



Northern Area Planning Committee

Date: Tuesday, 10 December 2024
Time: 10.00 am
Venue: Stour Hall - The Exchange, Old Market Hill, Sturminster Newton, DT10 1FH

Members (Quorum: 6)

Richard Crabb (Chair), David Taylor (Vice-Chair), Barrie Cooper, Les Fry, Jack Jeanes, Sherry Jespersen, Carole Jones, Rory Major, Val Potheary, Belinda Ridout, James Vitali and Carl Woode

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

For more information about this agenda please contact Democratic Services Meeting Contact 01305 224877 - john.miles@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 interests 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 - 16

To confirm the minutes of the meeting held on 5th November 2024.

4. REGISTRATION FOR PUBLIC SPEAKING AND STATEMENTS

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. [Guide to Public Speaking at Planning Committee](#)

The deadline for notifying a request to speak is 8.30am on Friday 6th December 2024.

5. P/FUL/2024/00246, FORDINGTON FARM, ALINGTON AVENUE, DORCHESTER, DORSET 17 - 36

Erect 6 no. dwellings, form vehicular access (demolish existing outbuilding)

6. WD/D/19/001344, LAND AT, LITTLEFIELD, SHERBORNE 37 - 58

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

7. P/RES/2023/05868, WEST OF SHAFTESBURY ROAD AT LAND SOUTH OF GILLINGHAM SHAFTESBURY ROAD GILLINGHAM DORSET 59 - 100

Erection of 155 dwellings and associated infrastructure - including informal and formal public open space. (Reserved matters application to determine access, appearance, landscaping, layout and scale following the grant of Outline planning permission 2/2018/0036/OUT).

8. URGENT ITEMS

To consider any items of business which the Chair 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.

9. 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 x 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.

There are no exempt items scheduled for this meeting.

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NORTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY 5 NOVEMBER 2024

Present: Cllrs Richard Crabb (Chair), David Taylor (Vice-Chair), Barrie Cooper, Jack Jeanes, Sherry Jespersