcels: a southern parcel where the housing, play and amenity spaces are proposed; and a northern parcel where ecological and landscape mitigation is proposed. The farm is accessed via a single track road from Littlemoor Road. A stand of mature trees abuts part of the north-eastern site boundary. The southern site boundary runs along Littlemoor Road and is marked by a mature hedgerow. A

balancing pond serving the Relief Road is located on the north side of the Littlemoor Road opposite the western junction of Louviers Road. The pond lies outside of the site boundary and did not form part of the application site for the Outline Planning Permission.

The land level rises gently from south to north with the northern parts of the site generally following a contour of 40m above sea level (ODN). An existing Local Centre serving Littlemoor lies on the south side of Littlemoor Road at its western junction with Louviers Road. The Local Centre comprises a range of shops, including a Home Bargains Discount Store; Littlemoor Hardware; hair and beauty salon; doctor's surgery (Littlemoor Surgery); dental surgery (Littlemoor Dental Surgery); Post Office/Newsagents; and, Hot Food Takeaways. Other nearby services include a Public Library (Littlemoor Library) and St Francis Church, both to the west of the Local Centre to the north of Merredin Close.

6.0 Description of Development

This Reserved Matters Application is for 500 dwellings in the form of detached, semi-detached and terraced houses, flats and bungalows. There would be 13 housing types combined into a variety of configurations ranging between 1-3 storeys.

35% of the dwellings (No. 175) are proposed as affordable in a combination of shared ownership (50%) and affordable rent (50%) in line with the Section 106 Agreement related to the Outline Planning Permission.

The housing mix provides a high proportion of family sized units (60% 3 and 4-bed), with the affordable element providing just over half of the affordable units (54%) as 2-beds. In summary, the proposed housing mix is as follows:

Market Housing

Dwelling size: No. of bedrooms	1-bed	2-bed	3-bed	4-bed	Total
No. of dwellings	0	89	175	61	325
Proportion of dwellings	0%	27%	54%	19%	100%

Affordable Housing

Dwelling size: No. of bedrooms	1-bed	2-bed	3-bed	4-bed	Total
No. of dwellings	15	95	62	3	175
Proportion of dwellings	9%	54%	35%	2%	100%

All Housing

Dwelling size: No. of bedrooms	1-bed	2-bed	3-bed	4-bed	Total
No. of dwellings	15	184	237	64	500
Proportion of dwellings	3%	37%	47%	13%	100%

The dwellings are arranged into two character areas: an Urban Character Area and Rural Character Area, the latter being located closer to the northern boundary of the site adjacent to open countryside. Each Character Area has a distinct design approach and external materials palette. The dwellings are generally arranged in perimeter blocks fronting streets and open spaces within the site.

A series of open spaces and landscaped areas are provided throughout the site. These comprise: a Neighbourhood Equipped Area for Play (NEAP); ponds; swales; natural habitat and parkland; and woodland. The locations of open spaces generally conform with the approved Ecology and Landscaping Parameter Plan by showing open spaces within the residential area aligned north/south linking Littlemoor Road (to the south) with the school site and surrounding countryside (to the north).

The submission is accompanied by detailed landscaping proposals. The proposed planting includes strategic, native tree and shrub planting.

Vehicle access to the site is proposed via two accesses from Littlemoor Road. The western access provides an enlarged route capable of accommodating a bus route to the school site (to the north). A total of 1,022 parking spaces are proposed. Parking provision includes on-plot parking, street parking and parking courts for residents and visitors. Facilities for charging electric vehicles are included.

A number of footpaths are proposed throughout the development to provide access through the development to adjacent development plots (i.e. the school, employment and Local Centre), Littlemoor Road and the existing Local Centre (to the south), and the surrounding countryside (to the north).

7.0 Relevant Planning History

The site forms part of the LITT1 'Littlemoor Urban Extension' allocation of the West Dorset, Weymouth and Portland Local Plan (2015). The allocation identifies the site should be redeveloped to provide new homes, at least 12ha of employment land, and extended local service centre, public open space and land for a new primary school.

The Reserved Matters Application relates to Outline Planning Permission granted by former Weymouth and Portland Borough Council (WP/16/00253/OUT) and West Dorset District Council (WD/D/16/000739) for residential-led mixed-use development of the site. The Outline Planning Permission was granted with all matters reserved (i.e. access, layout, scale, appearance and landscaping). The description of development is as follows:

“Outline application for a mixed use development comprising: up to 500 dwellings, including affordable housing; up to 8 ha of employment land (to include a new hotel, residential care home, car show rooms and other employment land); land for a new primary school; a new local centre; public open spaces, new accesses and roads, and associated infrastructure”.

The permission establishes land uses and key principles for building heights, density, access and movement, landscaping and ecology via a series of Parameter Plans. The Parameter Plans identify the site subject to this Reserved Matters Application for residential development.

In summary, the planning conditions of the Outline Planning Permission cover the following:

- 1. Approved Location Plan.
- 2. Phasing Plan.
- 3. Reserved Matters to be informed by the Illustrative Masterplan and Parameter Plans.

- 4-5. Reserved Matters to be made within 10 years of the outline permission and commenced within 2 years of approval of any Reserved Matter application.
- 6. Approval of Design Framework including Design Code.
- 7. Samples of all external facing materials for walls and roofs.
- 8. Approval of Landscape and Environmental Management Plan.
- 9-11. Tree protection; approval of landscaping plan, details and maintenance; planting timescales.
- 12. Not exceeding 500 dwellings.
- 13. Approval of facilities for charging of electric vehicles.
- 14. Approval of access, geometric highway layout, turning and parking areas.
- 15. Residential Travel Plan.
- 16. Approval of Construction Traffic Management Plan.
- 17. Reserved Matters scope to include serviced employment land of no less than 8ha for Use Classes B1, B2 and B8 industrial uses including a residential Care Home (Use Class C2), a Hotel (Use Class C1) and car showroom (sui generis); a mixed use local centre.
- 18. Care Home (Use Class C2) only.
- 19. Reserved Matters and Uses of Employment Land.
- 20. Noise assessment regarding installation of plant equipment.
- 21. Broadband provision.
- 22. Cycle parking provision.
- 23. NEAP to be provided before 300 dwellings are occupied. Specification to be submitted and approved.
- 24-26. Contamination and remediation.
- 27. Minimum finished floor levels.
- 28-29. Surface water drainage, maintenance and management.
- 30-31. Foul drainage disposal scheme and strategy.
- 32. Vehicle access to land to the north and Land adjacent to Goulds Garden Centre.

The Design Framework and Design Code (Condition 6) and LEMP (Condition 8) were approved in June 2022. These documents provide further design detail and make a number of minor adjustments to the principles established by the Parameter Plans. Two Section 96A applications for variation of condition 17 (Reserved Matters scope) via non-material amendment were approved in August 2022 (P/NMA/2022/05058 & P/NMA/2022/05059). The wording changes makes it explicit that the Local Centre uses detailed in the condition are flexible, with the layout and scale of the uses being determined via Reserved Matters.

This Reserved Matters Application is the first to be submitted following grant of Outline Planning Permission. It has been subject to pre-application engagement. The phases containing the school, employment and local centre are expected to follow in due course.

The S106 Agreement related to the Outline Planning Permissions secured a number of planning obligations, including:

1. Affordable housing – 35% of the total residential dwellings to be Affordable Housing Units split 50:50 between Affordable Rented Units: Shared Ownership and distributed across the site.
2. Bus Route – 6.7m wide road suitable for coaches, to be provided to allow the dropping off and pick up of passengers at the entrance to the school.
3. Play Space – On-site NEAP to be provided.
4. Open Space Specification – to be submitted.
5. Crossing points – At least three pedestrian and cycle crossings across Littlemoor Road.
6. Surface Water Drainage – Details to be submitted and approved.
7. Financial contributions – Towards; Swimming Pool; Community Hall; Sports Centre; Education; Nature Reserve; Libraries; and Primary Health Care.
8. Employment Land – Uses and provision.
9. Local Centre – Uses and provision.

The relevant planning history is summarised below:

Application No.	Proposal	Decision	Date
WP/16/00253/OUT & WD/D/16/000739	Outline application for a mixed use development comprising: up to 500 dwellings, including affordable housing; up to 8 ha of employment land (to include a new hotel, residential care home, car show rooms and other employment land); land for a new primary school; a new local centre; public open spaces, new accesses and roads, and associated infrastructure	Granted	08-Dec-20
WP/16/00253/OUT & WD/D/16/000739	Discharge of planning conditions: 2. Phasing Plan 6. Design Framework and Design Code 8. Landscape and Ecology Management Plan (LEMP) 13. Electrical Vehicle Charging	Part-discharged for all conditions (relevant schemes approved)	24-Jun-22
P/VOC/2022/04601 & P/VOC/2022/04602	Variation of planning conditions 17 of WP/16/00253/OUT & WD/D/16/000739 relating to provision of residential within the Local Centre	Withdrawn	31-Aug-22
P/NMA/2022/05058 & P/NMA/2022/05059	Non material amendment to WP/16/00253/OUT (Outline	Granted	30-Aug-22

	<p>application for a mixed use development comprising: up to 500 dwellings, including affordable housing; up to 8 ha of employment land (to include a new hotel, residential care home, car show rooms and other employment land); land for a new primary school; a new local centre; public open spaces, new accesses and roads, and associated infrastructure) to re-word condition 17 as the original drafting of the condition did not reflect the intentions of the outline application to provide flexibility of uses within the local centre</p>		
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8.0 List of Constraints

Site allocation for mixed-use development; Littlemoor Urban Extension LITT1

Within Defined Development Boundary (DDB)

Within Dorset Area of Outstanding Natural Beauty (AONB)

Landscape Character: Ridge and Vale

Rights of way: Bridleways S7/17, S7/18 and S7/19

Areas at Risk of Flooding from Surface Water Flooding (1 in 30/100/1000 years) within central parts of site and along Littlemoor Road

Contaminated Land

SSSI Impact Risk Zone

9.0 Consultations

Consultation with statutory consultees, interest groups and local residents was undertaken immediately after validation in November 2021. A number of representations were received as a result of this process (detailed below). In response to this, and following discussions between Officers and the applicant, a supplementary submission was made on 18 May 2022. This submission amended a number of supporting documents and drawings within the submission. Further supplementary submissions were made on 12 August and 5 September 2022 to respond to discussions between the applicant the Highways Authority, DC Urban Design and DC Landscape.

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

Consultees

Natural England

Natural England provided comments to the first round of consultation in December 2021 noting the LEMP reserved by planning condition 8 of the Outline Planning Permission must be determined before the Reserved Matters Application is determined. Natural England requested to be re-consulted if the proposal is amended in a way which significantly affects impact on the natural environment.

Dorset Wildlife Trust – No comments submitted.

Dorset AONB Partnership

Dorset AONB Partnership's initial comments (March 2022) concluded the scale of development wouldn't materially affect the impacts of the development on the ANOB and raised a series of comments related to landscaping, in summary:

1. Some residential plots are sited above the 40m contour.
2. Additional street trees should be provided to break up car parking. Provision must be coordinated with street lighting positions.
3. Further evidence requested to show that the layout can accommodate sufficient trees, including detailed information on tree positions, species, size and details of management to ensure establishment.
4. SUDs planting to be further considered to ensure landscape and amenity quality.
5. Details of boundary treatments should be provided.
6. Request some slate roofs are provided.

Dorset AONB Partnership's second set of comments (June 2022) raised the following additional comments in relation to the Reserved Matters Application;

7. Tree species and locations have been provided. They are generally appropriate to their location and space available. Due to limitations on space for landscaping a narrow tree species is proposed with may have limited presence in the street scene and wider landscape.
8. Concerns with compatibility of street trees, lighting and underground services requires further review.

Wessex Water

Wessex Water (WW) provided an infrastructure map and confirm there are no known existing WW assets within the site. WW note they will accommodate domestic foul

flows in the public sewer network through funding provided by the developer. Connection is by application and agreement with WW and subject to satisfactory engineering proposals constructed to adoptable standards. Further details relevant to the applicant and subsequent approvals process are set out in the written response.

National Grid Plant Protection – No comments submitted.

Scotia Gas Network

Provided a standard response that is issued to all planning application consultation requests received by SGN. This provides details of SGN infrastructure and the procedure for review.

Open Spaces Society – No comments submitted.

Dorset Planning Policy – No comments submitted.

Dorset Housing Enabling Team

The Housing Enabling Team's first set of comments (January 2022) notes high level of housing need on the Weymouth and Portland Housing Register (over 2,000 households) and requirement for a range of dwelling sizes.

The Team confirms the proposal provides a policy compliant level (35%) and tenure mix of affordable housing and note the site forms part of a popular residential area for families with a good range of schools and other community facilities nearby.

Identify preferences for: 1) fewer one and two bedroom flats and an increase in the number of two and three bedroom houses with a higher percentage of houses providing outside space suitable for families; and 2) affordable homes to be spread further across the development to create a more integrated scheme.

The Housing Enabling Team's second set of comments (July 2022) notes the mix of affordable housing will help meet the need for a variety of property sizes and maintains the initial view that the spread of affordable housing could be improved.

Dorset Urban Design

The Urban Design Officer's initial comments (July 2022) supported the overall layout and design of the scheme and considered it to have a clear street hierarchy. A number of detailed matters were identified to be addressed before full support could be provided. In summary, the key comments comprise:

1. Design features and materials have been based on an appreciation and understanding of the wider character including parts of Weymouth Town Centre, Bincombe and Lorton Park.

2. Additional visitor parking spaces should be provided to reduce the likelihood of parking over pavements or in non-designated parking areas.
3. Additional street trees along local streets should be provided to deliver green infrastructure benefits and reduce the visual impact of the proposal.
4. Additional landscaping should be provided to break up parking provision.
5. Ideally affordable housing should be more evenly spread throughout the whole development with less provided within the western part of the site.
6. Boundary treatments should be conditioned.

Following discussions with the applicant and the submission of a revised proposal the Urban Design Officer provided further comments on September 2022. The response provided detailed feedback on the design of the NEAP and concluded the officer was unable to support the proposal due to points 3, 4 and 5 (above) not being addressed. Detailed comments on the design of the NEAP were also provided.

Dorset Highways

The Highways Authority had a series of meetings with the applicant and their Highways Consultant during the course of determination. The Highways Authority concludes the proposed development is acceptable and impacts cannot be considered to be “severe” under the NPPF (Paras. 110 and 111). Raise no objection subject to a condition requiring the access junctions to be implemented before the associated phases are brought into first use.

Dorset Street Lighting Team

The Street Lighting Team’s consultation responses (November and December 2021) raised a number of points:

1. Any new roads proposed for adoption as public highway must be lit in accordance with Dorset Council Street Lighting Policy POLS900.
2. Proposed lighting scheme considered to have a greater impact on wildlife than is necessary and does not accord with Dorset Council’s general advice on minimising boundary lighting. Request the proposal is remodelled to place adopted roads and paths inside of and masked by houses, rather than on the outside adjacent of open countryside. Concerns with roads adjacent to open spaces.
3. Recommend lighting is switched off at midnight to reduce wildlife impact and request that all vertical traffic calming features (which require constant lighting) are avoided.

4. Compatibility of street lighting, tree planting and parking needs to be coordinated to avoid conflict with adoptable road standards. Mature canopy size needs to be assessed.
5. Request adoptable footpaths and roads are provided alongside each other to minimise energy usage and carbon emissions as only one system of lighting would be required.

Dorset Landscape

The Landscape Officer provided three sets of detailed responses to the proposal, all advising the officer is unable to support the proposal in its current form. The first set of comments (December 2021) raised the following points relevant to the Reserved Matters Application:

1. Boundary Planting – Should have a minimum depth of 30m to be effective and planting along the western boundary should be incorporated.
2. Tree planting – Should be increased to provide additional planting within the central swale and ensure all streets are tree lined. Planting within rear garden plots should be considered. Lighting, trees and service corridors need coordinating. Engineered tree pits are likely to be required.
3. Sustainable Urban Drainage (SUDS) – Opportunities to integrate SUDS within tree and soft planting areas should be undertaken.

The latest set of comments (September 2022) maintained earlier concerns regarding boundary planting and street trees concluding the officer cannot support the approval of reserved matters of layout, appearance and landscaping.

Dorset Natural Environment Team

NET provided comments in relation to:

1. Landscaping – Appears to accord with the approved LEMP.
2. Lighting – Should be kept to a minimum to reduce landscape impact and sensitive lighting specifications should be considered where any lighting is needed next to wildlife areas, hedgerows and greenspaces.
3. Drainage – No negative impacts on the RSPB's reserve at Radipole Lake SSSI are anticipated. The development is not proposing to increase levels of run-off. The composition of run-off is likely to change. This is addressed in Chapter 13: Hydrology and Flood Risk of the Environmental Statement submitted with the outline planning application. The Flood Risk Assessment and Drainage Strategy include silt traps and hydrocarbon interceptors and provide details of ongoing maintenance.

Dorset Trees

The Tree Officer's response (June 2022) confirms the tree species that Dorset Council is likely to adopt as street trees have been reviewed and the officer supports the species selection and planting proposals. Comments from Dorset NET Team supported.

Dorset Flood Risk Management

Raise no objection on surface water management or flood risk grounds on the understanding the relevant pre-commencement conditions (Nos. 28 and 29) and informatives (Nos. 4-9) of the Outline Planning Permission are to be addressed and complied with via the Flood Risk Management (FRM) Team's ongoing involvement as Lead Local Flood Authority.

The FRM Team notes the relevant revised supporting documents, principally the Flood Risk Assessment (ref: Sands – 20.04.099 Rev.01, dated September 2021) and amended Drainage Strategy Plans / 1-7 (ref: Sands – 2626-520-01/02/03/04/05/06 & 07, all dated April 2022) have been reviewed. Acknowledge that the evolving (conceptual) strategy for surface water management is consistent and in keeping with the preliminary scheme and layout, considered and approved (subject to pre-commencement conditions) at the outline stage.

In relation to other objections related to surface water runoff and adverse downstream effects, the FRM Team note the proposed development does not generate greater volume of runoff but does have potential to alter discharge rates. Subject to detailed design the conceptual drainage strategy complies with the requirements of the NPPF to make appropriate allowance for climate change and avoid offsite/downstream worsening.

Dorset Rights of Way Officer – No comments submitted.

Dorset Building Control

Request compliance with Approved Document B – Parts B4 (External Fire Spread Section 13) and B5 (Access and Facility for the Fire Service Section 15).

Dorset Police Architectural Liaison Officer – No comments submitted.

Dorset Minerals & Waste Policy – No comments submitted.

Dorset Environmental Services: Protection

The Environmental Health Officer confirmed 'no comment' from Dorset Environmental Services on the proposed development.

Dorset Waste Partnership

Confirm no objections to the application providing it is confirmed to the developers and residents that the waste collection service is at kerbside of the public highway. Note DWP will not collect wheeled bins/containers from within the boundary of properties.

Dorset Economic Development and Tourism – No comments submitted.

Bincombe Parish Council

BPC's first consultation response (January 2022) noted the parish council's ongoing view that large scale development should not be permitted within the Dorset AONB, whilst acknowledging that the principle of development has been agreed following the grant of Outline Planning Permission. In summary, the objection raised a series of concerns:

1. Presence of flammable Kimmeridge clay – Applicant and Local Planning Authority (LPA) urged to ensure completeness of geological survey and any measures needed to enable safe working with Kimmeridge clay and blackstone.
2. Surface water drainage – Concerns raised regarding the compatibility of the drainage strategy and ground conditions (Kimmeridge clay) and whether swales and basins will successfully attenuate increased runoff due to site topography, maintenance and climate change. Concerns with onward effects of drainage strategy via Broadway Stream, River Wey and Radipole Lane on local residents and bird species.
3. Safety of pedestrians crossing Littlemoor Road – Existing 40mph speed limit along Littlemoor Road is not appropriate due to increased number of crossings from residents. Particular concerns with wheelchair users and children cycling to school. Urge all parties to consider how safe pedestrian crossing can be provided whether this is through re-siting and/or upgrading of the existing crossings or changes to the speed limit.
4. Louviers Road junctions with Littlemoor Road – Urge LPA and Highways Authority to consider wider aspects of road safety prior to any development due to additional traffic and conflict at the two junctions of Littlemoor Road and Louviers Road.
5. Developer contributions – Concern that developer contributions that have been so far set out do not allocate any funding for items or projects within the parish of Bincombe, where the bulk of the development is located. State this approach conflicts with Government guidance, DC policies and assurances made by the developer's representatives at a meeting of the planning committee when the outline planning application was considered. Request matter is considered further to ensure areas adversely affected by development are able to benefit from contributions.

BCP's second set of comments (June 2022) maintain the above objections and states BCP is unable to find any material changes since the earlier comments were provided.

Weymouth Town Council

WTC originally objected to the proposal in December 2021 on the grounds of: there being no S106 Agreement in place; the lack of community facilities (i.e. play area and GP surgery) and; a lack of employment land. WTC requested a S106 Agreement regarding public transport and noted the Weymouth Planning and Licencing Committee wishes for the houses to be zero carbon. Additionally, WTC would like to see the speed limit along Littlemoor Road reduced to 30mph.

WTC subsequently withdrew its objection in September 2022.

Winterborne and Broadmayne Ward Councillor

Cllr Tarr supported BPC's statement (summarised above) and requested that each point is given serious and balanced consideration. In summary, Cllr Tarr stated he could not support the approval of the Reserved Matters Application until the following (summarised) issues have been addressed:

1. Location of site – The majority of the site falls within the rural parish of BPC (not Weymouth Town Council).
2. Flooding and pollution – On residents downstream of the site and RSPB Radipole Reserve. Request conditions are proposed by Lead Local Flood Authority to address flooding concerns.
3. Condition 6 (Design Code) and 8 (Landscape Environmental Management Plan) of Outline Planning Permission – Should be discharged prior to determination of this Reserved Matters Application.
4. Active travel provision – In the form of safe cycling and walking routes and hubs needs to be specified and coordinated from the outset. Safety concerns with road system and vehicle intersections of main cycleway along north side of Littlemoor Road. Concerns with inadequate provision for cycle travel within the site.
5. Local Centre, associated safe and attractive crossing points and noise – are not addressed by the Reserved Matters Application.
6. Transport Policy – Policy COM7 (Creating a Safe and Efficient Transport Network) Parts iv (related to server detrimental effects on road safety and mitigation) and v (related to strategic cycle networks and improvements to RoW) should be complied with and executed before residential accommodation is occupied. Parts iii (highway improvements) and v (community assessment) of Policy LITT1 should be complied with. The

proposal should meet standards of DfT Local Transport Note 1/20 (July 2020).

Littlemoor and Preston Ward Councillors – No comments submitted.

Representations received

Weymouth and Portland Access Group

Weymouth and Portland Access Group raised the general comment that it is unclear how the proposal relates to the overall area which has Outline Planning Permission and specific comments related to:

1. Lack of education, employment and community facilities.
2. Speed limit along Littlemoor Road should be reduced from 40mph to 30mph and roads within residential areas should be designed to 20mph.
3. Safe crossings are required across Littlemoor Road.
4. Improvements to public transport and cycle routes should be provided.

Weymouth Civic Society

Weymouth Civic Society provided comments raising concerns with:

1. Lack of community facilities to serve the new population.
2. Layout considered to be cramped. Number of residential units should be reduced.
3. Crossings across Littlemoor Road should be signal controlled as a minimum requirement.

Local Residents

Two comments from local residents were received. Both were submitted as 'comments' and are not registered as responses of objection or support. In summary, they raise the following points:

1. Cycle network should run through the estate.
2. Change some tree species to include edible fruits and nut trees.
3. Lack of education, employment and community facilities.
4. Landscape and visual impact within the Dorset AONB.
5. Need for additional landscaping and tree planting.
6. Downstream flood risk.
7. Lack of safe crossing points.
8. Development should seek to improve public transport in the area.
9. Proximity of the site to cycle route needs to be recognised by creating good cycling routes within the development site.

10.0 Relevant Policies

Development Plan

West Dorset and Weymouth & Portland Local Plan (2015) (LP) Policies

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development

plan unless material circumstances indicate otherwise. The following policies are considered to be relevant to this proposal:

- INT1 - Presumption in favour of Sustainable Development
- ENV1 - Landscape, seascape & sites of other geological interest
- ENV2 - Wildlife and habitats
- 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
- ENV 16 - 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 of community infrastructure
- COM4 - New or improved local recreational facilities
- COM7 - Creating a safe & efficient transport network
- COM9 - Parking provision
- COM10 - The provision of utilities service infrastructure
- LITT1 - Littlemoor Urban Extension

Other Material Considerations

Emerging Plans

Dorset Council Local Plan

Initial consultation on the emerging Dorset Council Local Plan took place between 18 January and 15 March 2021. The emerging LP includes a draft allocation for the site (WEY11: Littlemoor Urban Extension) similar to allocation in the existing LP. The emerging LP identifies capacity for 600 homes and 8.0ha of employment land. Given the early stage of preparation, limited weight is afforded to the emerging LP.

Weymouth Neighbourhood Plan

Littlemoor Road and a small part of the application site to the north of Littlemoor Road falls within the Weymouth Neighbourhood Area. Weymouth Town Council is in the initial stages of preparing a Neighbourhood Plan. Given no draft policies have been issued for consultation, the emerging Neighbourhood Plan carries very limited weight in the assessment of this application.

National Planning Policy Framework (NPPF)

Relevant NPPF sections include:

- Section 4. Decision taking: 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...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.
- Section 5 'Delivering a sufficient supply of homes' outlines the government's objective in respect of land supply.
- Section 8 'Promoting healthy and safe communities' aims to make places healthy, inclusive and safe.
- Section 9 'Promoting sustainable transport' requires appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location, safe and suitable access to the site can be achieved for all users, the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- Section 11 'Making effective use of land'. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- Section 12 'Achieving well designed places.

Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (para 30).

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'. The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal

change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

- Section 15 'Conserving and Enhancing the Natural Environment' - In Areas of Outstanding Natural Beauty great weight should be given to conserving and enhancing the landscape and scenic beauty (para 176). Paragraphs 179-182 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Supplementary Planning Documents/Guidance

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024

West Dorset Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

Landscape Character Assessment February 2013 (Weymouth and Portland)

Dorset Waste Storage, Collection, and Management – Guidance notes for residential developments (2020)

West Dorset Design and Sustainable Development Planning Guidelines (2009)

Weymouth and Portland Urban Design Supplementary Planning Guidance (2002)

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. In particular;

- Access; arrangements made to ensure people with disabilities or mobility impairments or pushing buggies have been accommodated (off road footpath links and crossing points).
- Access; there will be improved footpath and cycleway links to Littlemoor Local Centre on the south side of Littlemoor Road.
- Officers have not identified any specific impacts arising from the development on those persons with protected characteristics.

13.0 Financial benefits

The below financial benefits relate to the Reserved Matters Application and wider proposals which form part of the Outline Planning Permission.

What	Amount / value
Material Considerations	
Market housing	325 dwellings
Affordable housing	175 dwellings
Quantum of open space, including:	Woodland (core and edge): 4.13ha Open meadow area: 1.53ha Linear public spaces: 0.67ha
Play areas	1 NEAP
Implementation of Landscape Environment Management Plan.	A large number of biodiversity and landscape enhancements
Serviced employment land and Local Centre	8ha
School Site	2.4ha
Financial contributions secured by S106 Agreement	
Education contribution	£6,169 per eligible unit
Community Facilities	£309,950
Swimming Pool	£127,095
Libraries	£64,860
Sports Centre	£112,069
Lorton Nature Reserved	£95,760
Children's Play and Open Space	£478,162
Primary Healthcare Contribution	£40,000
Non-Material Considerations	
Council Tax	According to value of each property
New Homes Bonus	A proportion of provisional 2022-2023 allocation of £3,759,871
Community Infrastructure Levy (CIL)	Zero rated

14.0 Climate Implications

The proposal would lead to additional CO2 emissions from construction of the dwellings and from the activities of future residents.

The construction phase would include the release of CO2 emissions from construction workers vehicles during the construction process. CO2 emission would be produced as a result of the production and transportation of the building materials and during the construction process.

This has to be balanced against the benefits of providing housing in a sustainable location and should be offset against factors including the provision of electric car charging and the dwellings being reasonably energy efficient as required by Building Regulations.

A Building Regulations initial notice related to the development was submitted by an Approved Inspector in late May 2022 before the amended Building Regulations¹ came into force on 15 June. In accordance with transitional arrangements, and subject to reserve matters approval and discharge of relevant pre-commencement conditions, any plots which commence before 15 June 2023 will be required to follow the previous Building Regulations. Any plots commenced after this date must comply with the new 2021 Approved Documents. As a minimum, all plots would therefore comply with the Building Regulations in force prior to 15 June 2022.

The grant of Outline Planning Permission for up to 500 dwellings on the site does in some respects assume that climate implications, at least in principle, have already been accepted.

Further to the grant of Outline Planning Permission, the submitted Energy Statement outlines the proposed energy and carbon strategy for the site. It includes a series of sustainable design measures and measures to reduce energy consumption, including the recommended use of renewable and low-carbon energy technologies. The Statement recommends solar thermal and PV-panels for further consideration in the detailed design of the proposal. Air Source Heat Pumps (ASHP) are also recommended over the lifetime of the development. Whilst Policy ENV13 sets the policy expectation that new buildings achieve high standards of environmental performance, specific renewable energy solutions cannot be mandated under Local Plan policy at this Reserved Matters stage. The recommended solar thermal, PV-panels and ASHPs cannot be conditioned as a planning condition would not be necessary or reasonable given there is no policy justification.

Details related to planning condition 13 in respect of electrical vehicle charging points have been approved. The approved details show at least one electrical vehicle charging point would be located on the vast majority of housing plots.

15.0 Planning Assessment

Principle of Development

The principle of development of up to 500 dwellings was established by the grant of Outline Planning Permission in December 2020. The 37.74ha application site formed the vast majority of the LITT1 allocation of the Local Plan and the outline application was considered to meet the policy tests detailed within the LITT1 allocation.

¹ The Building Regulations Etc. (Amended) (England) Regulations 2021

The outline application was supported by a series of Parameter Plans, an Indicative Masterplan and an Environmental Statement (ES). Planning condition 3 of the Outline Planning Permission requires that Reserved Matters applications be “informed by” the Illustrative Masterplan and Parameter Plans. The condition thereby provides an element of flexibility for Reserved Matters applications to take a different approach where justified.

The approved Parameter Plan and Indicative Masterplan identified: a 12.97ha area of residential development within the centre and eastern part of the site; a 7.92ha area for employment uses within the western part of the site; a 0.37ha Local Centre opposite the Littlemoor Road/Louviers Road junction; a 2.40ha school site in the northern part of the site; a 400sq.m Neighbourhood Equipped Area of Play (NEAP) within the residential parcel; and areas of public open space, green spaces and transport infrastructure throughout.

The area identified for residential within the Parameter Plans broadly corresponds with the site of this Reserved Matters Application. The application represents the first Reserved Matters Application to be submitted on the site. All remaining Reserved Matters Applications are required to be submitted within 10 years of the grant of Outline Planning Permission (by 8 December 2030).

Across the site of the outline application, the Land Use Parameter Plan identifies dwellings can be provided within the residential parcel and within the Local Centre.

The scope of each of the Parameter Plans is summarised below.

Land Use Parameter Plan

The plan identifies the location of different uses across the site. It shows the disposition of residential, employment and educational uses. As noted above, it identifies the location of the Local Centre, NEAP, public open space/green space, wildlife sites and transport infrastructure throughout the site.

Building Height Parameter Plan

Identifies building heights ranging from open space/no buildings, single storey through to four storeys. Tallest building heights (up to four storeys) are located within the employment area in the southwest of the site close to the Bincombe Bumps Roundabout. Three storey buildings are identified within parts of the employment area and the central part of the east/west spine road which spans the employment and residential areas. With the exception of this spine road, all other building heights within the residential area, including those adjacent to open countryside, are shown as being up to two storeys.

Density Parameter Plan

Identifies low (30-40dph), medium (40-50dph) and high (50-60dph) density zones within the residential area. The high density zone broadly aligns with the east/west spine road and fronts Littlemoor Road. The medium density zone is located within the central part of the site. The low density zone is located to the north of the site adjacent to the school site, Marsh Dairy and the surrounding open countryside.

Access and Movement Parameter Plan

Identifies the broad locations of four vehicle accesses to the site from Littlemoor Road (two serving the residential area) and a network of primary, secondary, and footpaths and cycle routes throughout the site. Three pedestrian crossings over Littlemoor Road are shown: in the eastern part of the site; between the existing and proposed Local Centres; and to the west of the site serving the employment area. Details of these crossing points are required to be provided before commencement of development in accordance with the Section 106 Agreement associated with the Outline Planning Permission.

Ecology and Landscape Parameter Plan

Shows the locations of retained hedgerows, trees and ponds and identifies areas for new habitat creation and Sustainable Urban Drainage (SUDS). Within the residential area, two north/south orientated linear areas of habitat creation are identified. Street trees are shown along the majority of streets and a buffer of strategic planting is shown along the northern boundary and within the central landscaped areas.

Illustrative Masterplan

The Illustrative Masterplan represents one way in which the above Parameter Plans could be interpreted via the Reserved Matters Application. It is purely for illustrative purposes. Within the residential area, the Masterplan shows homes arranged in a series of perimeter blocks. Terraced properties are shown along the central east/west spine road and detached properties are shown along the northern boundary. A cycle route between Littlemoor Road and the school site alongside the north/south open space is shown.

The contents of the Illustrative Masterplan have informed the approved Design Framework and Design Code. The Design Code is based on the National Model Design Code. It defines design criteria that “Must”, “Should” and “Could” be delivered as part of the Reserved Matters Applications and thereby establishes a framework for the detailed design of the proposal to evolve. Given the residential element of the Outline Planning Permission is at a more advanced stage of planning, the Design Code sets a greater level of detail for the residential phases and establishes higher-level design principles for other parts of the site.

The key principles developed from the outline stage include:

1. Commitment to make the proposed new Local Centre and school easily accessible by cyclists and pedestrians.
2. Requirement for a 20mph speed limit and traffic calming measures (via road narrowing where possible) within the development to reduce vehicle speeds.
3. Creation of Urban and Rural Character Areas within the Residential Development Area (RDA) which have distinctive design approaches informed by local context and character.
4. Refined residential densities. Compared to approved residential Building Heights Parameter Plan, the Design Code rebalances densities by extending the area of lowest density to the eastern boundary of the site and reducing residential densities from 30-40dph to 20-30dph adjacent to the open countryside.
5. Development above the 40m contour line. The approved Parameter Plans show two-storey buildings along the northern boundary of the residential area

and the Design Code explains that part of the residential area shown on the Parameter Plans straddles the 40m contour line. The Design Code introduces an element of flexibility to allow some development above the 40m contour line subject to it being single storey and meeting design criteria.

6. Minor land use changes in northeast corner of site to avoid pinch point between residential and strategic landscaping.
7. Minor land use changes to incorporate NEAP within a wider area of open space to create a continuous north/south open space through the RDA between Littlemoor Road and countryside to the north.
8. Removal of east/west vehicle routes through central open spaces within RDA.
9. Design detail for providing pedestrian and vehicle linkages through residential element, open space and connections to strategic landscaping.
10. Design criteria for tree planting along the 'interface area' between the residential and employment area and buffering of operational service yards from adjacent residential areas.

The Reserved Matters are required to follow the agreed Design Code *“unless justification is provided and an alternative is agreed in writing by the Local Planning Authority”* (condition 6).

A description of the Outline Planning Permission, a summary of the conditions and a summary of the Section 106 Agreement obligations are set out above under the Planning History section of this report.

Of the conditions which are required to be approved prior to approval of reserved matters, details relating to approval of a Design Framework and Design Code, phasing of the development and a Landscape Environment Management Plan (LEMP) have been approved. The approved documents have been subject to negotiation and consultation with relevant consultees. Details related to charging of electric vehicles (condition 13) have also been approved.

All remaining conditions are to be discharged following the granting of reserved matters. These conditions include agreement of: samples of materials for walls and roofs (condition 7); landscaping plan including detailed specifications (condition 10); geometric highway layout, turning and parking details (condition 14); Construction Traffic Management Plan (CTMP) (condition 16); cycle parking provision (condition 22); NEAP specification (condition 23); remediation (conditions 24 and 25); surface water management scheme (conditions 28 and 29); and foul drainage (conditions 30 and 31).

Pertinent to this Reserved Matters Application, the Section 106 agreement requires that at least three pedestrian and cycle crossing points across Littlemoor Road are provided. Details are required to be submitted before commencement of development and any crossings serving the relevant phase of the residential area are required to be provided through a Highways Act agreement entered into before any residential units are occupied.

In summary, the principle of the development has been agreed and the detailed design of the proposal is well-informed by the approved Parameter Plans, Design Code and LEMP. The current proposal seeks approval of those matters reserved by the Outline Planning Permission relating to access, appearance, landscaping, layout and scale (the 'reserved matters') for the residential part of the development.

The reserved matters are considered in turn below.

Access

Access includes access to and within the site for all traffic including pedestrians and cycles.

Vehicle and cycle access/egress is proposed via two access points from Littlemoor Road: a 'western access' (the primary access) in the location of the existing access to Marsh Farm; and an 'eastern access' (the secondary access) approximately 100m west of the Chelwood Close/Littlemoor Road junction. The western access has been designed to accommodate buses serving the school (to the north of the residential site). The existing shared footway and cycleway along the north side of Littlemoor Road would be retained and non-signalled pedestrian and cycle crossing points are proposed at the junctions.

One non-signalised pedestrian and cycle crossing is proposed across Littlemoor Road approximately 40m west of the primary access. The design of the crossing matches the design of the existing two crossings opposite Littlemoor Local Centre and in the southeast corner of the site by Chelwood Close. The provision of one crossing serving the residential site accords with the principles approved by the Access and Movement Parameter Plan which shows three crossings over Littlemoor Road: one access serving the residential site; one access serving the Local Centre and one access serving the employment site. Another crossing shown on the Parameter Plan serving the residential site is in the south east corner of the site. It is an existing crossing. The proposed crossing to the west of the primary access is considered to be in a better location compared to the indicative location shown on the Access and Movement Parameter Plan given it would provide more convenient pedestrian and cycle access to Littlemoor Local Centre and the play space to the south at Louviers Road (play area, skate park and MUGA) 550m south of the site.

Three additional pedestrian accesses from Littlemoor Road to the site are proposed. One in the south west corner of the site, one between the primary and secondary access, and one in the south east corner of the site. These provide suitable pedestrian access to the site.

Whilst one pedestrian and cycle crossing point across Littlemoor Road is shown on the submitted highway drawings, the Section 106 agreement requires that at least three pedestrian and cycle crossing are provided to serve the entirety of the site (i.e. the residential, Local Centre and employment parcels). The location and number of all crossings is required to be agreed before commencement of development. Section 278 agreements and all other necessary permissions and covenants are required to be entered into/obtained for any crossing(s) serving a residential phase before any dwelling within the phase is occupied. Timescales for other crossing points are not specified in the S106.

The Highways Technical Note 2: Site Access Arrangements submitted with the Reserved Matters Application concludes the access junctions would both operate within capacity during the AM and PM peak periods and maximum queuing lengths on Littlemoor Road would be one vehicle.

The Highways Authority has no objection subject to a condition requiring the accesses to be brought into use before the relevant residential phases are occupied. The Highways Authority considers that the proposed development is acceptable and that it cannot be thought to be "severe" when consideration is given to paragraphs 110 and 111 of the NPPF.

Overall, the proposed accesses accord with the principles of the Outline Planning Permission and accord with Policy COM7 of the Local Plan and the NPPF.

Layout

Layout means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

The approved Parameter Plans, Design Code and LEMP have already established the general location of the residential development area, open spaces, play space and SUDS.

Paragraph 30 of the NPPF Section 12 'Achieving well designed places' requires that decisions should ensure that developments are visually attractive as a result of good layout; establish or maintain a strong sense of place, using the arrangement of streets, spaces, [and] building types to create attractive, welcoming and distinctive places to live, work and visit. It requires that decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Local Plan Policy ENV10 concerns the landscape and townscape setting and requires that new development should maintain and enhance local identity and distinctiveness and be informed by existing character. Policy ENV11 concerns the pattern of streets and spaces and housing should have provision for bins, recycling, drying, cycle parking, mobility scooters, private amenity/gardens and associated storage. Policy ENV12 concerns the design and positioning of buildings and that new developments should be high quality and promote an inclusive design, comply with national technical standards and respect the character of the surrounding area. The position of the building on its site should relate positively to adjoining buildings, routes, open areas, rivers, streams and other features that contribute to the character of the area. Policy ENV 16 concerns amenity and requires that development should be designed to minimise its impact on the amenity and the quiet enjoyment of existing and future residents.

Layout of housing

Two character areas: the Urban Character Area and Rural Character Area inform the layout of housing. As explained within the Design Code and Design and Access Statement, the design approach for each character area has been informed by the layout of development in the surrounding area.

Urban Character Area

The Urban Character Area comprises the majority of dwellings within the site. Within the character area the design and layout is more formal and structured with

symmetry and repetition within the streetscene. Dwellings are set back from Littlemoor Road and are generally arranged in perimeter blocks with front doors facing surrounding streets and the two linear open spaces which run north-south through the site. This creates a strong street pattern and rhythm to the character area. Within the centre of some perimeter blocks parking courtyards and/or additional dwellings are provided. Parking is also provided on-plot within garages or at the side of dwellings and to the front of dwellings.

Rural Character Area

The Rural Character Area comprises dwellings along the north, north-eastern and eastern boundaries of the site. Within this character area, dwellings are generally larger 1-2 storey semi-detached and detached dwellings. A number of bungalows are provided adjacent to open countryside to the north with dwellings provided within cul-de-sacs. The approach seeks to minimise roads (and associated lighting) fronting the open countryside and minimise the effects of development on the surrounding AONB as commented on by Dorset AONB Partnership and the Dorset Street Lighting Team. A higher proportion of wide fronted properties are provided and the design is influenced by farmhouse and agricultural buildings. The layout is more varied with parking provided on-plot within detached single storey garages.

The Environmental Statement for the Outline Planning Permission recommended higher specification facades (e.g. high specification glazing with alternative means of ventilation) for any dwellings within 10m of the southern boundary of the site to ensure adequate internal amenity. The layout minimises the number of dwellings within 10m of Littlemoor Road. Dwellings within 10m are predominantly orientated east/west with windows and doors facing away from the road. To ensure suitable internal amenity a planning condition requiring appropriate façade specification is proposed. Provision of solid masonry plot boundary walls along Littlemoor Road is also proposed to be conditioned.

The vast majority of apartments are dual aspect and all have dedicated bin/cycle stores appropriately located at the rear of the apartment buildings (Blocks 1-3) or at undercroft level (Block 4). To ensure overlooking is minimised and any associated harmful effects on residential amenity are avoided, a planning condition requiring some first floor windows to be fitted with obscure glass is proposed.

The layout in the two character areas would provide sufficient variety and interest in the layout and appropriately responds to the location of the site adjacent to open countryside and Littlemoor Road. The layout would make provision for amenity for future occupants including gardens/balconies, outlook and light without introducing significant adverse residential amenity effects. All homes are in close walking distance to shared amenity space.

Layout of affordable housing

Local Plan Policy HOUS1 makes provision for affordable housing and requires that where open market housing is proposed, 35% affordable housing will be sought. This affordable housing provision should be delivered on site and should include a mix social/affordable rent and intermediate housing. The type, size and mix of affordable housing should reflect identified needs and should be proportionate to the scale and mix of market housing and designed to the same high quality resulting in a balanced community of housing so that it is 'tenure blind.' Where there is an

identified need for specially designed or adaptable accommodation to cater for particular needs of disabled people, this will be prioritised.

Building Regulations accessibility standard M4(2) makes it a requirement for any scheme that delivers over 15 affordable homes to ensure that at least 10% of the units should be accessible and adaptable dwellings.

The application proposes the provision of 35% affordable housing (175 dwellings) with a 50:50 split between affordable rented and shared ownership units. This accords with the requirements of the S106 Legal Agreement.

The Weymouth Housing Needs Assessment (April 2021) prepared as a supporting document to the Weymouth Neighbourhood Plan shows greatest need for 2-3-bed homes. The proposed affordable housing mix responds to this need with 90% of affordable homes provided as 2-3-bed homes.

Affordable housing is distributed across all phases of the residential development with the highest proportion of affordable homes delivered in phases 1 and 2. These phases are located adjacent to the school site, employment area, Local Centre, NEAP and open space and are identified as the first phases to be developed. The location ensures residents would have convenient access to these facilities within easy walking distance.

The Section 106 Agreement states that affordable homes should be distributed across the site in groups of no more than 15 affordable homes unless otherwise agreed in writing. It aims to ensure communities are mixed and balance. Due to the front-loading of affordable homes within phases 1 and 2 and the need for efficiencies of management by the housing association, some parts of the site include more than 15 homes in close proximity; notably by the school (21 homes), Local Centre / existing balancing pond (33 homes and Apartment Block F3) and within the centre of the site north of Littlemoor Road (34 homes). These groups are interspersed with open market homes and all streets within the site are proposed to have a mix of open market and affordable homes.

The Housing Enabling Team and Urban Design comment that the distribution of affordable homes could be improved through greater pepper-potting of affordable homes. The applicant has reviewed these comments with their housing association and joint applicant partner (Abri); one of Homes England's largest strategic partners. In the applicant's latest letter (September 2022) they note the high need for affordable housing across Dorset and consider the frontloading of affordable housing in the early phases of development would help achieve the strategic objectives of local planning policy. In respect of the distribution, the applicant considers the mix of tenures, orientation, layout and detailed design would ensure the proposal results in a mixed and balanced community. Within the latest cover letter Abri note *"the location of the new affordable homes as submitted, helps with our operational maintenance and management of the properties."*

Whilst the affordable housing distribution could be improved to provide more even distribution of affordable housing across all phases of development, the proposed layout would deliver a sufficiently mixed and balanced community. The approach of locating a higher proportion of affordable homes within phases 1 and 2 would ensure early delivery of affordable housing in parts of the site close to the school, open space and Local Centre.

The layout of the affordable housing for the site is acceptable and would comply with Local Plan Policy HOUS1 and the requirements of the NPPF.

Layout of open space and community infrastructure

The need for community infrastructure was secured within the Section 106 Legal Agreement and by the Parameter Plans. The provision includes play areas and open space. In addition, the Section 106 Agreement also secures contributions towards Weymouth Swimming Pool; community hall facilities; Redland Sports Centre; primary, secondary and post-16 education; Lorton Nature Reserve; Littlemoor Library; extension of the existing GP facilities in Littlemoor. A NEAP, cycle paths and open space are being provided by the applicant as part of these reserved matters.

The approved Land Use Parameter plan identified the provision of 1 x 400sq.m NEAP within the Residential Development Area immediately south of the school site. The approved Design Code adjusted the location of the NEAP by requiring the NEAP to be provided at the north end of the north/south open space close to the school site. The revised location is an improvement on the Parameter Plan. The location allows for the play space to be integrated within the open space and for improved separation distances between play equipment and surrounding residential properties. Located close to the school and adjacent to pedestrian and cycle routes to/from the school the NEAP is conveniently located and would be overlooked through natural surveillance, assisting in reducing the likelihood of anti-social behaviour.

Public open space and landscaped areas would be in various locations within the development:

1. Strategic landscape area – to the north west of the site. To be developed as a public nature reserve and parkland.
2. Western open space – a linear park leading to the school and NEAP.
3. Central open space – a linear open space leading from a new balancing pond adjacent to Littlemoor Road to the northern boundary of the site.
4. Eastern open space – a linear open space on the eastern boundary of the site with a footpath running along the east from Littlemoor Road via the school site to the Strategic Landscape Area.
5. Woodland buffer – to the north of the site adjacent to open countryside.

The layout of the open spaces provides recreational and health benefits. They also break up the residential development with north/south orientated green spaces and provide appropriate buffers to the surrounding countryside. The layout of these spaces accords with the principles established by the Parameter Plans, Design Code and LEMP.

The play provision has been developed in consultation with the Council. The area exceeds the 400sq.m established by the Parameter Plans and is appropriately located adjacent to the school site at the northern end of the western open space. The layout creates distinct areas of play for younger and older children together with social spaces. Whilst the layout of play equipment does not provide 30m buffer zones between nearby dwellings (as recommended by Fields in Trust Guidance for Outdoor Sport and Play), the layout is an improvement on the Parameter Plans and would not cause significant adverse amenity impacts on residents. Pedestrian routes

through the area would provide natural surveillance and encourage children to use the play equipment whilst passing through the site.

The NEAP provides equipment for the less abled and children with mobility issues and addresses the latest comments from the Urban Design Officer. The Multi Use Games Area (MUGA) would include a multi-goal suitable for a range of sports (including football and basketball) and a 'surprise basket' suitable for ball sports. Whilst the equipment would not allow for informal games of football or basketball along the length of the MUGA, the provision of two types of equipment would allow a wide range of games to take place with two or more groups simultaneously. Older children would also have access to another MUGA within convenient walking/cycling distance approximately 550m south of the site at Louviers Road Play Area. This MUGA includes multi-goals at either end.

The western, central and eastern open spaces provide a dual function incorporating SUDS alongside public open space. The Landscape Design Strategy confirms the attenuation basins would be landscaped with a variety of wildflower, wetland, swale and raingarden planting depending on the permanence of water within the basins. The central open space includes a permanent attenuation pond adjacent to Littlemoor Road. This has been incorporated within the design of the proposal which includes a waterside walk and jetty. The approach brings nature into the site and allows residents to interact with the water. The Local Lead Flood Authority notes the submitted drainage layout accords with the principles established by the Outline Planning Permission and has no objection.

The drainage strategy shows SUDS would be designed to accommodate water depths of up to 0.45m to 1.2m. The pond adjacent to Littlemoor Road would have a depth of 1.65m. Profiles would be terraced and all include a 0.3m freeboard above the designed water depth to accommodate high rainfall events that exceed design capacity. This accords with the CIRIA SUDS Manual (2015) which states "*basins should be designed with shallow side-slopes and benching, which will help mitigate safety risks and also provide for biodiversity and habitat creation*". At this stage, fencing around the SUDS is not proposed. Again, this approach accords with the SUDS Manual, which notes "*fencing is generally not desirable as it may reduce the amenity benefits provided by the infiltration facility...*". The detailed design of the SUDS and any requirements for fencing are to be approved pursuant to planning conditions 10, 28, 29 of the Outline Planning Permission.

The details of the layout of the buildings and open spaces within the development are acceptable and comply with Local Plan Policies ENV4, ENV10, ENV11, ENV12 and ENV16 and the requirements of the NPPF.

Layout of roads, footpaths and cycle paths

As noted in the access section above, the Access and Movement Parameter Plan has already established the layout of the means of access and network of routes throughout the site.

Policy ENV11 concerns the pattern of streets and spaces and requires new development to have well defined and connected buildings, streets and spaces, 20mph through routes and natural surveillance. Bus routes and strategic cycle and pedestrian links should be planned for. Policy COM7 is about creating a safe and efficient transport network and requires that development should be located in areas where the need to travel can be minimised and the use of sustainable modes of

transport can be maximised. The delivery of a strategic cycle network and improvements to the Public Rights of Way network will be supported. Policy COM9 concerns parking standards in new development requiring that this is in compliance with published local parking guidelines.

The application proposes a suitable network of footpaths, bridleway and cycle routes through and around the site which link up with the existing footpath/bridleway network and provide non-motorised access links to the surrounding network. Access points to the adjacent school, Local Centre and employment parcels are provided and the vehicular route between Bincombe Marsh Dairy and Littlemoor Road is retained. As required by planning condition 32, the application also makes provision for a means of vehicular access to be created adjacent to Goulds Garden Centre.

Internal roads have been designed with a 20mph design speed and the width of the roads leading from the western primary access to the school site has been sized to accommodate buses. All roads have been sized to accommodate maximum distances to refuse vehicles and the majority include street trees. The central east-west spine road and the primary and secondary accesses leading to it would include street trees planted at regular intervals. Coupled with the open space/balancing pond and square (at the eastern end of the spine road) these routes provide a strong sense of arrival and attractive primary routes through the site.

A dedicated cycle route is proposed from the western primary access with Littlemoor Road. It follows the western boundary of the central open space and leads to the school site and LEAP in the north. The design of the route gives priority to cyclists at the intersection with the east/west spine road via a Copenhagen style crossing which requires vehicles to give way to cyclists.

Within and close to the Rural Character Area some shared surfaces are provided for use by pedestrians, cyclists and vehicles. The design approach draws on the more rural character of this area.

The hard landscaping pallet of materials for the cycleway (coloured tarmac), primary streets (tarmac), tertiary streets (block pavior) is appropriate and reinforces the street hierarchy within the site.

On-site car parking complies with the Bournemouth, Poole & Dorset Car Parking Study (2011) guidance. Provision would be made for electric vehicle charging points for all dwellings with on-plot parking which is now a requirement of Part S of the Building Regulations. Cycle parking would be provided within secure garden sheds located within the rear gardens of each dwelling or within shared cycles stores associated with apartment buildings.

The proposal supports travel by non-car modes and would provide public access through the site to the surrounding facilities and facilities within the wider development (the school and Local Centre). The layout of routes creates good connectivity and access for pedestrians, cyclists and motorists.

Small iterations may be needed to comply with s38 adoption subsequent to the granting of the reserved matters for those roads that would need to be adopted, as well as private roads where the road would still need to be of an appropriate

standard. Discussions with the applicant their highway consultant has sought to ensure any conflicts with s38 adoption are minimised at this reserved matters stage.

The layout has received no objection from the Highways Authority. It considers the internal estate road layout embraces the principles suggested by Manual for Streets, providing a safe and attractive place for all road uses. The Highways Authority also notes vehicle speeds across the site are noted to be restricted to 20mph or lower design speed using traffic calming features and the 3m wide combined cycle/footway would provide safe access to the school for pedestrians and cyclists.

Some representations consider the speed limit of Littlemoor Road should be reduced from 40mph to 30mph for safety reasons. A reduction in the speed limit is not required under this Reserved Matters Application, which considers the appropriateness of the reserved matters only.

Overall, the proposed layout of routes accords with the principles of the Outline Planning Permission and Design Code and would enhance connectivity and opportunities for active travel by non-vehicular modes of transport. The routes are considered to provide safe and convenient access for pedestrians, cyclists and motorists. The proposed layout would comply with Local Plan Policies ENV11, COM7 & COM9 and the requirements of the NPPF.

Scale

Scale means the height, width and length of each building proposed in relation to its surroundings.

The Parameter Plans and Design Code establish the anticipated scale and density of development across the site. Density refers to the amount of development on a site.

The NPPF (Para. 130) notes planning decisions should optimise the potential of a site to accommodate and sustain an appropriate amount and mix of development. Optimisation refers to making the best or most efficient use of a site and requires assessment of the potential adverse impacts of development. Within AONBs the NPPF (Para. 176) notes the scale and extent of development should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts. Whilst the site is located within AONB, the scale and extent of the development is informed by the allocation, Parameter Plans and Design Code.

Local Plan Policy ENV12 states that development would only be permitted where it complies with national technical standards and the scale and mass complements and respects the character of the surrounding areas or would actively improve legibility or reinforce the sense of place. In respect of scale, the policy notes the scale of buildings should reflect the purpose for which the building is proposed.

The proposal comprises all 500 dwellings permitted by the Outline Planning Permission. The Land Use Parameter Plan identifies the area within this reserved matters application for residential use and also confirms residential uses can be provided within the Local Centre within the employment land (to the west of this reserved matters application site). The design and location of the Local Centre shall be informed by planning policy, the approved Parameter Plans and Design Code. Whilst the Parameter Plans and Design Code show the Local Centre being located

west of the existing balancing pond adjacent to Littlemoor Road and separated from the residential area by employment land, the specific location of the Local Centre would be determined through a subsequent reserved matters application. The Local Centre (or parts of it) could therefore be provided immediately adjacent to the dwellings in the southwest corner of the site, in which case dwellings would reasonably be considered to form part of the Local Centre.

The design of the proposal provides opportunity for an appropriate interface with the Local Centre and for dwellings to be provided close to or immediately opposite shops. This is an appropriate response informed by the Illustrative Masterplan and Parameters Plans and commercial realities of delivering a viable Local Centre. It reduces the potential for conflict between residential and commercial uses, including through noise and odour.

The scale of development is prescribed in some detail in the Building Heights Parameters Plan and Design Code. The Building Heights Parameters Plan has two scales for the residential part of the development site with: uniform 2-storey building heights across the residential area; interspersed with 3-storey buildings on the east west spine road which links with the employment land. The approved Design Code refines the building scales detailed on the Parameter Plan. It states the majority of buildings within the Urban Character Area should be 2-storeys with 3-storey apartment blocks on key corner sites. Within the Rural Character Area buildings SHOULD be 1 or 2-storeys with homes along the north eastern countryside edge provided as bungalows. All buildings above the 40m contour must be 1 storey only. The refined approach in the Design Code is an improved response which better responds to the surrounding countryside setting and enhances legibility.

The proposed building heights broadly conform with the requirement of the Design Code. Four 3-storey apartment blocks are provided on prominent corner plots along the east-west road. In these locations, they add scale and interest to the street scene by defining the key route and assisting wayfinding through the development. The three 3-storey apartment blocks within the west of the site would complement the greater scale anticipated in the adjacent employment land and Local Centre by providing an appropriate transition in building heights. The location of taller buildings within the centre of the site is appropriate given the location of the site within the AONB.

The vast majority of buildings within the remainder of the site are 2-storey with the exception of buildings along the eastern boundary (majority single storey), the north eastern boundary (mostly single storey) and along the 40m contour (all single storey). A cluster of single story buildings is also proposed adjacent to Mash Dairy, in the north. Single storey garages throughout the site would provide variation in building heights and some degree of visual interest.

Whilst the Design Code states buildings along the north eastern countryside edge should be single storey, some 2-storey buildings are integrated alongside bungalows along the northern (Plots 219, 228, 229 and 276) and north eastern boundaries of the site (Plots 338-343). These 2-storey buildings are all set below the 40m contour, and in the case of Plots 219 (37.5m) and Plots 284-286 (34-36m) some distance below. Given the majority of buildings along the north eastern boundary are single

storey and the approved Building Heights Parameter Plan allows for 2-storey buildings across the entirety of the residential area, the varied 1-2-storey building heights are considered acceptable. Flexibility can be exercised in accordance with the Design Code which states that certain design criteria should be followed unless substantial justification is provided including other positive assets. In this instance, the varied approach to building heights is justified given: the varied ground levels across the north eastern countryside edge; the visual interest the proposed approach would create; and the improvement the proposal represents compared to the Building Heights Parameter Plan.

Whilst the site is defined as Article 2(3) land within the General Permitted Development Order (a location where the full extent of Permitted Development Rights are not engaged), given the sloping topography of the site and location within AONB a planning condition removing permitted development rights for roof alterations and extensions above first floor level to those Plots above 38m is considered necessary to safeguard the natural beauty of the AONB. This responds to the Dorset AONB Partnerships concerns about buildings above the 40m contour.

The Density Parameter Plan identifies low (30-40dph), medium (40-50dph) and high density (50-60dph) zones within the residential area. The Design Code requires varied densities across the site with higher densities within the Urban Character Area. It requires that the lowest densities are provided along the northern edge of the site. The proposal includes four density zones which reduce from the southwest corner of the site adjacent to the Local Centre (approximately 45dph) to the northern boundary (approximately 25dph). The highest density parts of the site (approximately 45dph) are lower than the maximum density indicated by the Parameter Plans and Design Code. The proposed densities follow the principles established by Density Parameter Plan and accord with the Design Code. Higher density housing is provided towards the employment land and Local Centre (to the southwest). This is appropriate and would complement the retail and other non-residential uses provided in this area by providing convenient access for residents.

In terms of the scale of individual dwellings, Local Plan Policy ENV12 states new housing *“should meet and where possible exceed appropriate minimum space standards”* – i.e. the Nationally Described Space Standards (NDSS). The preamble to Policy ENV12 states:

“Good design is not restricted to external appearance and layout. It encompasses how capable developments are of fulfilling their purpose initially and into the future as needs of occupants change. Dwellings as a minimum should have sufficient internal space for a high level of functionality so that day to day tasks and activities can be carried out. The government is reducing the number of technical standards and consolidating them in a national framework centred on building regulations. National technical standards for all new dwellings are being introduced and dwellings should be constructed in accordance with these standards”

Paragraph 130 of the NPPF says:

“Planning policies and decisions should ensure that developments:

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹;

and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

“⁴⁹planning policies for housing should make use of the Government’s optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified.”

In consideration of Policy ENV12, the Local Plan Inspector’s report of 2015 (page 43, Para. 219) comments on this as follows:

“The revisions mean that local planning authorities should not set any additional technical standards in local plans or supplementary planning documents relating to the construction, internal layout or performance of new dwellings. The optional new national technical standards can be required through LP policies where there is evidence to support the case for doing so and providing their impact on viability has been considered. The Councils have not yet had an opportunity to consider this.”

The Council did not have sufficient evidence at the time of the Local Plan examination to insist upon NDSS. This is the reason why the requirement for exceeding the minimum NDSS is not mandatory. Notwithstanding this lack of justification, the National Design Guide (page 38) assists in defining well-designed homes and buildings as being *“functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them... They are adequate in size, fit for purpose and... provide good quality internal and external environments for their users, promoting health and well-being”*. The NDSS can therefore be viewed as an initial indication of well designed homes with confirmation provided through further assessment.

In this case just over half (52%) of homes fall below NDSS. This is due to five 2-bed and 3-bed house types falling below NDSS. In some instances, the shortfall is negligible (House Type Q – FOG: -1%) or relatively minor (House Types A: -6% and E: -4%). House Types B and L have the biggest shortfalls at -9% and -10% below NDSS respectively. Comparing compliance by tenure, a significantly higher proportion of affordable homes (79%) do not meet NDSS compared to open market homes (38%). This difference between tenure is stark. Compliance with NDSS is summarised below:

Ref	Type	Beds	No. Units	Size	NDSS	Difference	%
				Sq.m			
Open Market Housing							
D	House	2B3P	77	77	70	7	110%
J	Bungalow	2B4P	12	73	70	3	104%
L	House	3B4P	30	76	84	-8	90%
E	House	3B4P	92	81	84	-3	96%
F	House	3B4P	45	84	84	0	100%
K	Bungalow	3B6P	8	104	95	9	109%
G	House	4B6P	30	107	106	1	101%
P	House	4B6P	5	129	106	23	122%
H	House	4B7P	26	124	115	9	108%

Affordable Housing							
APT	Flat	1B2P	15	50	50	0	100%
APT	Flat	2B3P	19	61	61	0	100%
Q	FOG*	2B4P	3	78	79	-1	99%
A	House	2B4P	73	74	79	-5	94%
B	House	3B5P	62	85	93	-8	91%
C	House	4B6P	3	107	106	1	101%

*First floor (72sq.m) exceeds NDSS for 1 storey 2B4P dwelling (70sq.m)

The need for good levels of internal space is of great importance given the growth in hybrid working practices since the Covid-19 pandemic and associated need for additional internal space since the NDSS was introduced in 2015.

A requirement to comply with NDSS must be applied at reserved matters stage. Only by granting outline permission subject to a condition controlling the internal configuration of the permitted development, specifically requiring compliance with the NDSS or expressly incorporating detailed drawings showing the internal layout of buildings and requiring compliance with those drawings could an LPA insist upon a development adhering to the NDSS. In addition, even where a LPA seeks to secure the imposition of the NDSS at outline stage, it can only do so where there is a relevant local plan policy requiring such adherence to the optional standards.

A condition was not applied to the Outline Planning Permission requiring that the subsequent reserved matters would comply with NDSS requirements. Therefore, despite the shortfalls above it is not possible to require that the dwellings meet NDSS requirements.

The Section 106 Agreement for the Outline Planning Permission requires that *“the Affordable Housing Units are materially indistinguishable (in terms of outlook, design and appearance) from the Open Market Dwellings of similar size (Schedule 3 Part 4 Clause 12)”*. In terms of scale, it is therefore relevant to compare the scale of the two affordable housing House Types (A and B) which fall materially below NDSS with similarly sized open market homes (House Types D and L). Whilst each House Type has a slightly different design approach, both tenure of similarly sized terraced houses are of similar design including: external materials pallet and detailing; internal layout comprising separate living rooms and kitchens; garden size. They also have comparable levels of outlook given open market House Types D and L are interspersed alongside the affordable homes. Whilst all apartments are provided as affordable, the apartment blocks provide a mix of affordable rented (Blocks 1-3) and shared ownership (Block 4) tenures and are materially indistinguishable between the affordable tenures.

Overall, all houses, including those falling below NDSS, have adequate space to meet the daily living requirements of occupants and provide good levels of amenity.

The gardens are of appropriate scale and ensure adequate separation distances between residential units in broad compliance with the 20m window-to-window distance set out in the adopted West Dorset Design and Sustainable Development SPD (2009, Para. 7.5.2). The scale of the NEAP, landscaping and other open spaces and routes were stipulated by Parameter Plans, Design Code and LEMP. The proposed scale is in reasonable accordance and the Urban Design Officer has raised no objection to the scale of buildings.

Overall, despite shortfalls against NDSS, the proposal makes efficient use of land at an appropriate scale within the AONB. The scale of housing would deliver a good level of amenity for residents. Scale complies with Local Plan Policies ENV12 and ENV15 and the requirements of the NPPF.

Appearance

Appearance means the visual impression of a building or place, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

The Parameter Plans described above establish the general position and maximum heights of buildings and locations of open space.

Local Plan Policy ENV10 requires that all development proposals should contribute positively to the maintenance and enhancement of local identity and distinctiveness. Development should be informed by the character of the site and its surroundings. Policy ENV12 requires development to achieve a high quality of sustainable and inclusive design, in harmony with the adjoining buildings and the area as a whole, the quality of the architecture is appropriate to the type of building and materials are sympathetic to the natural and built surroundings and where practical sourced locally.

Of relevance to appearance, the site allocation for Littlemoor Urban Extension (LITT1) states the masterplan for the site should create a positive outward facing edge when viewed from the ridgeway and create a strong, positive image and relationship with Littlemoor Road.

The appearance of the proposed dwellings should be derived from characteristics of dwellings in the surrounding area. Given the location of the site adjacent to an existing settlement and the open countryside, the Design Code explains how the prevailing character of local villages and areas (such as Bincombe, Lorton Park and Sutton Poyntz) and Weymouth have informed the code.

Relevant design features for the two character areas include:

- Urban Context Analysis: Formal and structured layout; simple roof forms extended across multiple properties; bay windows to ground and first floor; arched doors and windows; framed windows; pastel coloured render; grey and multi bricks; slate/slate effect roofs and tiled roofs.
- Rural Context Analysis: Informal layout; Open streets; wide fronted plots or narrow with gable roofs; varied roof pitches and building heights; bay windows to front and side facing elevations; arched doors and windows; feature chimneys; coloured frames to doors and windows; feature brick porches; use of stone and white painted brickwork.

The Design Code requires that residential proposals MUST include reference to the context assessment set out in the code to explain the architectural solution. This context analysis is presented within the submitted Design and Access Statement (DAS). The DAS explains how the locally distinctive and specific building forms have been identified within the surrounding areas and how local features have informed

the appearance of the proposal and creation of main housing types (terraced; semi-detached; wide fronted; bungalow and detached) and architectural details for each character area.

Each part of the proposal would conform with the character areas identified in the Design Code. As explained within the DAS, the character areas have distinctive design approaches informed by local context and character:

Urban Character Area

Within the Urban Character Area houses are two storey predominantly terraced and semi-detached. Flats are provided in three storey apartment buildings. The character and layout is more formal and structured with symmetry and repetition within the streetscene. Variation is provided through architectural detailing and choice of materials. Bay windows are provided to some ground or first floor front elevations of properties. Arched windows and doors and brick detailing is provided on selected plots. Chimneys are provided to gable ends on key plots and simple slim window details are proposed. The colour pallet comprises soft pastel coloured render, grey / buff multi bricks in muted tones and clay tiles or slate effect grey roofs.

Rural Character Area

Properties within the Rural Character Area are generally comprising larger 1-2 storey semi-detached and detached dwellings. Bungalows are provided adjacent to open countryside to the north. A higher proportion of wide fronted properties are provided and design is influenced by farmhouse and agricultural buildings. The DAS identifies the proposed architectural details within the Rural Character Area. By comparison to the Urban Character Area, these include bay windows to both the front and side elevations, feature chimneys, bold frames to doors and windows and feature brick porches to some wide fronted and detached houses.

The materials would need to be agreed by condition to avoid inappropriate colours and/or textures. Condition 7 of the Outline Planning Permission requires details and samples of all external facing materials for the walls and roofs of buildings to be submitted for consideration. Additional conditions are considered necessary in respect of sample panels, some details of general design and the sub-stations to ensure appropriate design quality.

The appearance of the proposal has clearly been informed by the character of the surrounding area, including Weymouth and local villages. The elevations show how the proposal would create a varied streetscene with coherent external materials and colour pallet to create two clearly defined and complementary character areas. Boundary treatments seek to defined public and private spaces and create a sense of place. The general approach provides brick walls to the public realm and timber close boarded fencing to internal boundaries between gardens and internal parking courts. This interface is appropriate, reinforcing a strong sense of place and design quality. To ensure this design quality a suitably worded planning condition requiring specification and materials of boundary treatments are proposed. The condition requires solid masonry walls to be provided along Littlemoor Road.

The Urban Design Officer notes the design of the scheme, design features and materials have been based on an appreciation and understanding of the wider character including parts of Weymouth Town Centre, Bincombe and Lorton Park.

In respect of external lighting, the submitted Street Lighting Strategy responds to the comments from NET and Dorset Street Lighting Team. Street lighting is limited along the north eastern and eastern boundaries of the site and along the linear open spaces. The submitted Strategy confirms lighting would operate on a part night lighting regime where lights are switched on from dusk until 24:00 and 5:40 till dawn. The appearance of street lighting is appropriate and responds to the sensitive setting of the site within AONB.

The appearance of the proposal is acceptable and complies with Local Plan policies ENV10, ENV12 and LITT1 and the requirements of the NPPF.

Landscaping

Landscaping means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—

- a. screening by fences, walls or other means;
- b. the planting of trees, hedges, shrubs or grass;
- c. the formation of banks, terraces or other earthworks;
- d. the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- e. the provision of other amenity features.

The NPPF (Para. 176) requires that great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty which has the highest status of protection in relation to these issues. The Countryside and Rights of Way Act 2000 (CROW Act) protects the AONB to conserve and enhance its natural beauty.

NPPF (Para 131) acknowledges that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. It states that decisions should ensure that new streets are tree-lined (unless, in specific cases, there is clear, justifiable and compelling reasons why this would be inappropriate) and that opportunities are taken to incorporate trees elsewhere in the development. Applicants and local planning authorities are encouraged to work with highways officers and tree officers to ensure that the right trees are planted in the right places.

Local Plan Policy ENV1 requires that development which would harm the character, the special qualities or the natural beauty of the AONB will not be permitted. All new development in such areas should take account of the objectives of the AONB Management Plan in maintaining the AONB's special quality and natural beauty by employing appropriate measures to moderate any adverse effects on the landscape. Development should be located and designed so that it does not detract from and, where possible, enhances landscape character. Local Plan Policy ENV2 encourages the conservation and enhancement of biodiversity and safeguards protected habitats. Policy ENV10 requires development to provide for the future retention and

protection of trees and other features that contribute to an area's distinctive character and provide sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area.

The Landscape and Ecological Management Plan (LEMP) approved in respect of planning condition 9 was developed in consultation with Dorset Council's Natural Environment Team. It includes a series of landscape related objectives which have been carried through the reserved matters. They include: compensation for hedgerow loss; new woodland planting; new scrub planting; new species rich grassland and open meadow; new amenity grass land; new attenuation basin; new linear public open space; and attenuation swales.

The Landscape Masterplan shows the proposed landscape areas within the site. They include the areas specified in the LEMP and make provision for new strategic planting in the form of woodland buffers and the retention of some existing trees and hedgerows. The design of the reserved matters would be in accordance with the Landscape and Ecology Management Plan.

All of the land is within the Dorset AONB. There is a requirement for a comprehensive scheme of measures designed to mitigate the impact of the development, promote strategic landscape planting, landscaping and biodiversity mitigation measures in respect of habitat creation and promoting the interests of wildlife. The strategy was established by the LEMP with further detailed expanded upon via the reserved matters application.

The submitted Landscape Design Strategy develops the principles outlined in the LEMP and details the landscaping proposals for each part of the site:

- Habitat area to the north-west: Proposed to be developed as a public nature reserve as well as public amenity space with a network of paths, wildflower meadow, woodland and scrub, amenity grass and meadow woodland.
- Central linear open spaces, ponds and swales: The two linear north/south open spaces incorporate paths, seating areas, SUDS features and the NEAP. The western open space is dominated by wildlife ponds and swales, some with permanent standing water and others with more wetland, swale , and raingarden planting. The eastern open space provides more amenity planting and areas of mown grass.
- Streets: Street trees are proposed along the main north/south and east/west avenues of the site. The locations of trees have been developed with regard to lighting and highways requirements. Streets also include planting to delineate defensive space adjacent to properties and wildflower verges.

The Landscape Design Strategy also establishes the landscape furnishings and signage strategy which is proposed to comprise a timber materials pallet.

In respect of trees, the site comprises agricultural fields with some hedgerows and trees delineating field boundaries. It does not include any Category A trees, veteran trees or TPOs. Overall five existing arboricultural features (i.e. trees/hedges/groups of trees) are proposed to be removed with all other features being retained. The removals comprise:

- Two parts of hedgerow H5 (Category B) to the north of Littlemoor Road;

- Part of hedgerow H8 (Category B) which runs north/south through the centre of the site;
- Part of hedgerow H21 (Category B) which runs east/west through the western part of the site; and
- Four trees within tree group G7 (Category C) adjacent to the farm.

The hedgerows along the north (H4) and east (H1) are proposed to be retained. Other than the removals noted above, the hedgerows to the north of Littlemoor Road (H5) and north/south through the site (H8) are largely proposed to be retained and enhanced through adjacent planting. The Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) identify the proposed tree works and protection measures. Notwithstanding these reports, tree protection measures are required to be submitted and approved in accordance with condition 9 of the Outline Planning Permission. Overall, the reserved matters have been designed with regard to the arboricultural constraints of the site and minimise harm to existing features.

The proposed landscaping clearly responds to the ANOB setting of the site through different design approaches within the Urban and Rural Character Areas and provision of woodland planting along the boundaries with open countryside. Whilst the woodland planting complies with the approved LEMP, the Landscape Officer considers planting along the northern boundary should have a minimum depth of 30m to be effective. This would provide an improved woodland boundary. However, such depth is not required by the approved Parameter Plans, Design Code or LEMP. The design of the reserved matters (appearance and layout) considered in other parts of this report would be of sufficient quality to minimise the effect of the proposed development on the AONB.

Significant tree planting is proposed across the site. The landscaping proposals specify tree species for each area of the site, including: woodland planting; street trees; trees within housing areas; trees within open space. Trees range from whips and feathers within the proposed woodland to Advanced Heavy Standard street trees (16-18cm girth / 100litre containers). In total:

- over 23,000 plants are proposed within the woodland areas;
- over 1,000 plants are proposed within the scrub;
- over 3,500 plants are proposed within the 'hedgelines' (the areas between the boundary of retained hedgerows and new woodland); and
- over 500 trees are proposed within the residential areas, within streets, rear gardens, parking courts and open spaces.

The proposal embraces opportunities to incorporate trees across the application site and provides a significant quantum overall. However, the proposal fails to ensure that all new streets are tree-lined. This conflicts with the NPPF (Para. 131). As noted by the Landscape Officer, tree-lined streets are defined as having trees on both sides. Only one street is identified by the Landscape Officer as meeting this definition – the road leading north from the eastern junction with Littlemoor Road. All other streets do have street trees but trees are either irregularly placed or only located on one side of the road. The east/west road is proposed to have planting at regular intervals along the northern side of the road. This would not meet the definition of a tree-lined street, albeit it would go some way to achieving the spirit of the NPPF objective for this key street by creating a street with trees along its length.

It is recognised that tree-planting has been assessed in detail by the applicant and the applicant has discussed tree provision with the council's Highways, Landscape and Urban Design Officers. Tree pit details have been submitted to demonstrate the feasibility of providing street trees. The proposed approach has been informed by lighting, drainage and housing exclusion zones. Applying these constraints limits opportunities to provide tree-lined streets and demonstrates that it is not possible to provide all streets as tree-lined without fundamental change to the layout, scale and possibly quantum of development. The reasons for the lack of tree-lined streets are not compelling to justify a departure from the NPPF (Para. 131). The conflict must therefore be considered in the balance taking into account other aspects of the application.

The approved Design Code states that where there is parking in front of the building line this *"SHOULD be broken up by street trees and planting where possible"* and long runs of parking **MUST** be broken up with planting. The Urban Design Officer and initial comments from Dorset AONB Partnership note there are parts of the site which are dominated by parking and should be broken up with street trees. The applicant has reviewed street tree provision in detail alongside parking requirements. However, given the layout of development, quantum of parking and requirement to accommodate appropriate lighting and drainage, provision of street trees within all parking areas is not possible, particularly on narrower terraced streets. Whilst the affected areas do have a lower design quality and sense of place compared to other parts of the site where parking is better integrated, all affected streets include trees and planting to soften the dominance of parking. Long runs of parking spaces without any planting are avoided and further details of landscaping details are required to be submitted under planning condition 10 of the Outline Planning Permission. Despite being sub-optimal, the approach accords with the Design Code.

The Community infrastructure: SUDS, informal open space, and children's' play space would also contribute to the landscaping of the site. They would create a variety of landscaped spaces which play an important ecological role and support health and wellbeing. The swales, pond and mounds within the linear open spaces would add visual interest and provide pleasant pedestrian routes through the site.

The location of the NEAP close to the school and with pedestrian routes through it Would aid natural surveillance and provides play space in a prominent location of the site. Landscaping around the NEAP is appropriate and in accordance with the approved Design Code. The landscaping to the boundaries of the NEAP would provide a boundary to surrounding roads. Details of surfacing materials, seating specification and maintenance are proposed to be conditioned to ensure appropriate provision and maintenance.

Boundary treatments between plots consist of masonry garden walls and close boarded timber fencing. In general, the proposal provides masonry garden walls to public facing parts of the site (including the Public Right of Way across the north of the site) and timber fencing to internal boundaries between gardens or adjacent to some existing retained hedgerows and open spaces. Some timber fencing is proposed along Littlemoor Road. Given the prominence of this part of the site and relatively narrow strip of soft landscaping, masonry garden walls are considered

necessary to ensure appropriate design quality and visual amenity. In respect of boundary treatments to street frontages, the Design Code states privacy strips in the form of walls, fences or planting must be provided to all buildings for privacy purposes. Details of frontage fencing has not been provided at this stage. Boundary treatments are proposed to be conditioned to ensure appropriate visual amenity, privacy and compliance with the Design Code.

In respect of landscaping, planning conditions 9, 10 and 11 of the Outline Planning Permission make provision for tree protection, new planting and implementation and require subsequent discharge.

The landscaping of the site is considered to be acceptable and would deliver appropriate landscaping and biodiversity enhancements appropriate for the AONB in compliance with Local Plan Policies ENV1, ENV2 and ENV10. Whilst the proposal does not fully comply with the NPPF requirement to provide tree lined streets (Para. 131), substantial landscaping and tree planting is proposed to create a visually attractive development which is not be dominated by hard landscaping.

Other Matters

Community Infrastructure Levy

The site is Community Infrastructure Levy (CIL) exempt. CIL came into effect in West Dorset and Weymouth & Portland on 18 July, 2016. It does not apply to sites such as the LITT1 site allocated for development in the Local Plan. This is because such sites are subject to s106 Agreements to secure infrastructure provision. To apply CIL to these in addition would result in a double charge and the question of viability would arise. Therefore, it was resolved at the adoption of the Local Plan that such allocated sites were to be exempt from CIL.

Kimmeridge Clay and Blackstone

Comments from Bincombe Parish Council raise concerns with safe working within Kimmeridge clay due to fire risk and the compatibility with drainage infrastructure.

In respect of drainage, the appropriateness of the outline drainage strategy is considered acceptable by the Flood Risk Management Team and the detailed design is required to be agreed under the terms of planning conditions associated with the Outline Planning Permission.

A comprehensive geophysical survey was undertaken as part of the Environmental Statement associated with the Outline Planning Permission. It included comprehensive evaluation trenches across the reserved matters site and identified the underlying geology as Kimmeridge Clay Formation – Mudstone. The appropriateness of the underlying geology was considered at the outline stages and is not required to be assessed further as part of this Reserved Matters Application.

Ecological Impacts of Drainage

Comments from Bincombe Parish Council and the Winterbourne and Broadmayne Ward Councillor raise concerns with run-off impacts on nearby ecological receptors. As noted in the consultation section of this report, NET and the Flood Risk Management Team have commented on this and note impacts were addressed in the Environmental Statement associated with the Outline Planning Permission. NET note the drainage strategy (subject to detailed approval) includes silt traps and

hydrocarbon interceptors and conclude no negative impacts on the RSPB's reserve at Radipole Lake are anticipated.

16.0 Conclusion

This Reserved Matters Application comprises the residential component of the Littlemoor Urban Extension which was granted Outline Planning Permission in December 2020. It provides for all 500 dwellings alongside associated landscaping and areas of ecological and landscape mitigation.

The Reserved Matters have been informed by pre-application discussions and the proposal has evolved over the course of the determination period in response to comments from consultees. It provides 35% affordable housing in accordance with the Section 106 and would frontload provision within the initial phases of development (Phases 1 and 2).

As required by conditions of the Outline Planning Permission, the Reserved Matters are informed by the Masterplan and Parameter Plans which were approved at the outline stage. The Reserved Matters follow the approved Design Code as suitable justification has been provided for alternative approaches where design requirements are not mandated. The design of the two residential character areas draws on local design character and would create a strong sense of place.

There are instances of non-compliance with policy comprising: the lack of tree-lined streets (NPPF Para. 131); and the inclusion of some development above the 40m contour (Policy LITT1). Overall, the proposal would deliver appropriate landscaping and biodiversity enhancement suitable for the AONB and would create streets and open areas with planting and street trees. The Reserved Matters provide a refined approach to building heights compared to the Parameter Plans. The approach set out in the approved Design Code and carried through to the Reserved Matters includes single-storey buildings along some of the boundaries of the site and limited buildings slightly above the 40m contour. A planning condition removing permitted development rights for roof alteration of buildings above the 38m contour is proposed to protect the setting of the AONB.

The proposal provides for 175 affordable homes, the majority of which would be delivered in the initial phases of development. This is an important material consideration in the determination of the application. Other material considerations include: the provision of a total of 500 homes; creation of extensive public open space and wildlife habitat; and providing a catalyst for the regeneration of the wider Littlemoor Site, including the Local Centre, employment land and school. These material considerations should be weighed against the modest conflicts with policy identified above.

On balance, the proposed development is of an appropriate layout, scale and appearance, with appropriate access and landscaping and complies with the development plan as a whole notwithstanding the identified conflicts above. Paragraph 11 of the NPPF sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise. There are no material considerations which would warrant refusal of this application.

17.0 Recommendation

Grant subject to the following conditions:

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

Location Plan prepared by Boyle and Summers Architects

- 1001 - PL - Location Plan (dated June 2021)

Topographical Survey prepared by RPS Group

- JKK7461-3D-01 to 06 Rev A Topographical Survey (dated 04/06/2014)

Master Plans and supporting schedules prepared by Boyle and Summers Architects

- Master Plan Accommodation & Tenure – Part 1 Ref: 1401 Rev B (dated 16-08-22)
- Master Plan Accommodation & Tenure – Part 2 Ref: 1402 Rev B (dated 16-08-22)
- Master Plan Accommodation & Tenure – Part 3 Ref: 1403 Rev B (dated 16-08-22)
- Master Plan Building Heights - Ref. 1404 Rev B (dated 16-08-22)
- Master Plan Refuse Strategy – Part 1 Ref: 1408 Rev B (dated 16-08-22)
- Master Plan Refuse Strategy – Part 2 Ref: 1409 Rev B (dated 16-08-22)
- Master Plan Refuse Strategy – Part 3 Ref: 1410 Rev B (dated 16-08-22)
- Master Plan Roof Materials – Part 1 Ref: 1411 Rev B (dated 16-08-22)
- Master Plan Roof Materials – Part 2 Ref: 1412 Rev B (dated 16-08-22)
- Master Plan Roof Materials – Part 3 Ref: 1413 Rev B (dated 16-08-22)
- Master Plan Facing Materials – Part 1 Ref: 1414 Rev B (dated 16-08-22)
- Master Plan Facing Materials – Part 2 Ref: 1415 Rev B (dated 16-08-22)
- Master Plan Facing Materials – Part 3 Ref: 1416 Rev B (dated 16-08-22)
- Master Plan – Parking Zones Ref: 1419 Rev A (dated 16-05-22)

- Master Plan Phasing - Ref: 1421 Rev B (dated 16-08-22)
- Master Plan Density – Ref: 1422 (dated Aug 2022)
- Parking zone schedule Rev A (dated 17.05.2021)
- Plot schedule LIT-BSL-ZZ-XX-SH-A-8001-PL-Rev C (received 22 August 2022)

Proposed site layout, street scenes and house type plans prepared by Boyle and Summers Architects

- Proposed Site Layout - Ref: 2001 Rev B (dated 16-08-22)
- Proposed Site Layout – Part 1 Ref: 2002 Rev B (dated 16-08-22)
- Proposed Site Layout – Part 2 Ref: 2003 Rev B (dated 16-08-22)
- Proposed Site Layout – Part 3 Ref: 2004 Rev B (dated 16-08-22)
- Street Scene Location Plan Ref: 1418 Rev A (dated Oct 2021)
- LIT-BSL-ZZ-XX-DR-A-4101 PL - Street Scenes AA & BB (dated August 2021)
- LIT-BSL-ZZ-XX-DR-A-4102-PL - Street Scenes CC & DD (dated August 2021)
- LIT-BSL-ZZ-XX-DR-A-4103-PL - Street Scenes EE & FF (dated August 2021)
- LIT-BSL-ZZ-XX-DR-A-4104-PL - Street Scenes GG & HH (dated August 2021)
- LIT-BSL-ZZ-XX-DR-A-4105-PL Rev A Street Scenes JJ and KK (dated August 2021)

House type plans and drawings prepared by Boyle and Summers Architects

Type A

- LIT-BSL-A-ZZ-DR-A-3001-PL HT A (780) Floor Plans Layout 1 (dated May 2021)
- LIT-BSL-A-ZZ-DR-A-3002-PL Rev A HT A (780) Floor Plans Layout 2 & 3 (dated May 2021)
- LIT-BSL-A-XX-DR-A-4001-PL HT A (780) Elevations Option 1-A (dated May 2021)
- LIT-BSL-A-XX-DR-A-4002-PL HT A (780) Elevations Option 1-C1 (dated May 2021)
- LIT-BSL-A-XX-DR-A-4003-PL HT A (780) Elevations Options 2-A & 2-C1 (dated May 2021)
- LIT-BSL-A-XX-DR-A-4004-PL HT A (780) Elevations Option 3-C1 (dated August 2021)

Type B

- LIT-BSL-B-ZZ-DR-A-3001-PL HT B (904) Floor Plans Layout 1 (dated June 2021)
- LIT-BSL-B-ZZ-DR-A-3002-PL HT B (904) Floor Plans Layout 2 (dated June 2021)
- LIT-BSL-B-XX-DR-A-4001-PL HT B (904) Elevations Option 1-A (dated June 2021)

- LIT-BSL-B-XX-DR-A-4002-PL HT B (904) Elevations Option 1-C1 (dated June 2021)
- LIT-BSL-B-XX-DR-A-4003-PL HT B (904) Elevations Options 2-A & 2-C2 (dated June 2021)
- LIT-BSL-B-XX-DR-A-4004-PL HT B (904) Elevations Option 2-C4 (dated August 2021)

Type C

- LIT-BSL-C-ZZ-DR-A-3001-PL HT C (1134) Floor Plans Layout 1 (dated April 2021)
- LIT-BSL-C-XX-DR-A-4001-PL HT C (1134) Elevations Option 1-C1 (dated April 2021)

Type D

- LIT-BSL-D-ZZ-DR-A-3001-PL HT D (663) Floor Plans Layout 1 (May 2021)
- LIT-BSL-D-ZZ-DR-A-3002-PL Rev A HT D (663) Floor Plans Layout 2 (dated May 2021)
- LIT-BSL-D-XX-DR-A-4001-PL HT D (663) Elevations Options 1-A & 2A (dated May 2021)
- LIT-BSL-D-XX-DR-A-4002-PL HT D (663) Elevations Option 1-C1 (dated May 2021)

Type E

- LIT-BSL-E-ZZ-DR-A-3001-PL HT E (859) Floor Plans Layout 1 & 2 (June 2021)
- LIT-BSL-E-XX-DR-A-4001-PL HT E (859) Elevations Options 1-B & 1-C3 (dated June 2021)
- LIT-BSL-E-XX-DR-A-4002-PL Rev A HT E (859) Elevations Option 1-C4 (dated August 2021)
- LIT-BSL-E-XX-DR-A-4003-PL HT E (859) Elevations Option 2-B & 2-C3 (dated June 2021)

Type F

- LIT-BSL-F-ZZ-DR-A-3001-PL HT F (912) Floor Plans Layout 1 & 2 (dated May 2021)
- LIT-BSL-F-XX-DR-A-4001-PL HT F (912) Elevations Option 1-1C (dated July 2021)
- LIT-BSL-F-XX-DR-A-4002-PL HT F (912) Elevations Option 2-C1 (dated July 2021)
- LIT-BSL-F-XX-DR-A-4003-PL HT F (912) Elevations Option 1-C5 (dated May 2021)
- LIT-BSL-F-XX-DR-A-4004-PL HT F (912) Elevations Option 2-C5 (dated July 2021)
- LIT-BSL-F-XX-DR-A-4005-PL HT F (912) Elevations Option 1-F (dated May 2021)

Type G

- LIT-BSL-G-XX-DR-A-4001-PL HT G (1134) Elevations Options 1-C2 & 2-C2 (dated May 2021)
- LIT-BSL-G-ZZ-DR-A-3001-PL HT G (1134) Floor Plans Layout 1 (dated June 2021)

Type H

- LIT-BSL-H-ZZ-DR-A-3001-PL HT H (1338) Floor Plans Layout 1 (dated May 2021)
- LIT-BSL-H-XX-DR-A-4001-PL Rev A HT H (1338) Elevations Option 1-C (dated May 2021)
- LIT-BSL-H-XX-DR-A-4002-PL HT H (1338) Elevations Option 1-D (dated May 2021)

Type J

- LIT-BSL-J-ZZ-DR-A-3001-PL HT J (779) Floor Plans Layout 1 (dated May 2021)
- LIT-BSL-J-XX-DR-A-4001-PL HT J (779) Elevations Options 1-D & 2-D (dated May 2021)
- LIT-BSL-J-XX-DR-A-4002-PL HT J (779) Elevations Options 1-E & 2-E (dated May 2021)

Type K

- LIT-BSL-K-ZZ-DR-A-3001-PL HT K (1120) Floor Plans Layout 1 (dated Mat 2021)
- LIT-BSL-K-XX-DR-A-4001-PL HT K (1120) Elevations Option 1-D (dated Mat 2021)
- LIT-BSL-K-XX-DR-A-4002-PL HT K (1120) Elevations Option 2-E (dated Mat 2021)

Type L

- LIT-BSL-L-ZZ-DR-A-3001-PL Rev A HT L (809) Floor Plan Layout 1 & 2 (dated June 2021)
- LIT-BSL-L-XX-DR-A-4001-PL HT L (809) Elevations Options 1-A & 1-C1 (dated June 2021)
- LIT-BSL-L-XX-DR-A-4002-PL HT L (809) Elevations Option 2-C1 (dated June 2021)

Type P

- LIT-BSL-P-ZZ-DR-A-3001-PL HT P (1161) Floor Plan Layout 1 (dated June 2021)
- LIT-BSL-P-XX-DR-A-4001-PL HT P (1161) Elevations Options 1-C1 (dated June 2021)

Type Q

- LIT-BSL-Q-ZZ-DR-A-3001-PL Rev A HT Q (664) Floor Plan Layout 1 (dated June 2021)

- LIT-BSL-Q-XX-DR-A-4001-PL Rev A HT Q (664) Elevations Option 1-D (dated June 2021)

Apartment Block 1

- LIT-BSL-B1-ZZ-DR-A-2501-PL Rev A Block 1 Bin Cycle Store - Floor Plan & Elevations (dated July 2021)
- LIT-BSL-F1-ZZ-DR-A-3001-PL Rev A Flat Block 1 (F1) Ground Floor Plan (dated June 2021)
- LIT-BSL-F1-ZZ-DR-A-3002-PL Rev A Flat Block 1 (F1) First Floor Plan (dated June 2021)
- LIT-BSL-F1-ZZ-DR-A-3003-PL Rev A Flat Block 1 (F1) Second Floor Plan (dated June 2021)
- LIT-BSL-F1-ZZ-DR-A-3004-PL Flat Block 1 (F1) Roof Plan (dated June 2021)
- LIT-BSL-F1-XX-DR-A-4001-PL Flat Block 1 (F1) East & North Elevations (dated June 2021)
- LIT-BSL-F1-XX-DR-A-4002-PL Flat Block 1 (F1) West & South Elevations (dated June 2021)

Apartment Block 2

- LIT-BSL-B2-ZZ-DR-A-2502-PL Rev A Block 2 Bin Cycle Store - Floor Plan & Elevations (dated July 2021)
- LIT-BSL-F2-ZZ-DR-A-3001-PL Flat Block 2 (F2) Ground & First Floor Plans (dated June 2021)
- LIT-BSL-F2-ZZ-DR-A-3002-PL Flat Block 2 (F2) Second Floor & Roof Plans (dated June 2021)
- LIT-BSL-F2-XX-DR-A-4001-PL Flat Block 2 (F2) South & East Elevations (dated June 2021)
- LIT-BSL-F2-XX-DR-A-4002-PL Flat Block 2 (F2) North & West Elevations (dated June 2021)

Apartment Block 3

- LIT-BSL-B3-ZZ-DR-A-2503-PL Rev A Block 3 Bin Cycle Store - Floor Plan & Elevations (dated July 2021)
- LIT-BSL-F3-ZZ-DR-A-3001-PL Rev A Flat Block 3 (F3) Ground & First Floor Plans (dated June 2021)
- LIT-BSL-F3-ZZ-DR-A-3002-PL Rev A Flat Block 3 (F3) Second Floor & Roof Plans (dated June 2021)
- LIT-BSL-F3-XX-DR-A-4001-PL Flat Block 3 (F3) West & South Elevations (dated June 2021)
- LIT-BSL-F3-XX-DR-A-4002-PL Flat Block 3 (F3) East & North Elevations (dated June 2021)

Apartment Block 4

- LIT-BSL-B4-ZZ-DR-A-2504-PL Rev A Block 4 Bin Cycle Store - Floor Plan & Elevations (dated July 2021)

- LIT-BSL-F4-ZZ-DR-A-3001-PL Rev B Flat Block 4 (F4) Ground & First Floor Plans (dated June 2021)
- LIT-BSL-F4-ZZ-DR-A-3002-PL Rev A Flat Block 4 (F4) Second Floor & Roof Plans (dated June 2021)
- LIT-BSL-F4-XX-DR-A-4001-PL Flat Block 4 (F4) West & South Elevations (dated June 2021)
- LIT-BSL-F4-XX-DR-A-4002-PL Flat Block 4 (F4) East & North Elevations (dated June 2021)

Garages

- LIT-BSL-G1-ZZ-DR-A-2501-PL Twin Garage Eaves Front – Floor Plan & Elevations (dated July 2021)
- LIT-BSL-G2-ZZ-DR-A-2501-PL Twin Garage Gable Front – Floor Plan & Elevations (dated July 2021)
- LIT-BSL-G3-ZZ-DR-A-2503-PL Single Garage Eaves Front – Floor Plan & Elevations (dated July 2021)
- LIT-BSL-G4-ZZ-DR-A-2504-PL Single Garage Gable Front – Floor Plan & Elevations (dated July 2021)

Landscape Drawings prepared by *Richard Sneesby Landscape Architects*

Landscape planting zones

- Landscape Masterplan Planting Ref: 100 (dated 01.09.2022)
- Planting zones Ref 301 (dated 01.09.2022)
- Planting Zones North Ref: 311 (dated 01.09.2022)
- Planting Zones Northern Boundary Ref: 312 (dated 01.09.2022)
- Planting Zones Attenuation West Ref: 321 (dated 01.09.2022)
- Planting Zones Attenuation Central Ref: 322 (dated 01.09.2022)
- Planting Zones Attenuation East Ref: 323 (dated 01.09.2022)
- Planting Zones Phase 1 homes Ref: 331 (dated 01.09.2022)
- Planting Zones Phase 1 planting Ref: 361 (dated 01.09.2022)

Tree Plans

- Tree Planting Overview Ref: 350 (dated 01.09.2022)
- Tree Planting Zones North Ref: 351 (dated 01.09.2022)
- Tree Planting Zones Northern Boundary Ref: 352 (dated 01.09.2022)
- Tree Planting Zones Attenuation West Ref: 353 (dated 01.09.2022)
- Tree Planting Zones Attenuation Central Ref: 354 (dated 01.09.2022)
- Tree Planting Zones Attenuation East Ref: 355 (dated 01.09.2022)
- Tree Pit Staking Details Ref: 356 (dated 01.09.2022)
- Tree Planting Sections Ref: 505 (dated 07.07.2022)

Neighbourhood Equipped Area for Play

- NEAP Ref: 201 (dated 23.09.2022)

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

2. No development above damp proof course level within a phase of development shall take place until samples of materials to be used in the construction and finish of walls and roofs for the relevant phase have been made available on

site for the inspection and approved in writing by the Local Planning Authority. The samples must include sample panels measuring 1 metre by 2 metres of each principal facing material, which must include details of coursing, mortar mix and pointing. The sample panels must be retained on-site until they have been approved in writing by the Local Planning Authority. The development shall thereafter accord with the approved materials.

Reason: To safeguard the character of the locality.

3. No development above damp proof course level within a phase of development shall take place until a scheme showing details of all external vents, flues, soil and vent pipes and utility meter boxes and substations for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter accord with the approved scheme.

Reason: In order to ensure that the details are of sufficient standard and design quality.

4. Before each plot listed in this condition is first occupied the following windows shown on the relevant approved house type drawings shall be fitted with obscure glass and shall either be fixed shut or hung in such a way as to prevent the overlooking of immediately adjacent dwellings and shall thereafter be permanently retained as such:

- Plot 18 – east elevation
- Plot 81 – north elevation
- Plot 155 – north elevation
- Plot 168 – south elevation
- Plot 189 – north elevation
- Plot 170 – south elevation
- Plot 171 – north elevation
- Plot 199 – west elevation
- Plot 199 – east elevation
- Plot 187 – west elevation
- Plot 188 – east elevation
- Plot 221 – bathroom and en-suite rooms
- Plot 222 – bathroom and en-suite rooms
- Plot 225 – bathroom and en-suite rooms
- Plot 297 – south elevation
- Plot 257 – east elevation
- Plot 485 – south elevation
- Plot 459 – south elevation

If windows are not fixed shut, details of window hanging shall be submitted to and approved in writing by the Local Planning Authority prior to installation.

Reason: To preserve the amenity and privacy of occupiers of adjacent dwellings.

5. Dwelling plots 1, 400, 417, 418, 447, 463, 464 and 474 within 10m of the southern boundary of the site shall be constructed with high specification glazing and provided with alternative means of ventilation in accordance with Chapter 9 of the Environmental Statement (April 2016) submitted in association with WP/16/00253/OUT. The details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to the construction of the relevant plots above damp course level and thereafter the development shall be carried out and the measures permanently maintained in accordance with the approved details.

Reason: In the interests of residential amenity.

6. Notwithstanding the details shown on the Boundary Treatments Masterplan drawing (ref. LIT-BSL-ZZ-XX-DR-A-1423-PL), no development above damp proof course shall be carried out within a phase of development until details of the means of enclosure to the plot boundaries for each relevant dwelling and (where relevant) apartment block together with details of any frontage boundaries to provide privacy for occupants have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the proposed height and materials for the relevant phase. Masonry garden walls shall be provided on the boundary with Littlemoor Road unless otherwise first agreed in writing under the terms of this condition. Thereafter the dwellings and apartment blocks shall not be first occupied until the associated means of enclosure and boundary treatments have been provided in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure appropriate residential amenity in compliance with the Design Code.

- 7 Notwithstanding the details shown on the NEAP drawing ref. 201 dated 23 September 2022 and set out within the updated NEAP Overview, Specification and Maintenance/Management Plan dated September 2022, details of the following shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the NEAP: fencing; surfacing; and seating. Thereafter, the NEAP shall be constructed in accordance with the approved details and the play equipment specification detailed on the NEAP drawing ref. 201 dated 23 September 2022 and updated NEAP Overview, Specification and Maintenance/Management Plan dated September 2022 unless otherwise first agreed in writing under the terms of this condition

Reason: In order to ensure that the details are of sufficient standard and design quality.

8. Before the relevant phase of development hereby approved is first occupied or utilised the following associated junction works shall have been constructed to the agreed written specification of the Local Planning Authority: the western access junction serving Phases 1 and 2: and the eastern access junction serving Phases 3 and 4, as shown on Drawing refs. 2121 Rev PL02 and 2122 Rev PL02 that shall have been first submitted to and approved in writing by the Local Planning Authority.

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

9. External lighting shall be provided and operated in accordance with the Street Lighting Strategy (4270-LB-EX-XX-DR-E-7080-61 Rev P02 and 4270-LB-EX-XX-DR-E-7080-62 Rev P02).

Reason: To minimise light spill and associated disturbance in the interests of amenity and ecology.

10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no roof enlargement(s) or alteration(s) of the dwellinghouses on plots 227-229, 276-278, 306-312, 333-344, 351, 363 and 364 hereby approved, permitted by Class B and Class C of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

Reason: To protect the character of the area within AONB.

11. With the exception of preliminary works comprising site investigations, remediation, installation of services and construction site set up, details of the proposed finished floor levels of all buildings within a phase shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development within the relevant phase. The submitted levels details shall be measured against a fixed datum and shall show the existing and finished ground levels. Thereafter, the development of the relevant phase shall be carried out in accordance with the approved finished floor levels.

Reason: For the avoidance of doubt and in the interests of proper planning and to protect the character of the area within AONB.

Informative Notes:

1. Informative: National Planning Policy Framework Statement

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

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

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

In this case:

- The applicant was provided with pre-application advice.
- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

2. Informative: The applicant is reminded of the need to ensure all relevant conditions on the outline planning permission WP/16/00253/OUT are addressed.

3. Informative: This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated 4 December 2020 including obligations relating to affordable housing, financial contributions towards community infrastructure, open space provision, play space and crossings over Littlemoor Road.

4. Informative: The highway improvement(s) 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 will 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. The applicant should contact Dorset Council's Development team. They can be reached by email at dli@dorsetcc.gov.uk, or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.

5. Informative: Street Naming and Numbering

Informative: The Council is responsible for street naming and numbering within our district. This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering

Application Number:	P/FUL/2022/03801
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Weymouth Angling Society, Commercial Road Weymouth DT4 8NF
Proposal:	Erect extension to form cellar
Applicant name:	Mr Tucker
Case Officer:	Charlotte Loveridge
Ward Member(s):	Cllr Orrell

1.0 This application has been brought to committee for determination as Dorset Council is the landowner.

2.0 Summary of recommendation:

Grant planning permission subject to conditions.

3.0 Reason for the recommendation:

- 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
- The location is considered to be sustainable with policy SUS2 of West Dorset, Weymouth & Portland Local Plan (2015) providing in principle support for this scheme and the proposal is acceptable in its design and general visual impact.
- No harm is caused to the Weymouth Town Centre Conservation Area and the Conservation Area is preserved by virtue of the modest scale & matching appearance of the cellar extension in accordance with policy ENV4 of the West Dorset, Weymouth & Portland Local Plan (2015) and guidance at paragraphs 199 to 208 of the NPPF (2021).
- There is not considered to be any significant harm to neighbouring residential amenity.
- The applicant has demonstrated the scheme will not result in significant flooding of the site or significantly change the flow of water resulting in increased flooding of the surroundings.
- There are no material considerations which would warrant refusal of this application

4.0 Key planning issues

Issue	Conclusion
Principle of development	Located within the Weymouth DDB and therefore supported by policy SUS2 of the West Dorset, Weymouth & Portland Local Plan (2015). Policy COM4 (Improved local recreational facilities) of the West Dorset, Weymouth & Portland Local Plan (2015) also supports the scheme in principle.
Scale, design, impact on character and appearance	The scale of the extension and use of matching materials ensures the extension is modest and appropriate and has a positive impact on visual amenity in character with the existing building in accordance with policy ENV12 (Design & Positioning) of the West Dorset, Weymouth & Portland Local Plan (2015). The Weymouth Town Centre Conservation Area is preserved with no harm to its character and appearance in accordance with policy ENV4 (Heritage assets).
Impact on amenity	Amenity impact is neutral given no neighbours to the site and the extension is small scale & in matching materials.
Impact on landscape or heritage assets	<p>Wider landscape is protected given the single storey nature & limited increase in floor area provided by the extension.</p> <p>No harm to the significance of the Weymouth Town Centre Conservation Area (designated heritage asset) is created and overall the Weymouth Town Centre Conservation Area is preserved in accordance with policy ENV4 (Heritage assets) of the West Dorset, Weymouth & Portland Local Plan (2015).</p>
Economic benefits	Short terms benefits from construction employment.
Access and Parking	The extension will not intensify use of the site or change access/parking arrangements.
Flooding	Submitted FRA details flood prevention measures.

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5.0 Description of Site

The existing building provides a social club for Weymouth Angling Society and sits on its own on a flat paved pedestrian area, immediately adjacent to the marina part of Weymouth Harbour, on the west side of Commercial Road and immediately south of Harbourside car park. The site is within the Weymouth Town Centre Conservation Area and the defined development boundary.

The social club is not listed or of heritage value, is single storey and constructed of brick, concrete tiles and UPVC fenestration. The porch area on the south elevation (to be extended) is topped with a GRP roof (which is to be matched).

The site sits opposite commercial units, car parking and at a distance, flats.

6.0 Description of Development

This application seeks to erect an extension to the front porch area (South elevation) of the existing social club to extend the existing cellar facilities by 5m². The proposed extension will be on the east facing side of the porch and will be finished in matching materials to the porch (brick, GRP and UPVC). Unlike the existing cellar which is accessed internally, the cellar extension will have an external access door. The existing a.c. unit/extract will be resited to the new east wall of the cellar extension. The extension measures 2.06m wide by 2.51m depth and 3.22m high.

7.0 Relevant Planning History

None

8.0 List of Constraints

SUS2; Defined Development Boundary; Weymouth

WEY2; Town Centre and Commercial Road Area; Commercial Road Area

ENV 4; Conservation Area; Town Centre Conservation Area

WEY 1; Weymouth Town Centre Strategy; Weymouth Town Centre

ECON4; Town Centre Areas; Weymouth

Landscape Character; Urban Area; Weymouth Urban Area

Neighbourhood Area; Name: Weymouth; Status Designated 18/05/2020;

Risk of Surface Water Flooding Extent 1 in 1000

Areas Susceptible to Groundwater Flooding; Superficial Deposits Flooding; >= 50% <75%;

Dorset Council Land (Freehold): DT325612 - Reference 60140

Nature Fleet (UK11012);al England Designation - RAMSAR: Chesil Beach & the
Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076);
Site of Special Scientific Interest (SSSI) (400m buffer): Radipole Lake;

Main River Consultation Zone

Flood Zone 3

Flood Zone 2

Within the Weymouth Town Centre Conservation Area (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990).

9.0 Consultations

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

Consultees

1. **Highways** – No objection.
2. **Weymouth Town Council** – No objection.
4. **Asset & Property Team** – No comment.

Representations received

None.

10.0 Relevant Policies

West Dorset Weymouth and Portland Local Plan 2015

10.1 So far as this application is concerned the following policies of the Local Plan are considered to be relevant:

- INT1 - Presumption in favour of Sustainable Development
- ENV1 - Landscape, seascape & sites of other geological interest
- ENV2 - Wildlife and habitats
- ENV4 – Heritage assets
- ENV5 – Flood risk
- ENV10 - The landscape and townscape setting
- ENV 12 - The design and positioning of buildings
- ENV 16 – Amenity
- SUS2 - Distribution of development
- COM4 – New or improved local recreational facilities

- COM7 - Creating a safe & efficient transport network

Neighbourhood Plans

- 10.2 Weymouth Neighbourhood Plan - In preparation – limited weight applied to decision making.

Other Material Considerations

- 10.3 Supplementary Planning Documents/Guidance
- Weymouth & Portland Urban Design (2002)
 - Landscape Character Assessment (Weymouth & Portland)
 - Weymouth – Town Centre Conservation Area Appraisal adopted December 2012

National Planning Policy Framework (2021)

- 10.4 So far as this application is concerned the following sections and paragraphs are considered relevant;

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Relevant NPPF sections include:

- Section 4. Decision taking: 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...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.
- Section 8. 'Promoting healthy and safe communities', paragraph 93. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 126 – 136 advise that: The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 16 'Conserving and Enhancing the Historic Environment' - When considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199). The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 203).

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.

The proposed development is on level ground and has step-free access with a 1.19m wide doorway and it is considered that given the type and nature of the development proposed it would have no adverse impact on people with protected characteristics.

13.0 Financial benefits

Short term construction employment.

Long term efficient operation of the Social Club.

14.0 Climate Implications

Ability to store more at the Social Club, less deliveries.

15.0 Planning Assessment

Principle of Development:

Having regard to its location within the defined development boundary for Weymouth, this scheme is supported in principle by policy SUS2 of the West Dorset, Weymouth & Portland Local Plan (2015). Policy COM4 (Improved local recreational facilities) of the West Dorset, Weymouth & Portland Local Plan (2015) also supports the scheme in principle as an extension (and improvement) to a recreational facility subject to criteria. The small cellar extension will not undermine the commercial viability of other nearby community facilities as it will only enlarge storage facilities on site. Therefore, the scheme complies with the criteria of policy COM4.

Impact on amenity:

There are no immediate neighbours to the site and therefore, residential amenity is protected in accordance with policy ENV16 (amenity) of the West Dorset, Weymouth & Portland Local Plan (2015).

The extension is modest/small scale, in matching materials, well sited over an existing paved area, well related to the main building and is proposed to upgrade cellar capacity at the social club to the benefit of users. Its appropriate design, scale, finish and appearance ensure this proposal is acceptable in visual amenity & street scene impact terms and therefore complies with policy ENV12 (Design & Positioning) of the West Dorset, Weymouth & Portland Local Plan (2015).

Impact on designated heritage assets:

The limited scale, matching materials and appropriate siting of the cellar extension all ensure that no harm is created to the Weymouth Town Centre Conservation Area and the Conservation Area overall is preserved in accordance with policy ENV4 (Heritage assets) of the West Dorset, Weymouth & Portland Local Plan (2015) and paragraph 199 of the NPPF (2021).

The nearest listed building is The White Hart Public House (Grade II*) whose west facing gable wall can be briefly seen down a long passageway between two large scale commercial units from the east wall of the Social Club. The new extension will not be within this shared view given its location on the south side of the building and therefore, even though appropriately designed in any case, this scheme raises no harm to the setting of that designated heritage asset.

Impact on flooding:

The site does fall within flood zone 3 given its proximity to the marina. However, given the nature and the very limited scale of the extension, it is considered that this proposal will not result in increased flooding of the site, surrounding area or increase risk to human life. The proposal is not required to be subject to the sequential and exception tests as it is minor development as set out in the planning practice guidance.

Flood resilience measures have been outlined at paragraph 9.2 of the submitted Flood Risk Assessment with the applicant having taken necessary steps to ensure that where possible, the cellar extension will be future proofed from existing/future flooding.

As such, the scheme complies with policy ENV5 (Flood Risk) of the West Dorset, Weymouth & Portland Local Plan (2015) and guidance at paragraph 167 of the NPPF (2021).

Impact on SSSI (Radipole Lake and Chesil & Fleet):

The proposed scheme will not result in additional residential occupation or recreational pressures within the buffer zones of both of the identified SSSI (Radipole Lake) or SAC/SPA/RAMSAR site (Chesil & Fleet). Given the limited scale of the extension and intended use, it is considered this scheme will have no impact on the special features/habitats/biodiversity of the protected sites and is acceptable in accordance with policy ENV2 (Wildlife & habitats) of the West Dorset, Weymouth & Portland Local Plan (2015).

Impact on highway safety:

No objections have been received from the Highways team. The scheme will not result in intensification of the use of the site or change access/parking arrangements currently in place. Therefore, policy COM7 of the West Dorset, Weymouth & Portland Local Plan (2015) is satisfied and complied with.

16.0 Conclusion

Having regard to its appropriate siting, design, matching materials, overall modest scale and the employment of flood resilience measures; the cellar extension has an acceptable impact on amenity, flooding, protected SSSI and habitats sites and highway safety. The scheme will also result in no harm to the Weymouth Town Centre Conservation Area with the Conservation Area preserved overall in accordance with policy ENV4 (Heritage assets) of the West Dorset, Weymouth & Portland Local Plan (2015) and paragraph 199 of the NPPF (2021).

17.0 Recommendation

Grant planning permission, subject to conditions:

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

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

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

2904: 405/001 Rev A

2904: 405/003 Rev A

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

3. Prior to first use of the cellar extension hereby approved, the flood resilience measures as outlined at paragraph 9.2 of the Flood Risk Assessment shall have been installed/carried out and thereafter shall be retained.

Reason: To ensure the approved extension remains resilient to existing/future flooding.

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Application Number:	P/FUL/2021/04548
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Waitrose and Partners 42-44 West Street Bridport DT6 3QP
Proposal:	Removal of existing boundary and internal walls, and creation of 6 no. parking spaces for home delivery vans and associated electric charging points, 2 no. customer collection parking spaces and 2 no. taxi waiting spaces. Erection of free standing canopy in loading bay area, replacement trolley and staff shelters and associated development including boundary treatments and access.
Applicant name:	Waitrose Ltd
Case Officer:	Tim Marsh
Ward Member(s):	Cllr Bolwell; Cllr Clayton; Cllr Williams

1.0 This application has been brought to committee for determination as part of the application site is owned by Dorset Council.

2.0 Summary of recommendation:

REFUSE for the following reason:

Contrary to Policy ENV4 of the West Dorset Weymouth and Portland Local Plan 2015 and Section 16 (Paragraphs 199, 200 & 202) of the National Planning Policy Framework 2021 the proposed development would result in less than substantial harm to the character, appearance and significance of the Bridport Conservation Area that is not outweighed by any public benefit owing to the unnecessary and excessive use of close boarded fencing, which appears overly tall, basic/utilitarian in its finishing material and as a fortifying modern enclosure overall. It will result in the loss of existing historic walls that mark the boundaries of burgage plots identified in the Conservation Area Appraisal for Bridport as historically significant. The proposed development would detract from the local character, neither preserving or enhancing the Bridport Conservation Area and for the reasons above adversely impact on the public realm contrary to Policies ENV10 and ENV12 of the West Dorset, Weymouth and Portland Local Plan (2015), the National Planning Policy Framework (2021) and Policies HT2 and D8 of the Bridport Neighbourhood Plan (2020).

3.0 Reason for the recommendation:

The proposal would result in less than substantial harm to the character and appearance of the Bridport Conservation Area, which would not be outweighed by any public benefit.

4.0 Key planning issues

Issue	Conclusion
Principle of development	The proposed development is supported in principle under relevant planning policies that encourage development of previously developed land in sustainable locations, particularly those that support the role of town centres.
Character, appearance and impact on heritage assets	The potential public benefits of the proposal do not outweigh the harm that it would cause to the Conservation Area, particularly when it would be possible to reduce that harm to a potentially acceptable level by removing all proposed close boarded fencing and retaining more of the historic burgage wall.
Amenity	The proposals would have an acceptable impact on the living conditions of neighbours subject to management and mitigation measures that could be conditioned to ensure that potential disturbances from the proposed development are kept to acceptable levels.
Economic benefits	The proposals would improve the viability of an anchor store / business in Bridport Town centre.
Access and Parking	The application is supported by an acceptable Transport Statement and the Highway officer has no objection and as such the proposals are acceptable in terms of highway safety.

5.0 Description of Site

- The site is flat, approximately 350 sqm in size and falls within Bridport Town Centre and its Conservation Area. The site is also within the DDB.
- The site comprises of an existing rear service yard to the Waitrose food store including a partly walled area of land owned by Dorset Council formerly used as a car park, and part of the adopted highway.
- Access is currently obtained via Rope Walks, accessed from West Street via Tannery Road and St Michael's Lane. The food store is immediately to the north with its main customer entrance on West Street.

- A customer pedestrian route links to the Rope Walks public car park which forms the site's southern boundary.
- An unnamed road runs along its western boundary northwards and provides access to the rear of existing retail premises on West Street. The site's eastern boundary is adjacent to unnamed road that provides access to the rear of existing commercial premises.
- There is a mix of surrounding uses including retail, commercial, community, and residential and car parks and a variety of built form, including several listed buildings.

6.0 Description of Development

Full planning permission is sought for:

- Demolition of existing brick/stone walls in the centre of the site to accommodate 6no. home delivery van spaces and 2no. associated electric charging points and Armco safety barrier.
- A new free-standing polycarbonate canopy to provide cover in the loading area.
- Replacement of an existing trolley shelter along the eastern boundary with polycarbonate panels and powder coated metal framework, and new paving to match existing in addition to a replacement staff shelter.
- A range of boundary works/treatments including railing removal and installation of new close boarded timber fencing to provide screening along the eastern, western, and southern boundaries, and removal of /replacement of bollards.
- Along the southern boundary, the creation of 2no. customer collection spaces and 2no. taxi waiting spaces accessed from Rope Walks.
- Dropped/flush kerbs, road markings, and a new footpath running to the rear of the taxi/customer spaces to link up to the existing pedestrian route to the Waitrose food store.

7.0 Relevant Planning History

The following applications to upgrade and extend the store have been approved since 1984:

- 1984 - "Erect extension to supermarket. Make alterations to shopfront" (LPA Ref: 1/W/84/751).
- 1992 – "Erect new canopy and entrance screen" (LPA Ref: 1/W/92/000032).
- 1997 – "Retention of 1no. louvered extractor unit and 2 roof mounted fans serving the existing plantroom" (LPA Ref: 1/W/97/127).
- 1999 – "Internal refurbishment of store, replace refrigeration plant on roof and erect new store building and plant room to rear of store" (LPA Ref: 1/W/1999/405).
- 2003 – "Erect canopies above side entrance" (LPA Ref: 1/W03/001410).
- 2007 – "Install ATM" (LPA Ref: 1/W/07/001075).

- 2009 – “New mechanical & refrigeration plant on roof including 2 condensing units & 1 heat pump & 1 AC unit” (LPA Ref: 1/D/09/000334). Later that year, permission was also granted for “Block up side doorways. Replace entry doors. New trolley bay. New roof access ladder & guard rail. Replace fascia & shop fronts” (LPA Ref: 1/D/09/000344).

8.0 List of Constraints

Within the Bridport Conservation Area (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990)

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)

NE - SSSI (5km buffer): West Dorset Coast ;

NE - SSSI (5km buffer): Burton Bradstock ;

NE - SSSI (5km buffer): Peashill Quarry ;

9.0 Consultations

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

Consultees

1. Highways

In reference to the amended plan submission received 4th April 2022, following the requested amendments, the Highway Authority considers that the proposal does not present a material harm to the transport network or to highway safety and consequently has no objection subject to a manoeuvring, parking and loading areas condition.

2. Conservation Officers

- The proposal to erect a 2.4m close boarded fence around the majority of the site is fundamentally at odds with the historic character of Bridport town centre. Close boarded fencing is an inferior boundary treatment, most commonly suited and found in suburban settings/housing estates. Furthermore, the height of the fencing, taken with its substandard appearance will create a highly negative and prominent impact in an otherwise open area within a historic market town.

- The nature of this development would not establish a sense of safety for the community. High fencing such as this would create an austere and unforgiving impact, reducing visibility and creating a more oppressive feel to the area. The use of standard commercial security lighting would not overcome this impact in dark evenings/winter months.
- The visual harm to the historic environment would also be compounded by the extent of polycarbonate roofing and panels that would also be visible across the public realm. The use of such poor quality materials in such an open and prominent site within the Conservation Area will create significant harm, this contravenes the NPPF Paragraphs 190 and 206. The implications of erecting attractive low boundary walls with more suitable fencing above, would not be so extreme as to warrant the development unviable.
- The loss of all historic burgage plot walls, the inability to plan the site around these walls or enable the demarking of the locations in situ to be plotted in such a way as to be publicly visible, is an issue of concern that has been raised from the outset. No plans have been provided showing how or where the demarking is to be carried out and with what materials. Furthermore, the request that more superior materials be used for pedestrian/taxi/parking areas appears to have been discounted. Substandard surfacing materials still seem to be proposed.
- Historic brickwork and stone could be salvaged and incorporated within new boundary structures. Good quality brick and lime mortar could be used to greatly enhance the character of the area and shield the more utilitarian services and vehicles. Whilst the agreed public notice board has been one concession of the applicants, this in itself does not overcome the degree of harm that this development would create.
- The lack of any proper investment to the site will exacerbate the negative impact of the car park. The materials, being substandard will age poorly and require regular maintenance and upkeep or be left to further erode the quality of the conservation area and setting of heritage assets. The use of attractive, natural and quality materials would enable durability and less maintenance in the future, also enabling the site to settle well and enhance the area for the future.
- Extensive comments and suggestions have been offered to the applicants over the term of this application. These should have been given at a pre-application stage, but it appears that a standard commercial approach is fixed. 'Public gain' may be considered to outweigh any adverse impact to the historic environment, however we would argue that the 'public gain' in terms of parking and home deliveries is *not* considered superior to the public realm and community's sense of safety, place and provenance. The historic environment offers a different but

important 'public gain'. It effects people's appreciation of the past, their sense of place, how they relate to that space and also people's sense of well-being. It is therefore argued that the development would create a significant public loss in that regard.

3. Bridport Town Council

- Support, subject to the recommendation of the Highway Authority being incorporated.

Further comments were received from the Town Council:

- The Conservation Officer's assessment appears to focus in fine detail on heritage issues, with little or no consideration of the wider public benefits that might accrue. The only references to public gain are in terms of parking and home delivery, and with no mention of EV charging, 'click and collect' facilities, the generally improved condition of the area, the heritage interpretation offered, and securing the future viability of Bridport town centre. In more detail:
 - Whilst the NPPF is quoted in objection by the CO, NPPF paras 38, 81, and 86, all supporting economic viability, are not considered.
 - The applicant's reference to the future viability of Waitrose in Bridport (para 1.5 of the Planning & Heritage Statement), and the significant wider implications for Bridport town centre, are not referenced at all.
 - The importance of 'click and collect' to the viability of retail outlets is not considered.
 - Nor is there any acknowledgement of the proposed EV charging points and their (limited but nonetheless important) contribution to addressing future charging capacity and the climate crisis.
 - There is no consideration of the viability of retaining the heritage assets identified.
 - The CO offers an alternative location in Rope Walks Car Park, with no recognition of the practical viability of this idea, its failure to incorporate all of the proposals made in the application, and the fact that this site is currently identified as a town centre expansion site in the Local Plan.
 - The positive impact of providing taxi facilities at the rear of Waitrose to reduce pressure on West Street is not mentioned.

The Town Council considers that the lengthy heritage analysis should be accompanied by a similarly detailed assessment of these aspects, in order for the matter to be resolved in a balanced way.

4. Environmental Health

- No objections to this application.

Representations received

None

10.0 Relevant Policies

Development Plan

Adopted West Dorset and Weymouth & Portland Local Plan:

- INT1 - Presumption in favour of Sustainable Development
- ENV1 - Landscape, seascape & sites of other geological interest
- ENV4 - Heritage assets
- ENV10 - The landscape and townscape setting
- ENV 12 - The design and positioning of buildings
- ENV 16 - Amenity
- SUS2 - Distribution of development
- ECON 4 - Retail and Town Centre Development
- COM7 - Creating a safe & efficient transport network
- COM9 - Parking provision

Adopted Bridport Area Neighbourhood Plan:

- Policy CC2 - Energy and Carbon Emissions
- Policy AM1 - Promotion of Active Travel Modes
- Policy AM2 - Managing Vehicular Traffic
- Policy HT1 – Non-Designated Heritage Assets
- Policy HT2 - Public Realm
- Policy COB1 - Development in the Centre of Bridport
- Policy D5 - Efficient Use of Land
- Policy D8 – Contributing to the Local Character

Material Considerations

National Planning Policy Framework (2021):

Paragraph 11 - presumption in favour of sustainable development.

Paragraph 38 - Local planning authorities should 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.

- Section 6 'Building a strong, competitive economy'.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places'. In particular, and amongst other things, Paragraphs 126 – 136 which advise that: The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and

wider area development schemes. Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'
- Section 16 'Conserving and Enhancing the Historic Environment'- When considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199).

Other material considerations

WDDC Design & Sustainable Development Planning Guidelines (2009)

Bridport Conservation Area Appraisal adopted January 2003

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 as follows: the proposed increased provision for home delivery services is likely to be beneficial to those who are unable to undertake their weekly shop in store; new flush kerbs are proposed as part of the new tarmac pavement and customer collection area at the rear of the

store which includes tactile paving. These measures should enhance access to the store for members of the public with visual and mobility impairments.

13.0 Financial benefits

To provide physical improvements to the service yard of an existing food store to improve the efficiency of its operation and service to its customers.

14.0 Climate Implications

The provision of 2 new charging points for electric vehicles will make a small contribution towards addressing the adverse impacts of climate change by facilitating greater use of zero emission vehicles.

15.0 Planning Assessment

Principle of development

The site falls within the defined development boundary of Bridport where Local Plan policy SUS2 states that development proposals will normally be permitted, subject to consideration against other Local Plan policies. Local Plan policy ECON4 i) states that development proposals for retail and town centre development should be appropriate in type and scale to the particular centre and its catchment population. As a development that would improve an existing retail facility in a town centre location the proposals are considered to be in general accordance with these requirements. In seeking to optimise the use of an existing previously developed site for a supermarket that serves the needs of the local community they also accord in principle with Local Plan Policy ENV15 and Neighbourhood Plan policy D5 which both seek to ensure efficient and appropriate use of land, and paragraph 86 of the NPPF which encourages development that supports the role of town centres.

However, there are key requirements of other policies as set out below that need to be taken into account in establishing the overall acceptability of the proposals.

Character, appearance and impact on heritage assets

Local Plan policy ENV4 states, inter alia, that development should conserve and where appropriate enhance the significance of designated Heritage Assets and that any harm to the significance of a designated or non-designated heritage asset must be justified with applications being weighed against the public benefits of a proposal; if it has been demonstrated that: all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset, and; if the works proposed are the optimum required to secure the sustainable use of the asset.

The part of the Conservation Area in which the site is situated is currently blighted by a mass of parking provision, utilitarian service buildings and structures. However existing historic walls on the application site mark the boundaries of burgage plots identified in the Conservation Area Appraisal for Bridport as historically significant. Several other masonry walls in the area similarly mark the presence of historic burgage plots and whilst they may not be in good condition or complete in their form/length, the Conservation Officer has confirmed that they are heritage assets worthy of protection. Whilst the walls are not specifically listed within the Bridport Area Neighbourhood Plan Locally Valued Non Designated Heritage Assets List or are formerly listed, they are clearly of some heritage value that identifies the historic plot/settlement pattern (again as mentioned within the Bridport Conservation Area Appraisal as an element where development needs to be controlled or sensitively enhanced).

In terms of potential public benefits, the applicant asserts that the development will enable Waitrose to provide a more efficient offer, providing space for 6 no. home delivery vehicles, electrical charging points and associated covered loading area in conjunction with existing servicing arrangements, and that the increased provision of home delivery van parking will have the principal benefit to Waitrose of reducing the amount of customers using cars to access the store while still retaining their custom. They also suggest that the uplift in home delivery service provided by the increase in van parking offsets the demand for customers to use the main car park and reflects the current online shopping trend.

The application proposals include the removal of all the historic walls on the site and although these are in a poor state of repair, it does not follow that their loss is outweighed by the potential benefits of the scheme. On the contrary in accordance with the provisions of Policy ENV4 and Section 16 of the NPPF and related policies in the Neighbourhood Plan, provision should be made to incorporate and retain as much of them as possible to ensure that their contribution to the Conservation Area is maintained and that opportunities are taken to enhance their heritage value.

From the outset of consideration of the application concerns were raised regarding the adverse impact of the proposed close boarded fencing on the street scene and the Conservation Area. This change is one of the following four issues that the applicant has been advised need to be addressed in order for the proposal to be supported at officer level:

1. All proposed close boarded fencing on-site needs to be replaced with low brick wall in traditional material, including utilising the existing inner brick walls where feasible.
2. Inclusion of a signage plaque denoting the history of the site, alongside the demarcation of the original burgage plot.
3. 'Making good' the site's far eastern boundary wall adjacent to the pedestrian route.
4. Full details including demolition works, material samples, and the scale/finish/method of fixing for the proposed plaque (which could be addressed by means of a suitably worded planning condition).

With regards to these requirements the applicant has set out their position to each of the above points as follows:

Point 1

The client team has now undertaken an extensive internal review of the feasibility of replacing all the proposed close boarded fencing on-site with low brick walls in traditional material, including utilising where possible, the existing inner central brick walls. This review includes a site inspection of the inner walls by Hurst Peirce + Malcolm LLP to determine their suitability for reuse. Accordingly, due to their existing state and condition, there is unfortunately unlikely to be an insufficient amount of reusable brick for the proposals to meaningfully utilise and it will be hard to match other material to make up the shortfall. Together with the financial costs of implementing the construction methods required for the new traditional walls, this request therefore presents a significant challenge and does not allow for a deliverable project (that as you know is also subject to a separate commercial deal with Dorset Council's Estates Team).

Point 2

The proposals shall include an on-site signage plaque to inform the community and visitors to Bridport of the history of the area and the site's former buildings and function, alongside demarcating the original burgage plot.

Point 3

Whilst it was hoped that the far eastern boundary wall adjacent to the pedestrian route could be restored, it has subsequently been confirmed that this wall falls beyond the Applicant's site ownership. These boundary works are therefore not possible to undertake.

Point 4

Pre-commencement planning conditions are suggested for: Demolition Works, External Material Use, Boundary Enclosures, and a Heritage Notice Plaque and Plot Linings.

As far as it has been possible, our client has now sought to fully address these four remaining heritage related requests. To ensure Waitrose is able to continue meeting both operator and customer requirements and demand, the proposed works to the rear of the store however continue to remain necessary, with the substantial wider public benefits still considered to weigh positively in favour of the works, taking into account any considered substantial/ less than substantial harm on Bridport Conservation Area and listed buildings within the vicinity. This includes, but is not limited to, immediately delivering an improved public realm environment, and enabling the Waitrose store in the longer term to remain a key anchor in supporting the vitality and viability of Bridport Town Centre as well as the local community, including facilitating linked trips and support for other shops and services as

envisaged by the planning policy. When considered against the alternative context of the 'Do Nothing' approach, these public benefits in our view remain an important key planning material consideration.

The Conservation Officer has responded to the above as follows:

Setting aside the issue of demolishing all that remains of the burgage plot walls, the concerns raised at the outset over the expanse of close boarded fencing proposed have still not been addressed and overcome.

It was previously agreed by the agent that the extent of close boarding fence would be reduced. The proposal to erect a 2.4m close boarded fence around the majority of the site is fundamentally at odds with the historic character of Bridport town centre. Close boarded fencing is an inferior boundary treatment, most commonly suited and found in suburban settings/housing estates. Furthermore, the height of the fencing, taken with its substandard appearance will create a highly negative and prominent impact in an otherwise open area within a historic market town. The nature of this development would not establish a sense of safety for the community. High fencing such as this would create an austere and unforgiving impact, reducing visibility and creating a more oppressive feel to the area. The use of standard commercial security lighting would not overcome this impact in dark evenings/winter months. The visual harm to the historic environment would also be compounded by the extent of polycarbonate roofing and panels that would also be visible across the public realm.

The use of such poor quality materials in such an open and prominent site within the Conservation Area will create significant harm, this contravenes the NPPF Policy 190 specifically:

C) the desirability of new development making a positive contribution to local character and distinctiveness (reinforced in Policy 197); and d) opportunities to draw on the contribution made by the historic environment to the character of a place.

Policy 206 further adds:

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

This policy therefore suggests that proposals that do not preserve or better reveal the significance of the area should not be supported.

The NPPF is also clear that where proposed development would cause significant harm to a designated heritage asset, the application should be refused – unless significant public benefits would justify that harm or loss. In Conservation terms, the harm that would be created is not outweighed by any public benefit. There is a substantial car park located to the rear of Waitrose

with plenty of customer/taxi parking provided meaning that the extent of new parking required could be significantly reduced and the evidence of historic burgage plots significantly enhanced.

The cost implications of erecting attractive low boundary walls with more suitable fencing above, would not be so extreme as to warrant the development unviable. Waitrose is a successful nationwide supermarket specialising in high end goods. The designated historic settings of some of their premises necessitates a higher quality of material and design. Budgets should therefore reflect these requirements when new stores are established.

The loss of all historic burgage plot walls, the inability to plan the site around these walls or enable to the demarking of the locations in situ to be plotted in such a way as to be publicly visible, is an issue of concern that has been raised from the outset. No plans have been provided showing how or where the demarking is to be carried out and with what materials. Furthermore, the request that more superior materials be used for pedestrian/taxi/parking areas appears to have been discounted. Substandard surfacing materials still seem to be proposed.

Historic brickwork and stone could be salvaged and incorporated within new boundary structures. Good quality brick and lime mortar could be used to greatly enhance the character of the area and shield the more utilitarian services and vehicles. Whilst the agreed public notice board has been one concession of the applicants, this in itself does not overcome the degree of harm that this development would create. The lack of any proper investment to the site will exacerbate the negative impact of the car park. The materials, being substandard will age poorly and require regular maintenance and upkeep or be left to further erode the quality of the conservation area and setting of heritage assets. The use of attractive, natural and quality materials would enable durability and less maintenance in the future, also enabling the site to settle well and enhance the area for the future.

Conclusion

Extensive comments and suggestions have been offered to the applicants over the term of this application. These should have been given at a pre-application stage, but it appears that a standard commercial approach is fixed. 'Public gain' may be considered to outweigh any adverse impact to the historic environment, however we would argue that the 'public gain' in terms of parking and home deliveries is not considered superior to the public realm and community's sense of safety, place and provenance. The historic environment offers a different but important 'public gain'. It effects people's appreciation of the past, their sense of place, how they relate to that space and also people's sense of well-being. It is therefore argued that the development would create a significant public loss in that regard.

NPPF paragraph 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should

be given to the asset conservation, irrespective of the level of harm to that significance. Paragraph 200 adds that any harm to that significance should require clear and convincing justification. Paragraph 202 requires that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The proposals have been assessed thoroughly under the provisions of Local Plan Policy ENV 4 and Section 16 of the NPPF accordingly and the planning officer agreed with the Conservation Officer that the height of the fencing, taken with its substandard appearance would create a highly negative and prominent impact in an otherwise open area within a historic market town and that there is no clear and convincing justification for the harm that the proposal would have on the character and appearance of the Conservation Area. In particular the potential public benefits of the proposal do not outweigh the harm that it would cause to the Conservation Area when it would be possible to reduce that harm to a potentially acceptable level by removing all proposed close boarded fencing and retaining more of the historic burgage wall.

Impact on amenity

Local Plan Policy ENV16 requires that development should not have a significant adverse effect on living conditions, generate levels of activity that would detract significantly from the character and amenity of the area, or result in unacceptable level of pollution.

With regards to these requirements the applicant states that there would be no increase in the number or frequency of HGV movements, with home delivery operations continuing to occur between the hours of 0700 and 2200 Monday to Sunday. It is also stated that there would be no significant adverse effect on the privacy and daylight/sunlight levels of neighbouring properties owing to preventative measures that include: the service area being located further away from existing residential properties, with the new service route to comprise smooth tarmac reducing rolling noise from dollies used to manoeuvre stock, and because existing close boarded timber fencing and gardens already provide screening along its boundaries such that there would be no significant adverse effect on the privacy and daylight/sunlight levels within these properties as a result of the proposals.

The application is also supported by a Noise Impact Assessment, and the Environmental Protection Officer has not raised any concerns, although this is on the basis that new close boarded timber fencing is provided along the site's boundaries, which for the reasons set out above is considered to be unacceptable on heritage / design grounds.

Notwithstanding this should the application be approved, management and mitigation measures detailed in the application could be conditioned to ensure that noise from activities taking place within the proposed development would be kept to acceptable levels.

Access and Parking

The application is supported by a Transport Statement, key points of which are: the increase in home delivery van movements would be offset by a reduction in demand from customers using the Rope Walks car park; vehicle tracking confirms that the proposals will operate effectively; a Stage 1 Road Safety Audit has not raised any significant concerns relating to highway safety; loading and unloading of vehicles associated with the food store would continue to take place within its curtilage, and not from the adjoining public highway; the proposals provide an opportunity to formalise the store's on-site parking within a currently restricted service yard area, in turn improving the efficiency and safety of vehicle, pedestrian and goods movements; sufficient on-site parking provision for home delivery vans, customer collections, and taxi waiting spaces would avoid potential overspill parking on the highway/within the public car park opposite; new footpaths, dropped kerbs and tactile paving would result in improved accessibility and connectivity for all users; electric charging points on-site to serve Waitrose's home delivery vans would reduce carbon emissions, home delivery service taking multiple deliveries on each journey would be likely to reduce the number of customer vehicles visiting the store during peak hours.

Following revisions to the scheme the Highway officer has no objection subject to a manoeuvring, parking and loading areas condition. In light of the above the proposals are considered to be acceptable in terms of highway safety and to accord with the relevant provisions of Local Plan policies COM7 and COM9.

16.0 Conclusion

The potential "public" benefits of the proposal do not outweigh the harm that it would cause to the Conservation Area, particularly when it would be possible to reduce that harm to a potentially acceptable level by removing all proposed close boarded fencing and retaining more of the historic burgage wall.

17.0 Recommendation

Refuse permission for the reason set out below:

Contrary to Policy ENV4 of the West Dorset Weymouth and Portland Local Plan 2015 and Section 16 (Paragraphs 199, 200 & 202) of the National Planning Policy Framework 2021 the proposed development would result in less than substantial harm to the character, appearance and significance of the Bridport Conservation Area that is not outweighed by any public benefit owing to the unnecessary and excessive use of close boarded fencing, which appears overly tall, basic/utilitarian in its finishing material and as a fortifying modern enclosure overall. It will result in the loss of existing historic walls that mark the boundaries of burgage plots identified in the Conservation Area Appraisal for Bridport as historically significant. The proposed development would detract from the local character, neither preserving or enhancing the Bridport Conservation Area and for the reasons above adversely impact on the public realm contrary to Policies ENV10 and ENV12 of the West

Dorset, Weymouth and Portland Local Plan (2015), the National Planning Policy Framework (2021) and Policies HT2 and D8 of the Bridport Neighbourhood Plan (2020).

Application Number:	P/FUL/2022/04612
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Boat Shed Boat Park George Street West Bay DT6 4EY
Proposal:	Demolition of existing and erection of replacement boat shed.
Applicant name:	Bridport Sea Cadets (Charity No 278404)
Case Officer:	Ian Cousins
Ward Member(s):	Cllr Bolwell; Cllr Clayton; Cllr Williams

1.0 The application is brought to Committee as Dorset Council is the landowner.

2.0 Summary of recommendation:

GRANT subject to conditions

3.0 Reason for the recommendation: as set out in paras 13 at end

- 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
- It is the replacement of a building that is dilapidated.
- It will improve the recreational facility to the benefit of the local area.
- The development will not harm designated heritage assets.
- The location is considered 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 will be no increased impact on the Chesil and Fleet SSSI.

4.0 Key planning issues

Issue	Conclusion
Principle of development	The principle of replacing the building is acceptable in accordance with policies SUS2 and COM4 of the West Dorset, Weymouth & Portland Local Plan (2015).
Scale, design, impact on character and appearance	The proposed building is of a similar scale to the existing building and the design is appropriate to the boat yard setting.

Impact on amenity	There is no negative impact upon any neighbour's amenity given the limited changes to the building in its new built form and distance/orientation away from the nearest neighbour. As such, policy ENV16 of the West Dorset, Weymouth & Portland Local Plan (2015) is complied with.
Impact on landscape or heritage assets	The West Bay Conservation Area is enhanced in character/appearance and no harm created to its setting or the setting of listed buildings 5 George Street and HM Coastguard Station, in accordance with policy ENV4 of the West Dorset, Weymouth & Portland Local Plan (2015). The natural beauty of the West Dorset AONB is also maintained in accordance with policies, ENV1 and ENV10 of the West Dorset, Weymouth & Portland Local Plan (2015).
Access and Parking	The existing access and parking are unaffected by the proposal and the scheme will not result in significant intensified use of the Boat shed.
Chesil and Fleet SSSI	In light of the proposed building being of the same footprint as the existing, there will be no adverse effect on the integrity of the designated sites.
Flood Risk	There will be no increase in flood risks because the floor area is not increasing retaining a neutral impact in this regard.

5.0 Description of Site

The site is located on the corner of George Street at the entrance to a Boat Park. The existing building is a relatively small boatshed constructed of corrugated metal, used by the Bridport Sea Cadets. The site is within the built-up area of West Bay being within the DDB, surrounded by a mix of uses, and is within the West Bay Conservation Area and AONB. The site is also surrounded by various designated heritage assets; Swans Row to its south east, numbers 5-11 George Street (5 being the closest) to its south west and HM Coastguard Station directly south – all being Grade II listed. The site is within flood risk zones 2 and 3.

6.0 Description of Development

The proposal seeks to replace the existing dilapidated building with a new, purpose-built boat shed. The proposed boat shed will have higher eaves than the existing however, the footprint and overall height of the building will remain. The building measures 5.3m in width, 6.7m in depth and 4m in height; it will be clad in green profiled sheeting to the walls and roof – looking similar to the Coastguard storage building to its north east.

7.0 Relevant Planning History

None

8.0 List of Constraints

- Dorset Council Land
- Special Area of Conservation (Chesil & The Fleet) SAC, SPA & Ramsar
- Flood Zones 2 and 3
- Within the Defined Development Boundary
- Within the West Bay Conservation Area (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990)
- 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)

9.0 Consultations

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

Consultees

1. **Natural England** – Concur with the Council's Appropriate Assessment that the proposal will not result in adverse effects on the integrity of any of the sites in question.
2. **Natural Environment Team** – It has been confirmed that a bat survey is not required.
3. **Conservation Officers** – It is considered that the development would result in no harm to West Bay Conservation Area and no harm to other heritage assets around the site.
4. **Building Control West Team** – No comments
5. **Bridport Town Council** – Support the application.

Representations received

Total - Objections	Total - No Objections	Total - Comments
0	0	0

Petitions Objecting	Petitions Supporting
0	0
0 Signatures	0 Signatures

10.0 Relevant Policies

Development Plan

West Dorset, Weymouth & Portland Local Plan (2015):

INT1	-	Presumption in favour of Sustainable Development
ENV1	-	Landscape, seascape & sites of other geological interest
ENV2	-	Wildlife and habitats
ENV4	-	Heritage assets
ENV5	-	Flood risk
ENV10	-	The landscape and townscape setting
ENV 12	-	The design and positioning of buildings
ENV 16	-	Amenity
SUS2	-	Distribution of development
COM4	-	New or Improved local recreation facilities
COM7	-	Creating a Safe & efficient transport network

Bridport Neighbourhood Plan (2020):

CF1	-	Protection of Existing Community Infrastructure
HT2	-	Public Realm
L1	-	Green Corridors, Footpaths, Surrounding Hills & Skylines
L2	-	Biodiversity
D1	-	Harmonising with the site
D8	-	Contributing to the Local Character

Material Considerations

NPPF

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

Relevant NPPF sections include:

- Section 4. Decision taking: 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...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.

- Section 12 'Achieving well designed places indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 126 – 136 advise that:

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 15 'Conserving and Enhancing the Natural Environment' - In Areas of Outstanding Natural Beauty great weight should be given to conserving and enhancing the landscape and scenic beauty (para 176). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 178). Paragraphs 179-182 set out how biodiversity is to be protected and encourage net gains for biodiversity.
- Section 16 'Conserving and Enhancing the Historic Environment' - When considering designated heritage assets, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance (para 199). The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 203)

Other material considerations

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024

WDDC Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

Interim strategy for mitigating the effects of recreational pressure on the Chesil Beach and the Fleet SAC, SPA and Ramsar – April 2020

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 and concluded that there are no impacts on persons with protected characteristics.

13.0 Planning Assessment

Principle of development

The principle of replacing the building is considered acceptable and in accordance with Policy COM4 of the West Dorset, Weymouth & Portland Local Plan (2015) which seeks to support improved recreational facilities including water sports and marine based recreational facilities.

Scale, design, impact on character and appearance

The proposed building is to be of a similar scale to the existing building, with only an increase in height of the eaves to 3.32m which is 1.69m higher on the north west elevation eaves as existing and 0.64m on the south east elevation of the eaves as existing. The proposed use of corrugated steel is reflective of that already used in the existing building and is considered entirely appropriate for a building in this use and in this boat yard location, retaining the industrial type appearance. Accordingly, the proposed building is considered not to be of any detriment to the prevailing character and appearance of the area and it is considered that its visual upgrade will enhance the site. Therefore, the scheme complies with policy ENV12 of the West Dorset, Weymouth & Portland Local Plan (2015).

Impact on amenity

Given the overall scale of the proposed building, the fact that the overall height change to the eaves is modest, the building is not changing in terms of usable area and the existing use is to continue, it is considered that there will be no affect upon the existing levels of amenity to any neighbours. No comments have been received from third parties. Therefore, the scheme complies with policy ENV16 of the West Dorset, Weymouth & Portland Local Plan (2015).

Impact on landscape or heritage assets

Given the location of the site within the built-up area of West Bay and the nature of the replacement building, it is considered that the proposal will not have a detrimental effect upon the appearance and character of the Area of Outstanding Natural Beauty in compliance with policies ENV1 and ENV10 of the West Dorset, Weymouth & Portland Local Plan (2015).

In terms of the impact on heritage assets, the Conservation Officer has raised no objections and it is clear that the renewal of the building will improve the visual enhancement of the site given how aged and tired the building now appears. As such, given its appropriate design, scale & materials, no harm is created to the West Bay Conservation Area (designated heritage asset) with it being enhanced and no harm created to the setting of other designated heritage assets as identified, in accordance with policy ENV4 of the West Dorset, Weymouth & Portland Local Plan (2015) and advice contained within Section 16 of the NPPF (2021).

Access and Parking

The existing access and parking arrangements are unaffected by this proposal and therefore the scheme complies with policy COM7 of the West Dorset, Weymouth & Portland Local Plan (2015).

Chesil and Fleet SSSI

The site lies within the protection area for the Chesil and Fleet where there is currently an unacceptable level of existing recreational pressure at Chesil Beach and the Fleet which is likely to be compromising the integrity of the SAC site features. There are concerns that the trampling of habitats and species by people are resulting in adverse effects on the features of the SAC designation and mitigation needs to be provided. Notwithstanding this, the proposed building is to be of the same footprint as the existing and will continue to be used as a boat store for the Sea Cadets. Therefore, it is considered that this proposal will not increase any recreational activity and will have a neutral effect upon the Chesil and Fleet European Site. Natural England concurs with this assessment. Therefore, the scheme complies with policy ENV2 of the West Dorset, Weymouth & Portland Local Plan (2015).

Flood Risk

The site is located within Flood Risk Zone 3 however, there will be no increase in vulnerability and the building will continue to be used for boat storage. In addition to this, given the footprint of the building will not increase, the proposal is not considered to increase flooding risk elsewhere and complies with policy ENV5 of the West Dorset, Weymouth & Portland Local Plan (2015).

14.0 Conclusion

The proposal is to provide a new and improved recreational facility for the Sea Cadets. The building is considered appropriate in all regards and the application is therefore in full compliance with the West Dorset, Weymouth & Portland Local Plan (2015), Bridport Neighbourhood Plan (2020) and the NPPF (2021).

15.0 Recommendation

Grant, subject to the following conditions.

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
22/008/01 Location & Block Plan
22/008/03 Proposed floor plans & elevations

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

3. Prior to the installation of the walls and roof, details of the colour of the profiled steel sheeting to be used in the construction of the building shall be submitted

to and approved in writing by the Local Planning Authority. Development shall thereafter proceed in accordance with the approved details.

Reason: To ensure a visually satisfactory form of development.

Informative Notes:

1. Informative: National Planning Policy Framework Statement

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

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

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

In this case:

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

2. Please check that any plans approved under the building regulations match the plans approved in this planning permission or listed building consent. Do not start work until revisions are secured to either of the two approvals to ensure that the development has the required planning permission or listed building consent.

Application Number:	P/FUL/2021/05299
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Parnham Estate Parnham Beaminster DT8 3LZ
Proposal:	Erect 4.No. River Lodges and realignment of the existing access track.
Applicant name:	Mr & Mrs J Perkins
Case Officer:	Emma Telford
Ward Member(s):	Cllr Knox

1.0 The Head of Planning has referred this application to planning committee due to the high level of public interest and the role of the application as part of a wider scheme for the Parnham Estate.

2.0 Summary of recommendation:

Recommendation A:

Delegate authority to the Head of Planning or the Service Manager for Development Management and Enforcement to grant subject to planning conditions as set out in this report and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the tying of the development to Parnham House so that it cannot be sold off separately.

Recommendation B:

Delegate authority to the Head of Planning or the Service Manager for Development Management and Enforcement to refuse planning permission for the reasons set out below if the agreement is not completed within 6 months if the committee resolution or such extended time as agreed by the Head of Planning or Service Manager for Development Management and Enforcement:

1. In the absence of a satisfactory completed legal agreement to secure the tying of the development to Parnham House to ensure it cannot be sold off separately, the development cannot be considered intensification of an existing hospitality business and would be new built tourist accommodation in an unsustainable location outside of any defined development boundary contrary to policy ECON6 of the West Dorset, Weymouth and Portland Local Plan (2015).

3.0 Reason for the recommendation:

- The proposal is considered to comply with Local Plan policy ECON 6.
- The proposal is considered to result in no harm to the significance of the heritage assets.
- 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 Key planning issues

Issue	Conclusion
Principle of development	The proposal is considered to comply with local plan policy ECON 6.
Residential Amenity	The proposals are not considered to result in adverse impacts on neighbouring amenity.
Visual Amenity	The proposed development is not considered to result in adverse impacts on the visual amenities of the site or locality.
Heritage Assets	The proposal will result in no harm to the significance of the designated heritage assets.
Area of Outstanding Natural Beauty	The proposal is not considered to harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Natural Beauty.
Highway Safety	The proposal does not present a material harm to the transport network or to highway safety.
Biodiversity	The impacts on biodiversity are considered acceptable subject to a condition for the development to be carried out in accordance with the agreed Biodiversity Plan.
Flood Risk	The Environment Agency have raised no objections and consider the flood risk measures proposed to be acceptable.
Trees	The proposal is considered to have an acceptable impact on trees.
Community Infrastructure Levy	CIL liable.
EIA	EIA is not required in this instance.

5.0 Description of Site

5.1 Parnham House is a sixteenth century, grade I listed property located approximately 1.6km from Beaminster. Parnham House sits within Parnham Park, a grade II* listed registered park & garden. Parnham House suffered severe fire damage in 2017, resulting in the loss of its roof and most of its internal floor structures and fittings and is included in the highest risk category on Historic England's Heritage at Risk Register.

5.2 The primary entrance is located at the north end of the site near to Beaminster off the A3066. A tree lined avenue leads to the main house but also spurs off to the west. A secondary entrance (the historic main entrance) is located on the east of the site also off the A3066.

5.3 The application site (lodges) is located to the west of the walled garden on the grounds of Parnham House adjacent to, but outside of the kitchen walled garden. It is bound to the west by the River Brit, with the orchard beyond and is bound to the east by the existing brick wall that surround the kitchen garden. The site is comprised of an existing track, car park and area of grassland with fruit trees. There are also some small existing structures including a chicken coop and log store.

6.0 Description of Development

6.1 The proposed development is for the erection of 4 river lodge, holiday units within the ground of Parnham House and the realignment of the existing access track.

6.2 The proposed new access track would run parallel with the existing brick walled garden it would be used by estate vehicles as part of the management of the estate as no vehicular parking will be provided next to the proposed lodges. A separate application (P/FUL/2021/02707) includes the provision of a car park.

6.3 The proposed lodges would be set down from the height of the kitchen garden wall by approximately 1.1m and would consist of timber clad surround with large window openings facing the river and each with a green roof. There are two types of lodges proposed type A, two bedrooms and type B, three bedrooms. The ground floor of both lodge types would contain the master bedroom, second bedroom, entrance lobby, living room and terrace. The upper floor would contain the dining/living area and kitchen. The type B lodge would also contain additional living space adjoining the lodges that would contain the third bedroom. The proposed lodges would be separated maintaining views from the access track to the river.

7.0 Relevant Planning History

P/FUL/2021/04398 – Erect extension to the front of the potting shed – Approved – 23/12/2021.

P/FUL/2021/02420 – Dower House - Demolition of existing boiler room, utility room, conservatory, garage, walling, structures within the courtyard and detached outbuilding, erection of single storey extension, reinstatement of carriageway, gates and piers and boundary enclosure, erection of bike store – Approved – 23/12/2021.

P/FUL/2021/02977 – Erection of 1 no. dwelling – Withdrawn.

P/PABA2/2021/02666 – Erection of agricultural building – Approved – 11/11/2021.

P/FUL/2021/05746 – Erect 6 no. Orchard Rooms and installation of a new bridge – committee resolution to grant (August 2022)

P/FUL/2021/02707 - Erect a marquee and provision of a services structure to function as a restaurant, erection of a gazebo for the service of BBQs within the walled garden and the provision of a 49 space car park and associated driveway improvements – committee resolution to grant (August 2022).

P/LBC/2022/03210 - Reconstruction and replacement of two flat roofs with lead covering to the Stable link building of Parnham House. Stabilisation to existing timber structure and reconstruction of a tiled mansard roof with flat lead upper roof.

Reconstruction of internal first floor structure and timber staircase and refurbishment internally to restore fire damaged spaces as habitable rooms at ground floor and first floor within the Stable Link. Refurbishment of existing metal framed windows to Stable link. Minor alterations to the Service Range of Parnham House including insertion of new WC and temporary timber partitions. Replacement of modern roof over former Bertram Stair enclosed courtyard – under consideration.

8.0 List of Constraints

Outside of a defined development boundary
Area of Outstanding Natural Beauty
Landscape Character; Undulating River Valley; Brit Valley
Registered Historic Parks and Gardens

Setting of Parnham House – Grade I
Setting of Stable Block North of Parnham House – Grade II*
Setting of Kitchen Garden Walls North of Parnham House – Grade II
Setting of Ice House 100 Yards NNW of Parnham House – Grade II
Right of Way: Bridleway W21/56

Risk of Surface Water (ROSW) Extent 1 in 30
Risk of Surface Water (ROSW) Extent 1 in 100
Risk of Surface Water (ROSW) Extent 1 in 1000
NE - SSSI (5km buffer): Conegar Road Cutting
NE - SSSI (5km buffer): Horn Park Quarry
NE - SSSI (5km buffer): Down Farm
NE - SSSI (5km buffer): Mapperton and Poorton Vales
Flood Zone 3
Flood Zone 2

9.0 Consultations

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

Consultees

1. **Highways** – *The Highway Authority considers that the proposal does not present a material harm to the transport network or to highway safety and consequently has no objection, subject to the development hereby approved being carried out in accordance with the submitted plans.*
2. **Senior Conservation Officer** - *The proposals will result in no harm to the significance of designated heritage assets and so neither paragraph 201 nor 202 is considered to be engaged.*
3. **Tree & Landscape Officer** – *Following submission of amended Arboricultural Method Statement and associated Tree Protection Plan.*

No objection with conditions.

4. **Beaminster Town Council** – *Beaminster Town Council have in principle no objections to the amended plans but would re-iterate their original comments on this application.*

Original comments - In principle Beaminster Town Council support the application and would RECOMMEND APPROVAL however the Council would re-iterate the previously expressed concerns with regard to the highway access at Southgate,

Beaminster. Members were concerned with regard to the increased number of traffic movements the lodges would create in addition to the previous application for the erection of an events marquee etc. Members urged consideration of highway improvements, particularly the visibility onto the A3066 and traffic speed.

5. Building Control – *The access road and turning arrangements must accord with the requirements of Building Regulation Part P in respect of operational Fire Service access.*

6. Historic England - *Historic England objects to the application on heritage grounds due to the lack of a comprehensive approach being taken to development and the restoration of Parnham House. This means there is insufficient evidence that the harm likely to be caused by this (and other associated) planning application(s) would be outweighed by sufficient and deliverable heritage benefits.*

We consider that the application does not meet the requirements of the NPPF, in particular paragraph numbers 199, 200, 202 and 208. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

7. Natural England – *No objection, based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.*

Biodiversity Mitigation and Enhancement Plan required.

Construction Environmental Management Plan should be submitted to and approved that identifies the steps and procedures that will be implemented to avoid or mitigate constructional impacts on species and habitats.

8. The Gardens Trust - *We have subsequently had an opportunity to study all four current applications linked to the generation of sufficient cashflow and profits to finance the eventual restoration of Parnham House and its estate. We appreciate the enormous cost of repairs to the Grade I fire damaged Parnham House and the considerable additional outlay necessary for ancillary development to support the proposed commercial use of the house and its Grade II* registered park and garden (RPG), their ongoing maintenance and management. The applicants' proposals for bringing Parnham back to life are reasonable and we can only commend them for their ideas.*

We have considered this alongside the concurrent applications for the nearby orchard cottages (P/FUL/2021/05746) and the temporary marquee/parking area (P/FUL/2021/02707). Please see our separate consultation responses. We were

very much concerned at the possibility for overdevelopment of this area within the RPG but are able to support the above application in its current form.

In conclusion, the GT/DGT are supportive of the three linked applications in the immediate vicinity of the main house: P/FUL/2021/05746 - Orchard Cottages, P/FUL/2021/05299 River Lodges and P/FUL/2021/02707 temporary marquee/parking area.

9. Senior Landscape Officer - *The proposed development is located within the Grade II* Historic Park and Garden of Parnham House to the south of the settlement of Beaminster and lies within the Dorset Area of Outstanding Natural Beauty (AONB).*

As well as its physical impact on the fabric of the grade II Historic Park and Garden parts of the development are likely to be visible from publicly accessible locations and it is therefore likely to have an adverse visual impact.*

I consider that the cumulative assessment in the LVIA addendum fails to properly evidence the cumulative impacts of adjacent development proposals and it does not take the possible future enabling development to the north of the estate into account though this is likely to have a significant impact on cumulative landscape and visual effects.

As a consequence, I consider that the assertions with regard to the individual and cumulative impact of proposed development at Parnham on the AONB and the Grade II listed landscape have not been properly scoped, assessed or evidenced and I am therefore unable to support the proposed development.*

10. Planning Policy Officer - *The proposal would create a “hospitality venue” which would result in the delivery of tourism development in the countryside. Particular regard will need to be had for the likely impact of the development on its surroundings - a designated landscape in a rural location containing heritage assets of the highest significance.*

The NPPF encourages sustainable rural tourism which respect the character of the countryside. Local Plan Policies ECON6 (built tourist accommodation) and ECON5 (tourist attractions and facilities) set out when development would be acceptable and include support for the intensification/expansion of existing accommodation as well as attractions that have wider benefits such as maintaining historic buildings – where this would be compatible with other policies of the plan. The Local Plan also acknowledges that development may be acceptable in more rural locations where it can be demonstrated there is a functional need for that location.

The main justification advanced by the applications is the need for a viable business to be created at the Parnham Estate to sustain it in the long term and create sufficient income to maintain it. In arriving at your decision, you will need to consider whether this represents a suitable argument to support development at this location

and be satisfied there is sufficient and convincing evidence to verify assertions made about necessity, suitability and viability. Where a need for development has been demonstrated, the benefits should be weighed against any disadvantages arising from the location.

My observations have been limited to the principle of the development however there may be other detailed policy considerations of relevance. For example, there are further requirements in respect of the local highway network, environment, design etc. which will also need to be satisfied. Specifically, I would highlight the presence of an SNCI as well as number of trees on site which are protected by a Tree Preservation Order.

If minded to approve the applications, you may wish to consider the use of measures to ensure that the development is linked to Parnham House to avoid its future separation and ensure the use is restricted to prevent independent operation.

11. Environment Agency – *We have no objection to the proposal provided the following condition is included in any planning permission.*

The development shall be carried out in accordance with the submitted flood risk assessment (prepared by Simpson tws, Issue 04 dated 16th November 2022), and drawing 101_A_B11_PR_003 Rev B, including the following measures:

- Finished floor levels shall be set no lower than 43.90mAOD for the lodges, and the access route shall be no lower than 43.50mAOD.*
- There shall be no temporary or permeant ground raising on existing land below the FRA's estimated 1 in 100 year flood level of 43.20mAOD.*
- The layout will be in line with the proposed site plan 101_A_B11_PR_003 Rev B and no additional structures or hard landscaping will be located within 8 metres of the top of the bank of the river Brit.*
- The minimum soffit height of the proposed footbridge will be 43.80mAOD.*

These mitigation measures shall be fully implemented prior to occupation retained and maintained thereafter throughout the lifetime of the development.

Reasons: To reduce flood risk to future users and prevent increasing flood risk elsewhere.

We note that the higher access track to the north which is proposed as the emergency evacuation route is within the applicant's ownership. Provided that access/egress via this existing track is satisfactory to you for emergency evacuation, the need to provide safe dry access/egress via the proposed formal access route is less important. You should ensure that you are satisfied with emergency access/egress arrangements and any emergency plans.

Representations received

Eight third party comments have been received at the time of report preparation, all of which are objecting to the proposed development for the reasons summarised below:

- No overall business plan.
- No financial information – availability of funds to restore the property.
- Piecemeal planning strategy.
- The application is premature should be considered at the same time as the far more extensive enabling development application – allow the full impact of all building proposals to be assessed.
- Modern design and appearance of the lodges out of character with the location adjacent to the historic park and Parnham House.
- The proposed design will significantly harm the setting of heritage assets
- Harm to the AONB landscape.
- Environmental impact on Beaminster of using the access drive and the road junction near to Beaminster, rather than the other access drives available.
- Consideration required for the overall traffic movements for all associated planning applications (restaurant & orchard rooms) – there are a max of 206 daily movements at the north entrance.
- North entrance has poor visibility.
- Footpaths and bus services would not be used by guests so the only access to Parnham is by car and that is how guests will arrive.
- Increase in air pollution in the area.
- Increase the opportunity for car accidents from turnings into Parnham Estate.
- Two schools along the same road, increase in road traffic will increase pollution to the children and increase the risk of accidents.
- Licence granted allows Parnham to serve alcohol to guests until 5 am – danger of people driving the morning after.
- River and its delicate ecosystem are extremely vulnerable to the proposed development.
- There are protected species and a full independent ecological survey should be carried out.
- Need to ensure there will be no environmental or wildlife cost to the river and its banks.
- River lodges are not befitting a Grade I listed property.
- Glass fronts will allow for significant light pollution from the interior and should be limited to usual sized windows to reduce the impact on nocturnal wildlife.
- Significant glare reflected from the sun during daylight hours particularly given there will be 4 lodges side by side.
- Lighting the pathways for guests to and from the lodges, thus adding to the light pollution.
- Noise pollution and the impact that noise will have on wildlife, neighbouring amenity and the quiet of the AONB.

- A full and complete plan for Parnham Estate should be considered as a whole and not with a few buildings at a time approach.
- No evidence of either an Environmental Impact Report or a Biodiversity/Priority Habitat Report.
- Otters on the river, along with polecats and many other priority/protected species.
- The lodges would be connected to the current septic tank – much more information is required to avoid sewage contamination.
- Proposals would be visible from public footpaths and bridleway.
- No effect public transport serving Parnham.
- Imperative there is public consultation between local community, Historic England, Natural England and Highways.
- Impact of light pollution on dark skies.
- Proposals are contrary to planning and conservation policy.

10.0 Relevant Policies

Development Plan

West Dorset, Weymouth & Portland Local Plan (2015)

INT 1 – Presumption in Favour of Sustainable Development
 ENV 1 – Landscape, Seascape and Sites of Geological Interest
 ENV 2 – Wildlife and Habitats
 ENV 4 – Heritage Assets
 ENV 5 – Flood Risk
 ENV 10 – The Landscape and Townscape Setting
 ENV 12 – The Design and Positioning of Buildings
 ENV 15 – Efficient and Appropriate Use of Land
 ENV 16 – Amenity
 SUS 2 – Distribution of Development
 ECON 6 – Built Tourist Accommodation
 COM 7 – Creating a Safe and Efficient Transport Network
 COM 9 – Parking Standards in New Development

Material Considerations

National Planning Policy Framework (2021)

2. Achieving sustainable development
 4. Decision-making
 5. Delivering a sufficient supply of homes
 6. Building a strong, competitive economy
 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

Other Material Considerations

WDDC Design and Sustainable Development Planning Guidelines (2009)
West Dorset Landscape Character Assessment (2009)
AONB Management Plan 2019-2024
Dorset AONB Landscape Character Assessment

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.

The parking for the lodges would be separate from the lodges in the proposed car park and the units would be two storey with the living accommodation on the first floor. However, the location of the parking away from lodges reflects the historic setting of the site. Each lodge would have step free access from the eastern side and vehicle access directly to the front door of each lodge if required.

13.0 Financial benefits

- Employment created during the construction phase.
- Spending in local economy of guests of the holiday accommodation.
- Additional jobs created by the servicing of the holiday accommodation.

14.0 Climate Implications

14.1 Construction of the scheme will involve the use of plant, machinery and vehicles, together with use of any non-electric vehicles post construction. These will generate emissions including greenhouse gases. However, this has to be balanced against the benefits of providing holiday accommodation and the generation of income in this location.

15.0 Planning Assessment

Principle of development

15.1 The proposed development is for the erection of 4 no. river lodges and realignment of the existing access track. Local Plan policy SUS 2 deals with the distribution of development and seeks to achieve more sustainable development by locating *“a greater proportion of development at the larger and more sustainable settlements”*. The policy sets out the approach to the distribution of development in relation to a three-tiered spatial strategy. The highest priority locations for new development (i.e. the top tier of the spatial strategy) are the *“main towns of Dorchester and Weymouth”*. Elsewhere, the *“market and coastal towns of Beaminster, Bridport, Lyme Regis, Portland and Sherborne and the village of Crossways will be a focus for future development”* (i.e. the second tier of the spatial strategy). Development in rural areas is directed to settlements with defined development boundaries (DDBs) and must take place at an appropriate scale. The Parnham House Estate lies to the south of Beaminster (a second tier settlement) and is outside the DDB. The policy strictly controls development outside DDB's but does in principle allow tourism development, subject to the more detailed requirements of other specific policies of the plan.

15.2 The proposal involves the erection of new built tourist accommodation and therefore local plan policy ECON 6 is applicable. The argument was made that the proposal would result in the intensification of an existing holiday accommodation business and therefore would be policy compliant under i) bullet point 3. That new built tourist accommodation will be supported... *“through the replacement, intensification or extension of existing premises where the expansion would improve the quality and appearance of the accommodation and site”*. In support of this argument an events list was submitted which showed the start of a holiday accommodation business starting in June 2021 and including the provision of accommodation and facilities for birthdays, a wedding and a jubilee garden party. The existing accommodation provision includes 3 double rooms in the west wing, 2 bedrooms within the butlers apartment and 3 double bedrooms and 1 master bedroom within the dower house. On balance the proposed 4 river lodges is considered an intensification of the existing holiday accommodation business at Parnham. To comply with the second part of the bullet point the development also needs to improve the quality and appearance of the accommodation and site. It is not unreasonable to consider that the proposal would result in income generation that would assist in the maintenance and management of the Parnham Estate including the registered historic park and garden. To ensure the holiday accommodation is provided as an intensification to the existing provision the proposed development would be tied to Parnham House as part of a legal agreement so that it cannot be sold off separately. Given all of the above the proposal is considered to comply with local plan policy ECON 6.

Residential Amenity

15.3 The proposed development is for the erection of 4no. river lodges to be used as holiday accommodation and the realignment of the existing access track. The proposed lodges would be located to the west of the walled garden on the grounds of Parnham House adjacent to, but outside of the kitchen walled garden. The proposed lodges would be located close to existing residential units of Parnham however these would be within the same ownership and would also be part of the accommodation offer at Parnham. In relation to neighbouring dwellings the proposed lodges are located a significant distance away and are therefore not considered to result in adverse impacts on neighbouring amenity.

Visual Amenity

15.4 The proposed development involves the erection of 4 no. river lodges and realignment of the existing access track. The proposed lodges would be located adjacent to the kitchen garden wall along the edge of the river with the new access drive to the rear. This part of the estate is considered a service area and currently forms part of the estate's service and parking area. The proposed river lodges would be two storey, with an 'A' shaped profile with a flat green roof. The west and east facades would be glazed and the north and south facades clad in split timber logs. The outdoor space would consist of a deck and steps with hot tub on the ground floor and a balcony at first floor overlooking the river and the orchard beyond. Planting is proposed between the lodges and against the cladding, a condition would be placed on any approval for the submission of a soft landscaping scheme. The proposed lodges would be sizeable structures and of modern design however they would be set down from the kitchen garden wall and the proposed 'organic' materials would reduce their visibility outside of the site with planting to further soften and screen the proposal.

Heritage Assets

15.5 Historic England was consulted on the application and consider that the character of the application site and nature of the proposal means that its harm is mainly localised to a discrete area, but there will be some wider harm to the underlying character of a very significance ensemble of heritage assets. Historic England is sympathetic to the applicant's aspiration to reinstate Parnham House and provide it with a viable future and understand the motivation behind this and the concurrent applications. However, they consider that the piecemeal approach being taken by the applicant to achieve that goal is not conducive to delivering the comprehensive heritage benefits needed at Parnham, and consequently causes Historic England considerable concern resulting in them objecting to the application. However, as set out in the principle of development section of this report, the

applications have been considered under policy ECON 6 of the local plan as the intensification of the existing holiday accommodation business and not to fund the restoration of Parnham House or to provide income for the maintenance and management of the estate. An overall masterplan would have had many benefits however this application cannot be refused on the lack of one and this application needs to be considered on its own merits.

15.6 The application site has the potential to impact on the significance of the following heritage assets and any contribution made by their setting:

- Parnham House, grade I
- Stable Block North of Parnham House, grade II*
- Parnham House Registered Park & Garden (RPG), grade II*
- Kitchen Garden Walls N of Parnham House, grade II
- Ice House 100 Yards NNW of Parnham House, grade II

15.7 In relation to Parnham House and the Stable Block, the proposed 4 no. lodges are situated approximately 30m to the north of the stable block and approximately 60m to the north of the house. The site itself is separated from the area to the rear of the stable block and house by a masonry wall, which extends off the kitchen garden wall and proceeds westwards to form a border to Kennel Orchard on the opposite side of the Brit and therefore the proposals will not spatially intrude upon the setting of the house or stable block. The application site is partially visible from the upper floors of the rear gable of the stable block and from the upper floors of the West Wing (formerly Bedroom 9 and the nanny's accommodation), though in this case very obliquely. It is unlikely that a specific designed view was intended from the rear of the stable block range towards this area and any design intention for views from the West Wing was clearly towards the landscape to the west. The development would therefore represent only a minor element within these views, though any fortuitous value they have towards the application site is in any case considered to be minor. In addition, the proposed lodges are designed with green walls and roofs which, with time, will soften any visual presence from these areas. Therefore, the proposals are considered to result in no harm to the asset's significance even when considered alongside the concurrent applications.

15.8 In relation to the registered park and garden, the application site is situated immediately adjacent to the western wall of the kitchen garden in an area which has for some time been used for ancillary uses (kennels and fowl) and parking. Though partially separated with a tree boundary, the area links to the working area for storage alongside the northern corner of the kitchen garden. There is the possibility that glimpses of the development will be possible through the perimeter tree screen from outside the RPG at points along PRow W21/60 (The Hardy Way). However, this is likely to be case only in winter months and then only filtered glimpses. Though

fortuitous views from the PRoWs to the West are identified as elements of setting which contribute to the significance of the RPG, this is considered more applicable to those views which glimpse the formal drive to the north or those which are intentionally funnelled towards the property. It is considered unlikely that any views of the development will be possible from PRoW W21/56, which enters the park some distance to the north of the application site and crosses the park to the north-east of the kitchen garden. Therefore, it is not considered that the development will be detrimental to any designed or fortuitous views which contribute to the significance of the RPG. The proposals also include the formation of a new opening (for the vehicle access track) in the masonry wall immediately to the south of the application site. The Senior Conservation Officer considered that this wall does not form a continuous line, being broken by a pedestrian gate and by a wider gap to allow for the existing track along the river and that although there would be a loss in masonry it would not result in the reduction of the ability to view this wall as a historical boundary between the spaces. The wall impacted by this change is not considered to be listed, curtilage or otherwise and is considered an abutting separate structure to the listed kitchen garden wall. It is therefore considered that the proposals will result in no harm to the asset's significance which has been considered alongside the concurrent applications.

15.9 In relation to the kitchen garden walls their significance includes their strong sense of enclosure and spatial/visual relationships with Parnham house, their strong group value and the dominance of the walls from the riverside area. The proposed development is not considered to affect the sense of enclosure within the kitchen garden. The introduction of the lodges will result in a change to the fortuitous experience of the walls from the riverside area, where the sloping topography results in a height of just over 6 m, with the introduction of 4no new buildings in the currently open area. As originally submitted, the lodges were to match the height of the kitchen garden wall, but revised drawings show a reduction in their size to bring their roof line approximately 1.1 m below the top of the wall. This reduction should ensure that the lodges do not form a competitive element within the setting of the walls in terms of their scale. An additional element of the scheme is the relocation of the access track from the river edge to the rear of the proposed lodges, meaning that the track will run alongside the kitchen garden wall. This change is considered beneficial not only for aesthetic reasons, but also as it will enable users of the track to continue to experience the dominance of the kitchen garden walls without interruption, indeed more so owing to the proximity, thus mitigating any interruption in the general view from the riverside area. Therefore, the proposals are considered to result in no harm to the significance of the kitchen garden walls (even when considered alongside the concurrent applications).

15.10 In relation to the Ice House, the principal contributory elements of setting are its strong group value with other assets, its relationship to the River Brit and its relative isolation and distance from the house. The proposed lodges are situated

approximately 100 m to the SSE of the asset on the opposite side of the River Brit and will not impact upon the asset's relationship with the River Brit or its wider group value with other assets. Whilst the lodges will represent additional development in the vicinity of the Ice House, owing to the distance and differing contexts of the sites, it is not considered that the ability to understand or appreciate the isolation of the latter from the house and kitchen garden is reduced thus resulting in no harm to the asset's significance even when considered alongside the concurrent applications. Given the above the proposals would result in no harm to the significance of the designated heritage assets and so neither NPPF para 201 nor 202 is considered to be engaged.

Area of Outstanding Natural Beauty

15.11 The application site is located within the area of outstanding natural beauty. A right of way is located to the north of the proposed development and another is located to the west. The proposed development would consist of the erection of 4 river lodges and the realignment of the existing access track. NPPF paragraph 177 sets out that "when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest". This application is not considered to meet the threshold of major development in line with NPPF footnote 60 "taking into account its nature, scale and setting, and whether it could have a significant adverse impact" as the proposal is for the erection of 4 units of holiday accommodation within the context of Parnham House and its associated outbuildings and structures. It is also not considered to meet the threshold when considered cumulatively alongside the other two applications (P/FUL/2021/02707 and P/FUL/2021/05746) which were considered at the August committee meeting and have a resolution to grant, given the scale of the development proposed cumulatively within the context of Parnham House and its associated outbuildings and structures.

15.12 The proposed development would be located on an area of the Parnham Estate that is currently used for serving and maintenance. The Senior Landscape Architect was consulted on the application and considered the site is of high landscape value (AONB, registered park and garden and setting of listed structures) and is also highly susceptible to landscape change. The Senior Landscape Architect concludes that the submitted LVIA fails to properly evidence the cumulative impacts of adjacent development proposals and fails to take possible future development into account which is likely to have a significant impact on cumulative landscape and visual effects. At the time of consideration there are three current applications relating to new built development within the Parnham Estate the 4 river lodges (subject of this application), 6 orchard rooms and marquee (both of which have a committee resolution to grant subject. In terms of cumulative landscape impact no other applications are under consideration. However, going forward if any further

applications were to be submitted then all applications previously determined would be considered. In relation to the landscape impact of the proposed river lodges, they would be positioned adjacent to the existing wall of the walled garden and would be set down in height. The river lodges would also be viewed in relation to Parnham House and its associated outbuildings and structures. Given the above on balance the proposal is not considered to harm the character, special qualities or natural beauty of the Dorset Area of Outstanding Natural Beauty.

Highway Safety

15.13 The application site is located within the Parnham Estate, with three vehicular access points to serve the estate from the A3066 carriageway. The main access is located to the north-east of the site, close to Beaminster, the second is the central access (historical main access) provides direct access to Parnham House and a link to the Dower House and the most southern access solely providing access to the Dower House. It is the most northern access (adjacent to Beaminster) which would serve all visitor/staff related vehicle trips associated with the proposed visitor accommodation. A car park is proposed as part of another application P/FUL/2021/02707 which was considered at the August committee with a resolution to grant subject to the completion of a legal agreement and noise report. That proposed car park would accommodate 48 spaces, six of which are proposed to be allocated solely for the proposed river lodges. The parking provided would be separated from the lodges however this is considered acceptable given the proposed use of the units is holiday accommodation.

15.14 Concerns have been raised by third parties regarding highway safety and the increase in vehicle movements created by the proposed development and in particular increased movements at the access off the A3066. Highways were consulted on the application and considered that the proposal would not present a material harm to the transport network or to highway safety and consequently raised no objection, subject to the development being carried out in accordance with the submitted plans.

Biodiversity

15.15 The proposed development involves the erection of 4 no. river lodges and realignment of the existing access track. A biodiversity plan (BP) has been submitted which sets out mitigation measures including replacement tree planting, flowering lawn grass, hedge planting and enhancement including additional planting and bird and bat boxes to be erected. The BP has been agreed by the Natural Environment Team and a certificate of approval issued. A condition would be added to any permission granted for the development to be carried out in accordance with the measures detailed in the BP. Natural England were also consulted on the proposal and subject to a BP and Construction Environmental Management Plan (CEMP)

raised no objection and considered that the proposed development would not have significance adverse impacts on designated sites.

Flood Risk

15.16 The application site of the proposed river lodges is located within flood zones 2 and 3 and therefore there is considered to be some risk of flooding from the River Brit. Given the location of the proposed development within flood zones 2 and 3, a sequential test is required to be undertaken. Para 162 of the NPPF sets out that the 'aim of the sequential test is to steer new development to areas with the lowest risk of flooding from any source'. As the proposal is for holiday accommodation in association with existing accommodation at Parnham House and would assist in income generation for the maintenance and management of the Parnham Estate a search area consisting of the Parnham Estate was considered acceptable for the sequential test in this case. The submitted sequential test uses the Heritage Sensitivity Map of the Parnham Estate, provided by Historic England as the basis for looking at alternative sites. The sensitivity map provided an assessment of the estate based on heritage sensitivity but does not consider any other material considerations. The submitted sequential test considers each of the sensitivity areas and whether the proposed holiday lodges could be located there. The sequential test concludes that whilst there are other areas within the estate that are outside of the flood risk zones 2 and 3, they are not considered appropriate due to other constraints including greater heritage sensitivity, trees and distance from the existing holiday accommodation and/or the existing driveway/services. It is considered that awareness needs to be given to the sensitivity of the site making alternatives difficult to find when the character of the proposed application site and the nature of the proposals means that its harm is mainly localised to a discrete area. Any alternative sites, although preferable in flood terms could be located in highly sensitive areas for landscape or heritage impacts or may require additional infrastructure to locate holiday accommodation there. Therefore, it is not considered possible for the proposed development to be located in an area within the Parnham Estate with a lower risk of flooding taking into account the other constraints and objectives of the development. This conclusion means that the exception test is applicable.

15.17 To pass the exception test (NPPF para 164) 'it should be demonstrated that:

- a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall'.

In relation to a) the benefits of the scheme previously discussed in this report in particular the income generation that would contribute to the viability of the estate

and in turn its maintenance and management are in case considered to meet part a). In relation to b) the submitted Flood Risk Assessment includes flood management measures to ensure the development can be occupied and operated safely with there being no increase in the level of flood risk to the site or neighbouring sites. The first being the finished floor levels of the lodges above the estimated flood level, flood warning and evacuation measures and the location of the access road on higher ground which would lead to the other areas of even higher land. The EA were consulted on the proposal and raised no objections subject to a condition for the development to be carried out in accordance with the submitted Flood Risk Assessment (FRA) including the stated finished floor levels and are therefore content with the flood risk measures proposed in the FRA and that the proposal would have no knock-on effect to flood risk. Given the above the proposed development is considered to comply with b) of the exception test (NPPF para 164). In addition, the proposed accommodation is for the use as holiday accommodation and would be conditioned as such and therefore would not be a person's sole residence. This means that if a flood event did occur and there was warning a booking could be cancelled or occupiers could return home. A condition would also be required for a Flood Warning and Evacuation Plan to be agreed. On balance, given the scheme is for holiday accommodation and the EA are happy with the measures proposed and that the scheme would provide cash flow as part of a wider objective of restoration of Parnham House and the viability of the Parnham Estate the proposed location of the units is considered acceptable. The proposed development would also be tied to Parnham House so that it cannot be sold off separately.

Trees

15.18 There are a number of trees located in close proximity to the application site however the site is predominately made up of hardstanding and used as a parking area. An Arboricultural Method Statement (Version 6, April 2022) was submitted as part of the application and set out that 6 trees and 1 hedge section are proposed to be removed to accommodate the scheme, 3 of the trees and the hedging would be translocated and relocated within the application site once the development had been completed. The 3 trees proposed to be permanently removed are apple trees considered too mature to translocate but replacement apple tree planting is proposed as part of the scheme. The existing river track would be taken up and replaced with topsoil and seeded with the new sections of proposed track within the root protection area would be installed with no dig techniques. The Tree Officer was consulted on the application and raised no objection subject to conditions. The proposal is therefore considered acceptable in relation to the impact on trees.

Community Infrastructure Levy

15.19 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.

15.20 The development proposal is CIL liable. 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.

EIA

15.21 Following consideration of the relevant selection criteria for screening Schedule 2 development presented in Schedule 3 of the EIA regulations, it was concluded that the proposed development is not likely to result in significant environmental impacts. Therefore, the Planning Authority hereby adopts an EIA screening opinion that an Environmental Statement is not required in this instance.

16.0 Conclusion

16.1 The principle of development of the proposed river lodges is considered acceptable as they are in accordance with local plan policy ECON 6.

16.2 The proposals are considered to result in no harm to the heritage assets.

16.3 The proposals are considered acceptable in relation to neighbouring amenity, the AONB, highway safety, biodiversity, flood risk and trees.

17.0 Recommendation

A) Delegate authority to the Head of Planning or the Service Manager for Development Management and Enforcement to grant subject to planning conditions as set out in this report and the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services Manager to secure the tying of the development to Parnham House so that it cannot be sold off separately.

And the following conditions:

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

Proposed Location Plan – drawing number 101-A-B11-PR-000 B

Proposed Location Plan – drawing number 101-A-B11-PR-001 B

Proposed Site Plan – Roof – drawing number 101-A-B11-PR-002 B
 Proposed Site Plan – Ground Floor – drawing number 101-A-B11-PR-003 B
 Proposed Site Section – drawing number 101-A-B11-PR-004 B
 Proposed General Elevation – drawing number 101-A-B11-PR-005 A
 Proposed Ground Floor Plan – Type A – drawing number 101-A-B11-PR-100 B
 Proposed First Floor Plan – Type A – drawing number 101-A-B11-PR-101 B
 Proposed Roof Plan – Type A – drawing number 101-A-B11-PR-102 B
 Proposed Section – Type A/B – drawing number 101-A-B11-Pr-200 B
 Proposed West & East Elevations – Type A – drawing number 101-A-B11-PR-300 B
 Proposed South Elevation – Type A – drawing number 101-A-B11-PR-301 B
 Proposed Ground Floor Plan – Type B – drawing number 101-A-B11-PR-103 B
 Proposed First Floor Plan – Type B – drawing number 101-A-B11-PR-104 B
 Proposed Roof Plan – Type B – drawing number 101-A-B11-PR-105 B
 Proposed East Elevation – Type B – drawing number 101-A-B11-PR-304 B
 Proposed North Elevation – Type B – drawing number 101-A-B11-PR-302 B
 Proposed West Elevation – Type B – drawing number 101-A-B11-PR-303 B
 Proposed South Elevation – Type B – drawing number 101-A-B11-PR-305 B

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. (i) The river lodges shall be occupied for holiday purposes only and
 (ii) The river lodges shall not be occupied as a person's sole, or main place of residence;
 (iii) the owners/operators must maintain an up-to-date register of the names of all owners/occupiers of the river lodges on the site, and of their main home addresses, and must make this information available at all reasonable hours at the request of a duly authorised officer of the Local Planning Authority.

Reason: To ensure that approved holiday accommodation is not used for unauthorised permanent residential occupation.

4. Prior to development above damp proof course level, samples and product details of all external materials for the walling, cladding, roofing (including covered entrance porches) and balustrading shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development shall proceed in strict accordance with the agreed materials and retained as such thereafter.

Reason: To ensure a satisfactory visual appearance of the development and the setting of the heritage assets.

5. Prior to the installation of any external windows or doors, detailed drawings and specifications showing the design and construction of external doors and windows (elevations at 1:10, sections 1:5) shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure a satisfactory visual appearance of the development and the setting of the heritage assets.

6. Prior to installation of any extracts, vents and drainage outlets, detailed drawings showing their locations, materials and colours shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure a satisfactory visual appearance of the development and the setting of the heritage assets.

7. Prior to commencement of development, a method statement detailing the process and materials for the installation of the pad foundations shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out in strict accordance with the agreed details.

Reason: To protect the designated heritage asset during construction.

8. Prior to the installation of any hard surfacing around the lodges hereby approved or for the new vehicular access track, samples and product details shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure a satisfactory visual appearance of the development and the setting of the heritage assets.

9. Prior to any works to the boundary wall, a method statement detailing the knocking through of the boundary wall including proposed materials and mortar mixes for making good shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure a satisfactory visual appearance of the development and the setting of the heritage assets.

10. Prior to development above damp proof course level, a soft landscaping and planting scheme shall be submitted to, and agreed in writing, by the Local Planning Authority. The approved scheme shall be implemented in full during the first planting season November-March following completion of the river lodges or within a

timescale to be agreed in writing with the Local Planning Authority. The scheme shall include details of the green walls and roof of the lodges, all trees, hedgerows and other planting to be retained; a planting specification to include numbers, size, species and positions of all new trees and shrubs, details of proposed protective stock/deer proof fencing and the provision for maintenance and replacement as necessary of the green walls and roofs, trees and shrubs for a period of not less than 5 years. Maintenance and replacement as necessary of the trees and shrubs shall be carried out in accordance with the approved soft landscaping and planting scheme.

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

11. Prior to commencement of the development a meeting will be held with the Local Planning Authority to agree the contents of an arboricultural supervision statement. The arboricultural supervision statement shall include the content agreed at the meeting and shall be submitted to and agreed in writing by the Local Planning Authority prior to the first use of the lodges. The development shall be carried out in accordance with the approved arboricultural supervision statement.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

12. The development hereby approved shall be carried out in accordance with the details to protect and manage the trees before, during and after development as set out in the Arboricultural Method Statement, Version 6, dated April 2022.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

13. The development shall be carried out in accordance with the submitted flood risk assessment (prepared by Simpson tws, Issue 04 dated 16th November 2022), and drawing 101_A_B11_PR_003 Rev B, including the following measures:

- Finished floor levels shall be set no lower than 43.90m AOD for the lodges, and the access route shall be no lower than 43.50m AOD.
- There shall be no temporary or permeant ground raising on existing land below the FRA's estimated 1 in 100-year flood level of 43.20m AOD.
- The layout will be in line with the proposed site plan 101_A_B11_PR_003 Rev B and no additional structures or hard landscaping will be located within 8 metres of the top of the bank of the river Brit.

These mitigation measures shall be fully implemented prior to occupation retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce flood risk to future users and prevent increasing flood risk elsewhere.

14. Before the development hereby approved is occupied a Flood Warning and Evacuation Plan shall be submitted to and agreed in writing by the

Local Planning Authority. The approved Flood Warning and Evacuation Plan must be displayed in each of the river lodges before any part of the development hereby permitted is occupied or is brought into use. Thereafter, the Flood Warning and Evacuation Plan must be permanently displayed in the lodges.

Reason: To minimise the impact of future occupiers to the risk of flooding.

15. Prior to commencement of development, a Construction Environmental Management Plan that identifies the steps and procedures that will be implemented to avoid or mitigate constructional impacts on special habitats including addressing the impacts of storage of construction materials/chemicals and equipment, dust suppression, chemical and/or fuel run off from construction into the nearby watercourse, waste disposal, noise and vibrational impacts shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the construction shall be carried out in accordance with the agreed Construction Environmental Management Plan.

Reason: In the interests of biodiversity.

16. Prior to the erection of any external lighting on the lodges hereby approved or surrounding the lodges or access track, a lighting scheme shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the external lighting shall be carried out in accordance with the agreed scheme.

Reason: In the interests of visual amenity.

17. Prior to commencement of development a timetable for the implementation of the measures of the Biodiversity Plan has been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the agreed timetable and the approved Biodiversity Plan, signed by Guy Lowndes, dated 21/07/2022, and agreed by the Natural Environment Team on 26/07/2022, unless a subsequent variation is agreed in writing with the Council.

Reason: In the interests of biodiversity.

Informatives:

Informative: NPPF

Informative: Legal Agreement

Informative: CIL

Informative: Environmental Permit

All works (permanent and temporary) in, under, over or within 8m of the Main River will be subject to our Environmental Permitting process. An Environmental Permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-riskactivities-environmental-permits>. To discuss the scope of the controls please contact the Environment Agency on 03708 506 506.

Informative: Building Control

The application needs to be aware that concerns have been raised by Building Control regarding fire brigade access, this will need to be investigated by the applicant and any solution agreed by the Fire Authority during consultation as part of the Building Control application.

B) Delegate authority to the Head of Planning or the Service Manager for Development Management and Enforcement to refuse planning permission for the reasons set out below if the agreement is not completed within 6 months if the committee resolution or such extended time as agreed by the Head of Planning or Service Manager for Development Management and Enforcement:

1. In the absence of a satisfactory completed legal agreement to secure the tying of the development to Parnham House to ensure it cannot be sold off separately, the development cannot be considered intensification of an existing hospitality business and would be new built tourist accommodation in an unsustainable location outside of any defined development boundary contrary to policy ECON6 of the West Dorset, Weymouth and Portland Local Plan (2015).

Application Number:	P/RES/2021/01944
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land North of Broadwindsor Road, Beaminster DT8 3PP
Proposal:	Application for approval of reserved matters of appearance, landscaping, layout and scale of Outline approval WD/D/18/000115 for 100 dwellings with associated infrastructure and public open space
Applicant name:	Cavanna Homes (West Country) Ltd
Case Officer:	Bob Burden
Ward Member(s):	Cllr Knox

This application has been brought to committee at the agreement of the Service Manager for Development Management and Enforcement following the scheme of delegation consultation.

1.0 Summary of recommendation:

Approve Reserved Matters subject to conditions

2.0 Reason for the recommendation:

- Contribution toward maintaining 5 year housing land supply.
- 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.
- 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.

3.0 Key planning issues

Issue	Conclusion
Principle of development	Site allocated for development in adopted Local Plan under policy BEAM 1. Outline permission

	WD/D/18/000115 establishes principle of up to 100 dwellings.
Layout	Layout follows principles of BEAM 1 policy with higher density toward road frontage and lower to the north. Perimeter block principle used to parts. Public open space locations provide framework for desirable “sense of place” to be created.
Landscaping	Principles of extensive western/northern planting carried forward in this reserved matters application. New planting includes tree groups, avenue feature and dispersed tree planting. Additional planting to reinforce existing boundaries included. Landscaping provisions are acceptable.
Scale	Development based on two storey buildings; reflects scale of adjacent and near-by buildings. Designs range from smaller scale vernacular to grander larger dwellings giving variety of form.
Appearance	Designs include detached, semi-detached and terraced units. Dwellings have variety of architectural features and an acceptable palette of wall and roof materials
Residential amenity	Scheme has an acceptable relationship with adjacent development and sites and is acceptable in residential amenity terms.
Highways	Scheme follows highway principle established on outline. Hierarchy of routes within site is acceptable.

4.0 Description of Site

4.1 The site lies at the west end of the town, on the north side of the B3143 Broadwindsor Road. It comprises mainly ploughed farmland, being low-lying and relatively level in the eastern part, and more of a slope rising to the west and north in the western portion. The site comprises an area of 4.58 ha and has a depth of 60-80 m in the east section, and about 210m depth in the west. To the north side of the road it is about 0.5-0.75m above road level. The site on its southern edge is bounded by the B3163. There is a grass verge fronting the road of variable width, backed by a hedge on a relatively low bank.

4.2 Opposite the left half of the frontage is Buglers; an agricultural equipment suppliers business. This includes a c7m high building of brick with metal clad walls and roof, together with a plant/machinery yard. More to the east opposite the site is Lower Barrowfield Farm; a listed building of two and a half storey random natural stone and thatch, with white timber windows. To the east of the site is a public footpath and beyond that a two storey dwelling known as All Seasons House; this is

of natural stone and slate. It has ground and first floor windows facing the site with other principal windows on other elevations. Its boundary is defined by a 1.4m high blockwork wall with conifers on that line. A wooded fringe and stream lies further to the east and recent housing/the Broadwindsor Road Industrial Estate beyond. The north of the site is mainly defined by a native hedgerow and to the north of that is a grass field which rises gently and is divided into pony paddocks (this adjacent site has outline planning permission for up to 58 Dwellings (WD/D/19/000163-part of the same BEAM 1 allocation). North-westwards the site is bounded by more pastureland, and to the west by further agricultural land, and further west a group of farm buildings of corrugated iron, blockwork and corrugated roofing for cattle and agricultural storage.

5.0 Description of Development

5.1 Outline planning permission was granted for this site under WD/D/18/000115 dated 21/11/19 for up to 100 dwellings. This is the reserved matters application following on from that outline and proposes 100 dwellings. The positioning and nature of the main site access was detailed in the outline permission and would be positioned opposite the entrance to Buglers premises including a new roundabout. A pedestrian footway link would also be provided from the south-east corner of the site along the north side of the road to link with the existing footway just to the east adjacent to St James.

5.2 The detailed layout broadly follows the principles of the illustrative outline layout. From the new site access a landscaped linear road runs northwards, with a lower hierarchy road running eastwards with access roads off it. At the eastern end of the site there is a small substation, a water attenuation shallow basin and a local equipped area for play (LEAP). The southern frontage to the Broadwindsor Road includes higher density areas. There is also a small local area for play (LAP) in this area.

5.3 West of the main access road nearest to the Broadwindsor Road is higher/medium density areas based on the perimeter block principle including some flats at the south-west corner. Moving north there is a significant sized public open space -described as "The Green". Moving north the housing is predominantly lower density with a greater number of detached houses.

6.0 Relevant Planning History

WD/D/18/000115 Outline: Residential development of up to 100 dwellings and associated infrastructure. Approved 21/11/19

7.0 List of Constraints

Landscape Character: Undulating River Valley; Brit Valley

Footpath W21/72;

Footpath W21/71;

Within defined development boundary (within BEAM1 allocation)

Affecting setting of Grade II listed building (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990)

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)

Rights of Way

8.0 Consultations

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

Consultees

Natural England – No comment. Standing advice can be used to assess protected species impacts.

Wessex Water-

Foul drainage-

The applicant proposes an off-site sewer running east in Broadwindsor Road to discharge flows to the public system at the junction of Broadwindsor Road and St James. A connection to the 150mm public foul sewer can be agreed at manhole 1502 for foul flows only.

A capacity appraisal of the receiving foul network will be undertaken by Wessex Water upon grant of planning, and where proved necessary a programme of capacity improvement works will be scoped to accommodate proposed foul flows only from the development.

The point of connection to the public network is by application and agreement with Wessex Water and subject to satisfactory engineering proposals constructed to current adoptable standards. The developer should contact the local development team development.south@wessexwater.co.uk to agree proposals for the Section 104 adoption and submit details for technical review prior to construction.

Surface water drainage-

The applicant is proposing to utilise onsite surface water attenuation with restricted discharge to the local watercourse, outfall rates and volumes will need to be agreed with the relevant LLFA.

The proposed outfall is into the culverted watercourse adjacent to the property known as "The Firs" to the East of the proposed development site. This will necessitate a 30m off-site sewer running east in Broadwindsor Road. It should be noted that a Section 98 sewer requisition will be required for works in third party land. The developer should contact the local development team as early as possible to agree proposals for the Section 104 adoption and any Section 98 sewer requisition works. development.south@wessexwater.co.uk
No surface water drainage will be accepted in the foul sewer system.

Water Infrastructure-

A water supply can be made available to the proposed development with new water mains installed under a requisition arrangement. A review of the available capacity of the existing network and any upgrades to accommodate proposed development will be undertaken by Wessex Water upon grant of planning, and where proved necessary a programme of capacity improvement works will be scoped to accommodate proposed demand.

The point of connection and any programme of off-site reinforcement works, will be agreed upon receipt of a Section 41 Requisition Application. The applicant should consult the Wessex Water website for further information.

Dorset Police Architectural Liaison Officer- No comments received

Senior Landscape Architect-

Following receipt of amended plans, content with the hard and soft landscape proposals for this reserved matters application.

AONB Landscape Officer-

Content with the amended plans; I noted that the table provided in response to comments indicated that the points I raised previously had been positively addressed. I can confirm this is the case.

Housing Enabling Officer-

Housing Need:

There are currently over 2100 households on the 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 of sizes.

Planning Policy:

West Dorset, Weymouth & Portland Local Plan 2015

National Planning Policy Framework

National Planning Policy Guidance

The revised NPPF sets out that affordable housing should be sought from major developments the qualifying threshold being 10 dwellings or more.

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 where it is provided 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.

Application:

This application is for a residential development on a site to the north of Broadwindsor Road in Beaminster. The site was granted outline permission for 100 homes in 2019.

Summary:

The site lies by the Broadwindsor Road to the north of Beaminster.

It provides a policy compliant 35/65 split of affordable and open market open with a range of sizes. The affordable plan shows that the properties will be spread across the development and are designed to be 'tenure neutral' being similar in materials and detailing to the market properties.

The affordable element of the scheme offers a good range of property sizes from one bedroom to four bedroom.

The properties will be delivered with a S106 retaining the affordable properties in perpetuity.

Dorset Home Choice demonstrates that there is a significant need for quality affordable family housing across Dorset this site would contribute towards the need for affordable housing in the area.

Flood Risk Management Team- (Summary)

We have no objection to the relevant Reserved Matters (RM) application, or revised scheme set out within submitted documents, on flood risk or surface water management grounds. The amended, conceptual drainage strategy would appear to be viable & deliverable, subject to the consideration of the detailed proposals and discharge of appropriate planning conditions (ref: WD/D/18/000115 – 6 & 7).

(Case Officer note: the surface water drainage issue is dealt with under the current conditions submission on the outline application)

Lead Project Officer (CIL and Planning Agreements)

On the understanding that this application is CIL liable and will be determined under the auspices of the s106 agreement (21/11/19) and identified financial and other obligations and associated trigger points therein I have no further comments from this perspective.

Urban Design Officer (summary)-

- Amenity of proposed units at the site entrance.
- Parking dominance over the street-scene at the west of the site.
- Materials – cohesion of materials for dwellings, plot boundaries and garages plus more recessive materials required at the highest and most visually exposed parts of the site.
- Fenestration is required to be included where feasible for bathroom and en-suite rooms.

West of site still a concern in terms of parking dominating the street scene. Housing mix -relatively large proportion of 4B relative to 3Bed. LEAP at east of site-adjust tree/hedge planting to ensure adequate surveillance. Materials-some revision to materials on dwellings on higher ground. Garages-should be in materials to match the associated dwelling.

(Case officer note: the applicant has now made design revisions consistent with the above points).

Senior Conservation Officer (summary)-

The Senior Conservation Officer has assessed the scheme and concludes that there is no harm to the significance of designated and non-designated heritage assets. This is in relation to Barrowfield Farmhouse with attached barn and stables; Horn Park; Horn Park Farmhouse; Horn Park Deer Park and Beaminster Conservation Area.

Highways Officer-

Before the Highway Authority can make its formal recommendation, the following items should be noted:

A speed reducing feature (e.g., raised table) should be included at the junction (adjacent to plots 53 & 60. The pedestrian crossing point opposite to the rear of plot 60s garage should be brought up to the junction and incorporated into this raised table.

A speed reducing feature (e.g., raised table or offset building outs) should be included at a point around plots 95-96 due to the length of this section of carriageway.

A short section of adoptable footway (running north-south) should be provided to the LEP in adjacent to plot 76.

If service margins are to be grassed, they must be a minimum of 1.0m.

The service margin around the visitor bays on The Green should be altered to provide a hardened surface with a minimum width of 1.0m to enable people to enter and exit their vehicle (to offer a better facility especially during inclement weather).

Road 8 junction (adjacent to plots 32 & 57) should be a drop crossing (allowing a continuous footway) rather than a bell mouth.

The arrangement of the trees indicated within the access (immediately to the north of the roundabout and to the south of the first junction) will need to be altered and reduced in number (likely 4 can be achieved) to ensure appropriate visibility is available and in particular to ensure street lighting can be installed and operate effectively.

(Case officer note: The applicant has now added the above requirements to the submitted plans).

Beaminster Town Council-

This application should be welcomed as it should obviate the piecemeal proposed developments in Beaminster for housing in inappropriate places, such as 83 East Street.

Dorset Council as part of their eco policy, MUST insist that each of the new houses being built under this application must have solar panels and must have electric vehicle charging facilities. Not only will this enhance the development and make the houses more attractive to potential occupiers, it should also send a clear message to developers of other sites within Dorset that solar panels and electric charging facilities are a must.

Should Dorset Council not insist on the installation of solar panels and electric vehicle charging facilities for each house in this development, it will send completely the wrong message concerning the Councils “green” and “eco” policy. Already a good opportunity was lost when there was no requirement for either solar panels or electric vehicle charging facilities in the Tea Garden housing development almost adjacent to the Broadwindsor Road site covered by this application.

Any suggestion that the Council cannot insist on such installations because it is not required by law is a weak way out. If we have to wait for Government to pass the necessary legislation, we will be waiting for years during which time many other housing, and industrial, developments will have been approved without such installations. Dorset should be a leader in requiring that solar panels and vehicle charging facilities are a basic requirement for all developments. It is considerably cheaper to make the installation during the build stage rather than having to do it at a later date after building completion.

Amended Plans- Further Consultee Comments –

Further Town Council Comments:

I have had the opportunity to research my notes and look back at the comments submitted and can confirm the Town Council RECOMMEND REFUSAL as the application stood.

Policy ENV13 (2.6.14) where new build is expected to achieve high standards of environmental performance – the Town Council believe a development of this scale provides the opportunity to incorporate solar panels, ground source or air source heat pumps, rain water harvesting and electric charging points.

The site had previously been earmarked for mixed industrial/residential development and again the Town Council believe no attempt had been made to provide employment/community development within the site by incorporating live/work units.

The Town Council also questioned the capability of the existing sewer system and note that Wessex Water indicate that only if/when planning permission is granted will they assess the capability, members believe it is then too late.

Wessex Water-

Thankyou for reconsulting us with regards to the above planning application, Wessex Water has no further comments to make at this time and would refer both the planning officer and the applicant Back to our formal response dated 16 June 20211 which remains current and valid.

Lead Project Officer (CIL and Planning Agreements)

On the understanding that this revised REM application remains CIL liable and will be determined under the auspices of the s106 agreement (21/11/19) and identified financial and other obligations and associated trigger points therein I have no further comments from this perspective.

Environmental Health Officer-

No comment

Heathland Mitigation and Public Space Co-ordinator-(summary)

Overall recommendation: Acceptable-

Public Open Space-

I have no comment on the POS other than to request that within the management Plan there is notable flexibility to change the design of the spaces in response to unexpected and continued antisocial behaviour or environmental issues. For example, if The Green becomes a target of continued fly-tipping or unauthorised parking then barriers to the behaviour could be retrofitted. It should also be stipulated that any future measures/changes be fully considered and fitting to the landscape.

Play Space-

Designs adequate, with consideration of following:

-Pedestrian gates (item s J and K on Doc. POS269-LAP and T and U on POS269-LEAP should ideally be different colour to fencing (aids emergency exit)

LEAP-should be room for outward opening gates without hazard to path users. Gate ideally not close quicker than 5 seconds. Safety surfacing areas advised to be wet pour surfacing.

Location of cycle barrier (item N on the LEAP design) may be better placed near to gate T or swapped with the bench in this location (to reduce likelihood of cycling in this area)

Open Space Management Plan -advised to include: basis of chosen equipment/how meets local need; how meets Equality Act 2010; drainage design/main; lifespan of equipment/fencing/surfacing; manufacturer details; details for responsibilities for provision, maintenance and inspection of equipment/details of health and safety site signage including emergency contact details.

Recommend developers/designers look at: Design for Play-Play England

Housing Enabling Officer-

Has confirmed that original comments still apply.

Rights of Way officer-

No comments received

Highways Officer-

It is important to note that the trees and landscaping on the main access road between the roundabout and the first junction will be highly likely to require alteration if the scheme is put forward for adoption.

The Highway Authority has NO OBJECTION, and recommends the following conditions:

1.Vehicle access construction

Before the development is occupied or utilised the first 15.0 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 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.

2.Estate road construction (adopted or private)

Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Numbers 106 Rev E & 107 Rev E 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

Representations received (original comments)-

The Beaminster Society-

The Beaminster Society objects to the lack of home working facilities in the house designs and the lack of details for achieving high levels of environmental performance in the development. We comment on building materials for house elevations and other layout and appearance details.

Other objections/comments they raise include:

-Infrastructure-increased pressure for additional school places; need for CIL contributions.

-Welcomes the affordable dwellings.

-Generally supportive of the layout and central green space. Positive built frontage to Broadwindsor road. Cottage styles will suit location.

- Layout design should avoid modern estate with car parking in parking courts/mews if possible.
- Play area next to SuDS area may give rise to safety issues.
- Materials-use of natural “rubble stone” should predominate the development; natural roofing materials rather than stone effect should be used. Ham stone and render advocated for dwellings/walls with less use of brick.
- Object to lack of more extensive home-working provision in scheme; should be more office space for small businesses.
- Landscaping is well designed.
- Scheme should achieve higher standards of energy efficient design (Dorset Council has the Climate and Ecological Emergency Strategy now published).

Beaminster Area Eco Group-

- Supports comments of Beaminster Society.
- Scheme should achieve high levels of environmental performance.
- Incorporate more renewable energy, rain-water harvesting, and electricity charging facilities
- Avoid higher retro-fit costs of above/other green measures by including now.

2 further letters of objection/comment. The main planning-related points include:

- If play area has to be next to SuDS feature then safety fencing needed.
- More home working provision sought.
- Given increased forthcoming regulation/COP 19/climate change, should encourage more environmental measures now- maximise south facing roofs with solar panels; triple window glazing; increased wall insulation; increased loft insulation; electric car charging points; ground thermal heat pump installation.

Impact on environment

Impact on traffic

Healthcare at present is struggling

Impact on car parking lack of sufficient shops

Impact on education

Employment for new residents

Poor bus service to larger centres

Surface water drainage and sewers police coverage very poor

9.0 Relevant Development Plan Policies

West Dorset, Weymouth and Portland Local Plan (2015)–

BEAM1 Land to the north of Broadwindsor Road

ENV1 Landscape, seascape and sites of geological interest

ENV2 Wildlife and habitats

ENV4 Heritage Assets

ENV5 Flood-risk

ENV9 Pollution and contaminated land

ENV10 Landscape and townscape setting

ENV11 The pattern of streets and spaces

ENV12 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
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

Other material considerations

Design and Sustainable Development Guidelines 2009
WDDC Landscape Character Assessment
Beaminster Parish Plan 2013-23
Bournemouth, Dorset and Poole Parking Standards

National Planning Policy Framework 2021

2 Achieving sustainable development
5 Delivering a sufficient supply of homes
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
15 Conserving and enhancing the natural environment
16 Conserving and enhancing the built environment

Decision-making

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 brown field registers and permission in principle, and work proactively with applicants to secure developments 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.

10.0 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.

11.0 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.

Parking is generally located close to the associated dwelling, thereby facilitating use by elderly or less able persons.

12.0 Financial benefits

Material considerations

Employment created during the construction phase

35 units of affordable housing

Increased spending in local shops and facilities

Non material considerations

CIL contributions

13.0 Climate Implications

Construction of the scheme will involve the use of plant, machinery and vehicles, together with any non-electric vehicles post-construction. These will generate emissions including greenhouse gases. However, this has to be balanced against the benefits of providing housing in a sustainable location. It is pertinent to note that electric vehicle charging facilities will be provided to all houses with an adjacent parking space.

14.0 Planning Assessment

Principle of development:

14.1 This site covers the greater portion of the allocated site for residential development under BEAM1 of the adopted West Dorset, Weymouth and Portland Local Plan 2015. Outline planning permission WD/D/18/000115 was granted for up to 100 dwellings on the greater portion of this allocated site on 21/11/2019.

This is the reserved matters application relating to that outline which seeks approval for the appearance, landscaping, scale and layout of the scheme.

This site comes forward in the context of Policy BEAM1 of the Local Plan which states:

LAND TO THE NORTH OF BROADWINDSOR ROAD

- I) Land to the north of Broadwindsor Road, as shown on the policies map, is allocated for housing, employment and public open space.

(Case Officer Note: It was determined at outline stage that employment land was not included in the approved outline due to changed circumstances since the original allocation of this site).

- II) The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows within and around the boundaries of the site, should be retained where possible. The development will also ensure the protection of the wildlife interest of the wooded river channel along the eastern boundary of the site.

iii) The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.

iv) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along the Broadwindsor Road.

(Note: Several other condition submissions relating to the outline permission were made simultaneously-drainage, tree protection and highways. These are considered separately as they were specific to the outline requirements).

14.2 Following negotiations some revisions have been made to the reserved matters scheme. These have mainly been in relation to the detailed layout with adjustments to the LEAP, attenuation hollow, and pumping station siting. The flats at the south-western corner have also been reduced in scale and the design adjusted. Other adjustments include street parking dominance reduced in the west; more visually recessive materials at higher parts of site; hard landscaping and landscaping species adjustments. Detailed highway design revisions have been added. Some design adjustments to some dwelling elevations have also been made.

Layout:

Road layout and connectivity-

14.3 The layout generally follows the principles of the illustrative outline layout. It demonstrates a hierarchy of roads. Moving from the access roundabout on Broadwindsor Road into the site the main access road is relatively wide and leads northward. A secondary road sweeps off to the west and then re-connects with the main road forming a loop. Other access roads branch off this loop to serve groups of dwellings or courtyard with dwellings. Moving east of the new vehicular access off Broadwindsor Road, a secondary road traverses to the east end of the site with secondary access roads off to serve dwelling groups. Service vehicle turning heads are also included. A footway runs along almost the entire site frontage, and, as required under the outline permission, a footway links from the east end of the site

frontage to the existing footway on Broadwindsor Road past the “All Seasons House” frontage.

14.4 The BEAM 1 allocation also covers land to the north of this site. This part of the allocation has outline permission for up to 58 houses (WD/D/19/000613 and the reserved matters application related to this has been received and is currently under consideration). The section 106 agreements for both sites ensure there will be connectivity between these two large sites so that they can function as one if both are built-out; There would be a vehicular access link toward the central northern part of the site together with three additional pedestrian links spread along the eastern “wing” of the current site to aid permeability.

14.5 The various routes within the site include a pedestrian route just within the site and parallel with the southern frontage running eastwards before linking with a new section of footway which links with the existing footway towards the town centre. This reflects a requirement of Policy BEAM1.

14.6 Parking provision for this 100 dwellings application is a mix of garaging and car spaces, with much car parking on-plot or if not, in close proximity to the associated dwelling. The scheme provides 190 allocated parking spaces, 69 allocated garage/car port spaces, 15 unallocated spaces, a space for sub-station parking and 20 visitor spaces. The Highways Officer has assessed the quantum and mix of parking and is satisfied this is acceptable.

14.7 Housing generally follows the perimeter block principle on the western side of this site. The residential development is of a higher density close to the Broadwindsor Road, with the density generally reducing as the site rises to the north, giving way to more spacious detached properties at the higher part. East of the main access point the density is higher reflecting its location closer to the existing town edge. This density variation on the site reflects the objectives of the BEAM 1 policy for the site.

14.8 Two public footpaths currently cross the site; W21/71 runs north-south through the west part of the site, while W21/72 runs north-west/south-east through the eastern part. The routes would be accommodated mainly on pavements and across green spaces, and would be of broadly similar lengths to the existing routes. Any necessary formal footpath diversion applications would be need to be made.

Public open space-

14.9 The site provides different areas of open space to meet different needs; along the main road frontage there is a linear walk within the site and at the west end this turns northward and would be flanked by the strategic landscaping belt which would sweep around the west/north sides of the scheme.

Located fairly centrally there is a large open space known as “The Green” which forms a central “heart” of open space to this wider area, providing an area for recreation and community activity including several tree groups. There would be a bike rack and a number of peripheral car spaces for visitors to use. Moving eastwards there is a Local Play Area (LAP) located centrally in the eastern section.

The LAP would include two horizontal tree trunks, four boulders, timber step logs and a bench. It would have a grassed surface and be contained within a 1m high galvanised bow top fence. Housing to east and west would provide surveillance of this area.

14.10 At the east end of the application site is a mainly open area. This includes a Locally Equipped Area for Play (LEAP) and a bike rack adjacent. The submitted details suggest the LEAP would be based on heavy duty timber structures with rope-type netting including items such as a birds nest swing, agility trail, embankment slide and two bench seats. Dwellings to the west would provide surveillance of this area. The open space provisions are of the correct size and general type to serve this part of the BEAM1 allocation.

14.11 The Heathland Mitigation and Public Open Space Co-ordinator has made a number of detailed comments on the LEAP in particular. The s106 agreement completed at the outline stage requires full details of the public open space (including play areas) and equipment to be provided and approved and these points will be taken into account in that process.

14.12 Moving southward from the LEAP there is an open area which is a shallow surface water attenuation hollow, underlain by a 1m deep 400m² attenuation tank. Details of this surface water drainage are controlled by conditions 6 and 7 on the outline permission. However, it is anticipated this will only act as an exceedance basin in the 1-to-100-year annual exceedance probability and then would only contain shallow water (max depth 500mm). The slopes are acceptable with a gradient of 1 in 4. South of this would be a small single storey pitched roof pumping station with associated parking.

14.13 The new vehicular access into the site has been designed to provide a “sense of arrival” at the site -with the road flanked by a pair of curved frontage buildings, and with the access road flanked by verges with an avenue of trees, helping to create a sense of place, leading to the “opening up” of the site on arrival at “The Green”. Regarding the mix of dwellings, the open market element (65 units) includes 10 x 2 bed (8 flats/2 houses); 28 x 3 bed (28 houses) and 27 x 4 bed (27 houses). This mix usefully provides enhanced potential for “working from home” due to the number of bedrooms – this usefully also helps address some comments on the application which sought an element of employment on the site.

14.14 The layout provides the required 35% affordable housing. These are dispersed throughout the site as three groupings and include 25 affordable rent units and 10 intermediate units. The affordable housing mix comprises 35 units; 10 x 1 bed (10 flats); 15 x 2 bed (5 flats/10 houses); 9 x 3 bed (9 houses) and 1 x 4 bed (1 house). The Housing Enabling Officer supports this scheme. Full details of the affordable housing scheme would be submitted to satisfy the terms of the relevant s106 agreement.

14.15 Having regard to the sense of place and variety of public open spaces proposed it is considered that the layout is acceptable.

Landscaping:

14.16 The site lies within the Area of Outstanding Natural Beauty and within the Brit Valley Landscape Character Area. The site is overlooked by areas of the Dorset AONB including Gerrards Hill and the South Wessex Ridgeway to the south.

14.17 The proposals incorporate a Green Infrastructure Strategy which seeks to create a network of green spaces with connections through the site. The strategy aims to accommodate the following functions and objectives within the green infrastructure network; retaining and enhancing the existing vegetation; provide amenity space; create a network of footpaths and cycleway links to existing community facilities

14.18 The outline permission established that there would be a 30m wide structural planting belt to the western boundary area, and a reduced but still significant buffer at the northern part of the site. In terms of this reserved matters application the detailed landscaping design and species has been amended in response to comments of the Senior Landscape Officer. The strategic buffer would include native species such as Beech, oak, field maple, holly, hazel and alder.

14.19 Regarding the site boundaries, the existing hedging/planting would be reinforced. The boundary hedging notably lacks significant trees; new tree planting would be carried out to help reinforce the site boundaries and to add structure. Species would include oak, beech and lime. Planting of a number of trees would occur on "The Green", together with an avenue "feel" flanking the main access road. Additional planting would occur to the periphery of the local area for play (LAP) and the locally equipped area for play (LEAP) to the east. Individual trees would also be planted - dispersed through the site including some along the site frontage. Tree size ranges from large semi-mature, medium size avenue trees to small street trees. At the smaller scale shrubs and ground cover planting would be used. One issue is the placing of trees relative to street-lighting on the scheme. This was also raised by the landscape officers. Accordingly, plans have been discussed with the Street-lighting Engineer to seek to minimise any further necessary adjustment to the landscaping scheme. Regarding hard landscaping, the road network is primarily tarmac roads. The parking courtyards/ manoeuvring areas and final access routes are to be of Charcon block paving-Woburn Rustic or similar. Details of the layout, provision and maintenance/management of the structural woodland and other landscaping are controlled under the section 106 agreement requirements. Both the AONB Landscape Officer and the Senior Landscape Officer have reviewed the hard and soft landscaping and support this scheme. It is considered that the landscaping proposed is acceptable.

Scale:

14.20 All dwellings are of two-storey, although with variations in depth/proportions and design there are consequent (and visually beneficial) variations in scale and height. The scale of the units also reflects the objectives of BEAM 1 with smaller units towards the frontage -particularly the east, and larger grander dwellings to the north of the site. The site rises to the north, although this is a relatively gentle gradient and as such the two -storey scale of the development assimilates

satisfactorily into this topography. This is further aided as the finished floor levels to the top of the site slightly lower by grading down from the existing ground level to reduce the overall ridge height. The height of dwellings typically varies from 7.6 to 9.4m. At two-storeys the scheme is broadly consistent with the scale of existing residential housing in the vicinity; Lower Barrowfield Farm, All Seasons House and the redevelopment of the Clipper Teas site slightly to the east reflect these general proportions.

Heritage:

14.21 The Senior Conservation Officer has assessed the scheme and concludes that there is no harm to the significance of designated and non-designated heritage assets. This is in relation to Barrowfield Farmhouse with attached barn and stables, together with the other heritage assets referred to in the report earlier. Regarding the effect of this development on the setting of listed Lower Barrowfield Farm, the combination of the distance (about 15m), the smaller scale of the new housing coupled with the LAP in the location nearest to this listed building leads to the conclusion that the proposals would cause no harm to its setting. In assessing these proposals, particular consideration has been given to the Council's duties under Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas Act) 1990 (as amended). The Urban Design Officer has reviewed the amended reserved matters scheme and is supportive. It is considered that the scale of development is acceptable.

Appearance:

14.22 The appearance of the dwellings is based on cottage-type proportions or larger, grander designs, with varying design treatments to provide street-scene variety and help contribute toward a sense of place. In response to comments of the Urban Design Officer the scheme has been adjusted to include less brick and more recessive materials used towards the (higher) north part of the site. The proposals include a range of external materials including brick, render and stone finishes. Occasional use of render above stone is also used.

The stone could include Hamstone, and the render Knauf Regal Through Colour Render or similar. Roofing materials will be a mix of slate, Duo Plain or Double Roman tiles or similar. It is considered that the general materials palette is appropriate and the final materials details would be addressed by a planning condition.

14.23 Different types of dwelling have different design features; for example, a block of flats include bay windows, multiple chimneys, feature porch; cottage-style terraces have overhanging eaves, chimneys and additional detailing. Some terraces have porch canopies, with multi-pane cottage windows, brick detailing over windows. The flats over garages include gable features and brick detail to eaves. Other design features of houses include gables, gablets, projecting gables-clad at first floor, quoins and string courses.

14.24 The scheme is supported by the Urban Design Officer. It is considered that the design and materials proposed for the development would result in an acceptable appearance on this important allocated site within the Area of Outstanding Natural Beauty.

Residential amenity:

14.25 There are only two dwellings adjacent to the site. Lower Barrowfield Farm lies to the south, on the south side of the B3163. All Seasons House lies adjacent to the east end of the site. However, neither of these dwellings are subject to close overlooking from the scheme. A LAP is the nearest feature to Lower Barrowfield Farm- which in any event is also separated from it by the well-used B road. Whilst there is a LEAP at the east end this is at the northern part and as such is furthest from the amenity space at the immediate rear of the adjacent All Seasons House. As such the activities in these areas are considered acceptable in residential amenity terms. The land to the north of the site has outline permission for up to 58 dwellings. No layout has yet been agreed, however the boundary between the sites would be defined by an existing hedgerow, with further planting of trees and a pathway. As such, there would not be an issue of unacceptable overlooking. Within the scheme itself, dwellings have been laid out in such a way so as not to result in unacceptable overlooking and to provide adequate garden areas or access to public open space near-by. In light of the above the scheme is considered acceptable in residential amenity terms.

Comments on Town Council Concerns:

14.26 Before commenting on this further below, and to place this scheme in correct context the following should be noted:

An Initial Notice was submitted under the Building Regulations in February 2021 to NHBC Independent Building Inspectors regarding this site. This was prior to increased Building Regulation requirements regarding energy efficiency measures coming into effect on 15 June 2022. In accordance with transitional arrangements, any plots which commence before 15 June 2023 will need only to follow the previous Building Regulations. Any plots commenced after this date must comply with the new 2022 Approved Documents. As a minimum, all plots would therefore comply with the Building Regulations in force prior to 15 June 2022.

14.27 However, the applicant has indicated it is their intention to construct all the dwellings in accordance with the recent 2022 revisions – even though this is not strictly a requirement under the Building Regulations (for any plots commenced before 15 June 2023).

14.28 In general terms the applicant's approach for energy efficiency is the "Fabric First" approach to maximise the performance of materials (rather than post-construction additions) using methods such as maximising air tightness, optimising

insulation components, maximising solar gain, natural ventilation and using the thermal mass of the building fabric. The applicant writes:

In a demonstration of Cavanna Homes' commitment to delivering genuinely sustainable and energy efficient homes, despite pre-registration and the "old" Building Regulations standards being those applied to the scheme, they are committed to building the whole of the scheme to the new increased energy standards. These new standards can be achieved in a number of ways including elements such as improved U-values for walls, windows and doors; glazing limits; as well as more efficient space heating and energy generation.

14.29 Regarding build fabric the applicant is increasing the performance from its current standards as follows: minimum air tightness will increase from 6.5m³/hr/m²@50Pa to 4m³/hr/m²@50Pa, and the ventilation strategy will change from Intermittent (system1) to Continuous (system 3).

Furthermore, the following measures are included as shown in the submitted Sustainability Statement:

- improved insulation standards and U values for all the thermal elements (cavity walls filled with glass fibre insulation -an 84% recycled material and A1+ rated in the Green Building Guide).
- 100% energy efficient light fittings in each dwelling.
- specifying energy efficient white goods with energy ratings no lower than "A" and insulating all pipework.
- dual flush toilets.
- low output showers.
- reduced size baths to point of overflow.
- natural ventilation- windows orientated where possible to maximise ventilation rates.

14.30 The Town Council have specifically requested the development include electric vehicle (EV) charging facilities. Infrastructure for the charging of electric vehicles is addressed under Part S of the new Building Regulations (which under the new Building regulations- due to transitional arrangements- would only apply to any dwelling commenced after 15 June 2023). However, the applicant has confirmed these will be provided to all homes with an adjacent parking space or garage and additional communal charging points where on-plot charging is not practicable such as to serve the apartment blocks. A planning condition can be used to secure this.

14.31 The Town Council also sought solar panels as part of this scheme. However, the outline permission does not require these to be provided. In this connection the Town Council cite policy ENV13 (Achieving high levels of environmental performance) of the local plan which reads:

- i) *New buildings and alterations/extensions to existing buildings are expected to achieve high standards of environmental performance*

However, this policy does *not* require solar panels to be provided, although it does expect high standards of environmental performance - which this development would provide from the above paragraphs in this section. It is considered that a condition requiring the provision of solar panels cannot be justified as it would not be necessary to make the development acceptable. Having said this the applicant has indicated that they would be prepared to accept a planning condition to provide a solar panels scheme for this development if such a condition could be justified.

14.32 Regarding the Town Councils request for air source/ground source heat pumps, the applicant has considered this request but feels the use of solar panels is more preferable from a future occupier point of view. They have indicated that mains gas central heating combi boilers would be installed.

14.33 Regarding the Town Councils request for rainwater harvesting, the applicant has responded as below:

It is not considered that the use of rainwater harvesting is required on-site to meet the Regulations. The applicant is providing fittings and fixtures designed to reduce water usage at source (as is standard across all Cavanna Homes), as well as providing a sustainable urban drainage system which holds storm water on site and releases this at a green field run off rate; designed to accommodate a 1 in 100 year flooding event with an additional 40% allowance for future climate change.

14.34 The Town Council reference the mixed development of housing/employment under Policy BEAM 1 of the local Plan, and the lack of live/work units. However, due to changed circumstances under the terms of the outline permission no specific employment provision was included on the site. Having said this, as mentioned earlier, the inclusion of a significant number of larger 3 or 4 bed properties lends itself to the growing trend for “working from home”. The Town Council also query Wessex Waters’ comment that they will assess sewer capacity only if/when planning permission is granted -feeling this is too late. The Case Officer would comment that as a professional statutory undertaker Wessex Water will be familiar with the scale and nature of development and are well placed to judge if and when infrastructure requires upgrading.

14.35 Whilst the applicant has not agreed to all the Town Councils suggested measures, they have nevertheless accepted that the scheme would include important energy efficiency measures such as the inclusion of comprehensive schemes for both EV charging and solar panels.

Highways:

14.36 The point of vehicular access from the Broadwindsor Road and pedestrian link to the existing footway to the east were established as part of the outline approval and are required provisions under the existing s106 agreement. The nature of the highway network within the site has been described earlier in the “layout” with a hierarchy of roads and access routes permeating the site. The Highways Officer made a number of detailed comments on the initial layout. These related to detailed

items such as including speed reducing features such as raised tables at certain junctions and increased service margins. The scheme is acceptable in terms of highway considerations subject to their two recommended conditions.

15.0 Conclusion

15.1 The principle of up to 100 dwellings on this site was established by outline permission WD/D/15/000115. This reserved matter application proposes a characterful interesting scheme to create a sense of place including a “gateway entrance” with curved dwelling frontages, avenue sections and with varied public open space areas and pathways linking the areas. The scheme has a visually interesting layout with extensive planting and the varied dwelling designs and materials contributing to this. The scheme is considered to be in accordance with the policies of the West Dorset, Weymouth and Portland Local Plan 2015 and in accordance with the National Planning Policy Framework.

16.0 Recommendation

Approve Reserved Matters with conditions

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

Site location Plan LP01.Rev A
Site Layout SL01.Rev A12
Affordable Housing Plan AHP.01 Rev B
Coloured Street Elevations CSE.01 Rev C
Dwelling and Boundary Materials Plan DBML.01 Rev E
Open Space Plan OSP.01 Rev E
Parking Plan PAP.01 Rev B
Site Sections SS01.Rev B
Surface Finishes Plan SFP.01 Rev B
Waste Collection Plan WCP.01 Rev B

House Type Elevations and Floor Plans:

HT.1B2P-END-1.e Rev A
HT.1B2P-END-1.p Rev A
HT.1B2P-END-2.e Rev C
HT.1B2P-END-2.p Rev A
HT.1B2P-END-3.e Rev A
HT.2B4P-END.pe Rev C
HT.2B4P-MID-1.pe Rev C
HT.2B4P-MID-2.pe Rev A
HT.2B4P-SEM.e Rev B

HT.2B4P-SEM.p Rev A

HT.3B5P-END-2.pe Rev B

HT.3B5P-MID.pe Rev A

HT.3B5P-SEM.p Rev A

HT.3B5P-SEM-1.e Rev A

HT.3B5P-SEM-2.e Rev A

HT.3B5P-SP.pe Rev B

HT.4B6P-END.e Rev D

HT.4B6P-END.p Rev B

HT.BLA.pe Rev B

HT.COR-DET-1.pe Rev B

HT.COR-DET-2.pe Rev C

HT.COR-DET-3.pe Rev B

HT.HOC-DET.p Rev A

HT.HOC-DET-1.e Rev B

HT.HOC-DET-2.e Rev B

HT.HOC-DET-3.e Rev C

HT.KEN-SEM.e Rev D

HT.KEN-SEM.p Rev D

HT.LAK-DET-1.pe Rev A

HT.LAK-DET-2.pe Rev C

HT.LAK-DET-3.pe Rev C

HT.LAK-END.pe Rev A

HT.LONG-DET.pe Rev B

HT.LONG-SEM.p. Rev B

HT.LONG-SEM -1.e B

HT.LONG-SEM- 2.e Rev A

HT.long A Det 2.pe B

HT.long Det.pe C

HT.STE-DETSP-1.pe Rev C

HT.STE-DETSP-2.pe Rev D

HT.STE-DETSP-3.pe Rev A

HT.STE-ENDSP.pe Rev D

HT.TAVY-DET-1.e Rev B
HT.TAVY-DET-1.p Rev A
HT.TAVY-DET-2.pe Rev C
HT.TAVY-DET-3.pe Rev C
HT.TAVY-DET-4.pe Rev B

Flat Block Elevations and Floor Plans:

FB-A.pe Rev C
FB-B.e Rev B
FB-B.p Rev B
FB-C.e Rev A
FB-C.p Rev A

Carport, Garages, Sub Station Elevations and Floor Plans:

CP01. pe Rev A
GAR.01.pe Rev A
GAR.02.pe Rev A
GAR.06.pe Rev A
GAR.07.pe.Rev A
SGAR.01.pe Rev A
SUB.01.pe Rev A

Soft Landscape Proposals 1 of 2 - drawing ref. 13796/P01 Rev G

Soft Landscape Proposals 2 of 2 - drawing ref. 13796/P01 Rev G

Proposed Levels 1 of 2 – E051508 C 102 Rev H

Proposed Levels 1 of 2 – E051508 C 103 Rev H

Impermeable Areas and Flood Routing 1 of 2 – drawing ref E05158 C 120 Rev B

Impermeable Areas and Flood Routing 1 of 2 – drawing ref E05158 C 121 Rev B

Proposed Site Layout 1 of 2 - E051508 C 106 Rev E

Proposed Site Layout 2 of 2 - E051508 C 107 Rev E

Proposed Highway Longitudinal Sections 1 of 3 - E051508 C 122 Rev A

Proposed Highway Longitudinal Sections 2 of 3 - E051508 C 123 Rev A

Proposed Highway Longitudinal Sections 3 of 3 - E051508 C 124 Rev A

Proposed Vehicle Tracking – E051508 C 130 Rev A

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

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

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

3. The dwelling boundary enclosure materials shall be as indicated on plan DBML.01 E. Prior to the commencement of any dwelling hereby approved above damp course level, details of the design of the means of enclosure, shall first be submitted to, and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the amenities of the area.

4. The landscaping shall be carried out in accordance with the submitted landscaping drawings (1 of 2, 2 of 2) 13796/PO1 Rev G unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity and the protection of the Area of Outstanding Natural Beauty.

5. 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.

Informatives-

This Reserve Matters approval shall be read in conjunction with the outline approval WD/D/18/000115 dated 21/11/2019 and the associated s106 agreement.

Informative: 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.

Informative: The applicant is advised that the granting of planning permission does not override the need for existing rights of way affected by the development to be kept open and unobstructed until the statutory procedures authorising closure or diversion have been completed. Developments, in so far as it affects a right of way should not be started until the necessary order for the diversion has come into effect.

Street Naming and Numbering

The Council is responsible for street naming and numbering within our district. This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering

Application Number:	P/FUL/2022/03702
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	West Bay Holiday Park Forty Foot Way West Bay DT6 4HB
Proposal:	Development to provide 16 glamping pitches and associated parking area
Applicant name:	Parkdean Resorts Uk Ltd
Case Officer:	Emma Telford
Ward Member(s):	Cllr Bolwell; Cllr Clayton; Cllr Williams

1.0 This application is before committee for consideration as the site is council owned land.

2.0 Summary of recommendation:

Grant, subject to conditions.

3.0 Reason for the recommendation:

- The proposal is considered to comply with Local Plan policy ECON 7.
- 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 Key planning issues

Issue	Conclusion
Principle of development	The proposal is considered to comply with local plan policies SUS 2 and ECON 7.
Visual Amenity	The proposal would not have an adverse impact on the visual amenities of the site or locality.
Heritage Assets	The proposal is considered to result in no harm to the setting of the heritage assets.
Residential Amenity	The proposals are not considered to result in significant adverse impacts on neighbouring amenity.
Area of Outstanding Natural Beauty	The proposal would not harm the character, special qualities or natural beauty of the AONB.
Flooding	The scheme subject to a condition to restrict occupancy is not considered to result in a worsening of flood risk.
Highway Safety	The proposal does not present a material harm to the transport network or to highway safety.

Biodiversity	The impact of the proposal on biodiversity is considered acceptable. Reimposed occupancy condition means the proposed change from touring caravans to glamping pitches is not considered to worsen the impact on the Chesil & The Fleet.
Land Stability	The proposal is considered acceptable in relation to land stability.
EIA	Environmental Statement is not required in this instance

5.0 Description of Site

5.1 The application site is located within the West Bay Holiday Park, positioned north-west of West Bay Harbour. The holiday park is accessed from the harbour road, on Forty Foot Way at the southern part of the site. The application site is located to the north-western corner of the holiday park and is currently used for touring pitches.

5.2 The application site is surrounded on three sides by existing plots of the holiday park, with agricultural land to the west.

6.0 Description of Development

6.1 The proposal includes the provision of 16 glamping pitches and associated services on land previously used for touring pitches and within the boundary of the existing holiday park. Glamping pitches were previously approved under application WD/D/19/000716 for the adjacent land to the site.

6.2 The proposed position and orientation of the units follows that of the existing park layout in place of existing touring pitches. The proposal would utilise the existing access roads within the site from the entrance to the park.

6.3 Safari tents are proposed to be sited on the glamping pitches which would consist of a tented structure on a timber base with an external decking area for each tent.

7.0 Relevant Planning History

P/FUL/2021/02223 - Erect flat roof entrance with double glazed doors on south elevation of conservatory. Apply upvc and timber cladding to exterior of main building and conservatory. Erect pergola over external dining area. – Approved – 17/02/2022.

WD/D/20/001205 – Redevelopment of holiday park for the siting of glamping pitches – (variation of condition 1 – plans list). – Approved – 05/10/2020.

WD/D/19/000716 – Redevelopment of holiday park for the siting of glamping pitches. – Approved – 24/07/2019.

8.0 List of Constraints

Setting of grade II listed building, The Old Salt House
Setting of grade II listed building, Cliff Cottage

West Bay Conservation Area

Potential cliff top recession 100yr (5% probability)

Outside Defined Development Boundary
 Area of Outstanding Natural Beauty
 Right of Way: Footpath W1/24
 Right of Way: Footpath W1/26
 Right of Way: Footpath W1/23
 Risk of Surface Water Flooding Extent 1 in 30
 Risk of Surface Water Flooding Extent 1 in 100
 Risk of Surface Water Flooding Extent 1 in 1000
 Areas Susceptible to Groundwater Flooding; Clearwater and Superficial Deposits Flooding; < 25%
 Areas Susceptible to Groundwater Flooding; Clearwater and Superficial Deposits Flooding; >= 50% <75%
 Special Area of Conservation (SAC) (5km buffer): Chesil & The Fleet (UK0017076)
 Site of Special Scientific Interest (SSSI) (400m buffer): West Dorset Coast
 Flood Zone 3
 Flood Zone 2
 Minerals and Waste Safeguarding Area

9.0 Consultations

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

Consultees

1. **Rights of Way Officer** – No comments received.
2. **Highways** - *The Highway Authority has no objection and recommends the following condition(s): Manoeuvring and parking construction as submitted: Before the development is occupied or utilised the manoeuvring 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.*
3. **Minerals & Waste Policy** - *The MPA notes that although there is safeguarded mineral land in the vicinity of the proposed development site, the site does not itself fall within the Mineral Safeguarding Area. The Mineral Planning Authority can confirm that in this case, on the site identified for this proposal, there is no mineral safeguarding objection. This without prejudice view is an Officer comment only and does not affect any other comment, observation or objection that the Mineral Planning Authority may wish to make on this proposed development, now or in the future.*
4. **Symondsburry Parish Council** - *The Site is a well established holiday park close to the coastline and amenities of West Bay, The site is within the Dorset AONB and close to the Heritage Coast site. The planning consent in 2019 was for 21 glamping pitches on part of the site to the north. The glamping pitches, within the*

confines of an existing successful holiday park, are of a safari style canvas structure on a timber base and would not necessarily cause any further detrimental environmental or visual issues than the previous similar use. Notwithstanding the objections by local residents, the proposed scheme is in conformance with the requirements of the Local Plan and BANP, especially in the support of tourism. However, there are some issues that need to be considered carefully. The three dimensional size of the tented structure needs to be controlled. In addition to avoid light pollution the lighting design needs to be controlled. The loss of touring pitches is a concern as this will put pressure on the existing parking areas. It is suggested that should the application be consented the structure size and lighting be conditioned to minimise any loss of amenity and to respect the immediate environs surrounding the site.

Symondsbury Parish Council carefully considered the objections however it unanimously supported the application for further glamping pitches. However, it does suggest that conditions are introduced to control the size of the tented structures, control the light pollution and restrict the use so that they cannot be considered permanent residential units.

5. Environment Agency - *This proposal falls under our Local Flood Risk Standing Advice (LFRSA), under proposals where built development is located in Flood Zone 1 but parts of the site, in this case the road for access purposes, are located in Flood Zones 2 or 3.*

6. Bridport Town Council – *No objection. The Town Council requests that the planning authority takes full account of the comments of Symondsbury Parish Council.*

7. Environmental Health – *There is no lighting mentioned in the application, care should be taken to ensure any lighting is pooled tightly to the glamping pods and doesn't go beyond the site. No further comment.*

8. Coastal risk management - *The site is unlikely to be affected by coastal recession or instability in the next 100 years. The SMP policy is also to hold the line in the longer term provided funding is available to do so. Given the main threat to the site is the flood risk, I suggest you consult with the Environment Agency and/or DC Flood Risk Management Team. I would add that the development area is in a raised part of the site and works have been undertaken to improve the level of flood resilience at this location by way of river embankment works and also coastal protection works in recent years.*

Representations received

Five comments were received objecting to the proposed development for the reasons summarised below:

- Already increased noise this year from holidaymakers impacting on neighbouring amenity.
- Bay is already struggling with the number of holiday makers from the site.
- Impacts on highway safety from increased visitors.
- Removal of trees to accommodate the proposal and previous safari tents.
- Not appropriate for permanent structures in the site – touring caravans are not permanently there in winter.
- Increasing the size of the glamping site will impact upon motorhome and campervan pitches available – already overnight parking by campervans and motor homes in the local car parks.
- Eyesore.
- Proposed glamping tents are more like log cabins with bathrooms etc.
- Impact on the wider countryside.
- Natural green hillside, forming a backdrop to the Britt Valley and part of the AONB has already been spoiled by the addition of glamping units – existing units look very unattractive.
- Further spoil and detract from the AONB – elevated position making it even more prominent on the landscape.
- Proposed safari tents are not in keeping with the surrounding area.
- Current glamping units are visible from a great distance when approaching West Bay.
- Touring vans are not a permanent fixture.

Comments were also made regarding the impact of the proposal on the value of neighbouring properties, this is not a material planning consideration and will not be considered as part of this report.

10.0 Relevant Policies

Development Plan

West Dorset, Weymouth & Portland Local Plan

ENV 1 – Landscape, Seascape and Sites of Geological Interest

ENV 2 – Wildlife and Habitats

ENV 4 – Heritage Assets

ENV 5 – Flood Risk

ENV 7 – Coastal Erosion and Land Instability

ENV 10 – The Landscape and Townscape Setting

ENV 12 – The Design and Positioning of Buildings

ENV 15 – Efficient and Appropriate Use of Land

ENV 16 – Amenity

SUS 2 – Distribution of Development

ECON 7 – Caravan and Camping Sites

COM 7 – Creating a Safe and Efficient Transport Network

COM 9 – Parking Standards in New Development

The Bridport Area Neighbourhood Plan (2020-2036)

Policy EE3 – Sustainable Tourism

Policy HT1 – Non Designated Heritage Assets

Policy L1 – Green Corridors, Footpaths, Surrounding Hills & Skylines
Policy L2 – Biodiversity
Policy D8 – Contributing to the local character
Policy D10 – Mitigation of Light Pollution

Material Considerations

National Planning Policy Framework

- 4. Decision-making
- 6. Building a strong, competitive economy
- 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

Other material considerations

WDDC Design and Sustainable Development Planning Guidelines (2009)
West Dorset Landscape Character Assessment (2009)
AONB Management Plan 2019-2024
Dorset AONB Landscape Character Assessment
West Bay or Bridport Harbour Conservation Area Appraisal (2013)

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.

The proposal involves the provision of glamping pitches which would provide holiday accommodation across one level.

13.0 Financial benefits

- Job creation – safari tents positioned on the site all year round (although not in use all year) compared to the use of the site as touring caravans.
- Applicant sets out there has been a high demand for glamping pitches and provisions for short breaks throughout the year rather than week-long holidays – possible increased spending in local economy.

14.0 Climate Implications

- Additional emissions arising from vehicle trips to and from the site – although trips currently undertaken given the current use as touring field.
- Emissions from site facilities that already exist.
- Heating of the safari tents in the colder months.

15.0 Planning Assessment

Principle of Development

15.1 The proposal is for the provision of 16 glamping pitches and associated parking area within the existing West Bay Holiday Park. The application site is located outside of the defined development boundary (DDB). However, local plan policy SUS 2 does allow tourism related development outside of the DDB. Bridport Neighbourhood Plan policy EE3 sets out that proposals for the development of tourist related accommodation will be supported where they are in conformity with the relevant policies in the Development Plan. As the proposed scheme is for glamping pitches local plan policy ECON 7 is applicable. The application site is currently used for touring pitches and is located adjacent to existing glamping pitches approved under the application reference WD/D/19/000716. Policy ECON 7 requires that the reorganisation of sites improves the quality and appearance of the accommodation and the site, that it must not have a significant adverse impact on the characteristics of the area and that they include an appropriate landscape scheme. These criteria will be considered in the following sections of this report.

Visual Amenity

15.2 The proposal is for the provision of 16 glamping pitches and associated parking area within the existing West Bay Holiday Park. The supporting text to the application sets out that overall the proposal would result in a reduction of numbers on the site from 20 touring to 16 glamping pitches. The glamping pitches would be safari tents which would consist of a tented structure on a timber base. The safari tents would provide a double and a single bed, small kitchenette, dining and lounge area, outdoor seating with decked area with shared toilet facilities close by. Each spot will occupy a 10m by 10m pitch giving room for the tent and external decking area. The base of the tent itself would be approximately 5m by 7.4m with a height of 3.5m. These dimensions would be a condition on any permission granted. The position of the glamping pitches would follow the pattern and orientation of

the existing holiday park, all the safari tents would be orientated towards the south and are directed in a southerly direction. The application site is an existing touring field within the West Bay Holiday Park adjacent to fields of other tourist accommodation including safari tents in the adjacent field and would be viewed in that context. A condition would be placed on any approval granted to ensure the finished colour of the safari tents is dark to ensure they would be more visually recessive than the existing white caravans or bright coloured tents. Given the above the proposal would not have an adverse impact on the visual amenities of the site or locality.

Heritage Assets

15.3 The application site is located within the setting of the West Bay Conservation Area and the listed buildings the Old Salt House (grade II) and Cliff Cottage (grade II). However, the proposal is not considered to result in harm to the setting of these heritage assets as the proposed glamping pitches would replace the existing touring field and would be seen in the context of the glamping pitches adjacent and the remainder of the holiday park which surrounds the site on three sides. Nor would the proposal result in harm to non-designated heritage assets as identified by neighbourhood plan policy HT1.

Residential Amenity

15.4 The application site is located within the existing West Bay Holiday Park and the proposal is for the provision of 16 glamping pitches and associated parking. The application site is separated from the nearest residential properties of Meadway by a touring field of the holiday park. The application site is currently used for touring caravans with no limit in planning conditions on the numbers. The replacement of this touring field within the existing holiday park away from the boundary with neighbouring residential properties with 16 glamping pitches is not considered to result in a significant adverse impact on amenity. Environmental Health were consulted on the application and advised that lighting had not been mentioned as part of the scheme and that it should be pooled tightly to the safari tents so as not to go beyond the site. In response to these comments a condition would be placed on any approval granted for a lighting scheme to be submitted and agreed before any new lighting is erected on the site and ensuring any scheme complies with neighbourhood plan policy D10.

Area of Outstanding Natural Beauty

15.5 The application site is located within the Dorset Area of Outstanding Natural Beauty (AONB). Third party concerns have been received regarding the proposed safari tents and the impacts of them in wider views within the AONB. The application site is located within the existing West Bay Holiday Park, with tourism accommodation on three sides including safari tents in the adjacent field granted under planning permission WD/D/19/000716 (original permission). The proposed glamping pitches (safari tents) would be viewed in the context of the rest of the park and would replace touring caravans although it must be

noted that the safari tents would be positioned on the site all year round. The safari tents would be on a timber base, with khaki fabric with decking and would be less visually intrusive than the white of a touring caravan. There is existing planting along the western boundary of the site and a condition would be placed on any approval granted for a soft landscaping scheme to further soften the proposal and a condition for the colour of the external fabric to be agreed. Given all of the above, it is considered that the proposal would not harm the character, special qualities or natural beauty of the AONB.

Flooding

15.6 The application site itself is located within flood zone 1, however the access to both the application site and the holiday park are within flood zones 2 and 3. The application site is currently used for touring caravans with no limit in numbers in terms of planning. However, it is subject to a condition that no caravan shall be occupied at any time between 15th January and 28th February, inclusive, in any year. The proposal for the provision of 16 glamping pitches is not considered to result in a change of use to a more vulnerable use, when compared to the existing permitted use and if subject to similar level of occupancy condition regarding the period of non-occupancy there not result in any worsening on the current situation in terms of flood risk as it would be a switch from one type of touring/tented accommodation to another type with a potential decrease in the number of units on the site and the same condition with regards to the period of non-occupancy each year.

Highway Safety

15.7 The application site would be accessed by way of the existing main entrance to the holiday park off Forty Foot Way. The proposal does not include any changes to the existing entrance, parking for the glamping pitches would be provided in proposed adjacent parking facilities located to the bottom of the site with 3 spaces provided in the existing car park and would allow for one vehicle space per glamping tent. Third party concerns have been raised in relation to the impacts of the scheme on highway safety from increased visitor numbers. Highways were consulted on the application and raised no objection subject to a condition for manoeuvring and parking to be constructed as shown which would be placed on any approval granted.

15.8 Third party concerns were also raised that increasing the number of glamping pitches in the West Bay Holiday Park reduces the number of motorhome/ touring caravan pitches available resulting in overnight parking by such vehicles in the local car parks. The proposal does not result in the complete removal of this type of pitch from the wider site and the application needs to be considered on its own merits.

Biodiversity

15.9 The proposal involves the provision of 16 glamping pitches and associated parking area. The site is within the existing holiday park and is currently used for touring caravans. A Biodiversity Plan (BP) was submitted as part of the application, the BP includes mitigation measures for the planting of two lengths of native, species-rich hedgerows and net gain measures of a hedgehog house and provision for nesting opportunities for pollinating insects. The submitted BP has been approved by the Natural Environment Team and the impact of the proposal on biodiversity considered acceptable. The proposal is therefore considered to comply with neighbourhood plan policy L2. A condition would be placed on any approval granted for the development to be carried out in accordance with the agreed BP.

15.10 The application site is located within the 5km recreational buffer for the Chesil & The Fleet. The proposal is for the provision of 16 glamping pitches, the site is currently used for touring caravans. The site is bound by a condition that no caravan shall be occupied at any time between 15th January and 28th February, inclusive, in any year. As this condition would be reimposed on the current application – the proposed change from touring caravans to glamping pitches is not considered to worsen the impact on the Chesil & The Fleet.

Land Stability

15.11 The application site is located within an area of potential cliff top recession 100yr, the proposal involves the provision of 16 glamping pitches and associated parking area on part of the existing holiday park currently used for touring units. The Coastal Risk Management Team were consulted on the application and considered that the site is unlikely to be affected by coastal recession or instability in the next 100 years and the Shoreline Management Plan policy is to hold the line in the longer term. Given the above the proposal is considered acceptable in relation to land stability.

Environmental Impact Assessment (EIA)

15.12 Following consideration of the relevant selection criteria for screening Schedule 2 development presented in Schedule 3 of the EIA regulations, it was concluded that the proposed development is not likely to result in significant environmental impacts. Therefore, an Environmental Statement is not required in this instance.

16.0 Conclusion

16.1 The proposal is considered acceptable in principle and complies with local plan policies SUS 2 and ECON 7 and neighbourhood plan policy EE3, Sustainable Tourism.

16.2 The proposal is considered acceptable in relation to visual amenity, heritage assets, the AONB, residential amenity, flood risk, highway safety, biodiversity and land stability.

17.0 Recommendation

Grant, subject to the following conditions:

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

Location Plan – drawing number 8380-LP

Proposed Site Plan – drawing number 8380-05

Tent Base Details – drawing number 080513/001 A1

End and Side Section – drawing number WPT1

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 glamping pitch and/or safari tent hereby approved shall be occupied at any time between 15th January and 28th February, inclusive, in any year.

Reason: To ensure that the scheme does not result in a worsening of flood risk or recreational impact on the Special Area of Conservation (SAC), Chesil & the Fleet.

4. No more than 16 glamping pitches (safari tents) in total shall be permitted on the site and no other holiday caravans/cabins/tents/units. The glamping pitches (safari tents) hereby approved shall be used for holiday purposes only and not used as a person's main or permanent residence.

Reason: The site is considered unsuitable for permanent residential development and to protect visual amenity within the AONB.

5. A register of all persons occupying the holiday accommodation hereby approved shall be kept by or on behalf of the owners of the holiday accommodation. The said register shall be made available for inspection during all reasonable hours at the request of a duly authorised office of the Local Planning Authority.

Reason: To ensure that the accommodation is used for holiday purposes only.

6. The bases on which the safari tents shall be pitched shall be no larger than 10m by 5.5m and the safari tent no higher than 3.5m above ground level.

Reason: In the interests of clarity and to protect the visual appearance and the AONB.

7. Prior to the erection of any the safari tents hereby approved details of the finished external canvas colour shall be submitted to and agreed in writing by the Local

Planning Authority. Thereafter, the safari tents shall be maintained in accordance with the agreed details.

Reason: In the interests of visual amenity and to protect the visual appearance of the AONB.

8. Prior to the erection of any external lighting on the glamping pitches (safari tents) or surrounding the pitches, a lighting scheme shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the external lighting shall be carried out in accordance with the agreed scheme and retained as such thereafter.

Reason: In the interests of visual amenity and biodiversity.

9. Before the development is occupied or utilised the manoeuvring 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.

10. Prior to first use of the glamping pitches (safari tents) a timetable for the implementation of the measures of the Biodiversity Plan shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the agreed timetable and the approved Biodiversity Plan, signed by Richard Bates, dated 11/06/2022, and agreed by the Natural Environment Team on 23/08/2022, unless a subsequent variation is first agreed in writing with the Council.

Reason: In the interests of biodiversity.

Western and Southern area Planning Committee

13th October 2022

Appeal Decisions

1. PURPOSE AND RECOMMENDATIONS

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

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

Wards: Those covered by the area planning committee

2.0 APPEAL DECISIONS

Appeal Reference: APP/D1265/W/21/3284755

Planning Reference: WD/D/19/002903

Proposal: Use of land as a year round holiday park

Address: Osmington Mills Holidays, Mills Road, Osmington Mills, DT3 6HB

3.1 The planning application was considered by the Western and Southern Area Planning Committee in July 2021. The case officer for the application recommended to the committee that the application be approved. The committee decision was to refuse planning permission for the following reasons:

1. *The extended use of the holiday accommodation for an additional 2 months of the year would not represent sustainable development as it would increase the carbon footprint of the development with no evidence having been submitted to indicate to the contrary. The carbon footprint would increase as a result of additional heating, lighting and vehicle movements, particularly as the additional months of use would be during the winter. The proposed development is therefore considered to be contrary to Policy INT1 of the West Dorset, Weymouth and Portland Local Plan (2015).*
2. *In the absence of a satisfactory completed legal agreement there would be no mechanism to ensure payment of the required ecological contribution (£1,911- 30) in order to satisfactorily mitigate for the impacts of the*

development on the European protected heathlands. In these circumstances the scheme would be contrary to the Dorset Heathlands Planning Framework (2020-2025), Policy ENV2 of the West Dorset, Weymouth and Portland Local Plan 2015 and the NPPF (2019).

- 3.2 The applicant subsequently appealed the refusal of planning permission. The appeal was dealt with by written representations and the Inspector allowed the appeal and planning permission
- 3.3 The Inspector said that whilst it was likely that the proposed changes would increase the number of trips to the holiday park throughout the winter season additional visits would support existing facilities within the Osmington Mills compound and the tourist industry at a time of the year when they are typically quieter. He commented that no substantive evidence had been presented by the Council to support the claim that visitors would not use nearby services and facilities.
- 3.4 The Inspector also commented that there was limited information before him to demonstrate that the occupation of the lodges for an additional two months would increase the carbon footprint of the development significantly. The Inspector considered that it could reasonably be expected that whilst visitors stay in the lodges the energy costs at their normal place of residence would in turn decrease whilst they are away. Additionally, the Inspector said his attention had not been drawn to a development plan policy restricting the use of existing holiday accommodation for such reasons. The Council's submissions refer to a Climate and Ecological Emergency Strategy and Action Plan but this document was not before the Inspector at the time of the appeal and he commented that there was no certainty that it would provide justification for resisting the proposed changes on this sole basis.
- 3.5 The Inspector was satisfied that the carbon footprint of the development would not increase significantly as a result of the proposed changes and it could not therefore be concluded that the proposed changes would have an adverse impact on climate change. The Inspector stated that the proposal would support the local tourist industry and represent a sustainable form of development and as such there would no conflict with Policy INT1 of the local plan, which sets out a presumption in favour of sustainable development.
- 3.6 A signed and dated unilateral undertaking which would provide the required financial contribution towards strategic access management and monitoring was submitted as part of the appeal and as such the contribution would ensure that there would be no likely significant effect on the integrity of the Dorset Heathlands as a result of the proposals and therefore there was no conflict with Policy ENV2 of the local plan.
- 3.7 The Inspector consequently allowed the appeal, imposing conditions regarding the relevant drawings, number of lodges and restricting their occupancy so that they are solely used for holiday purposes.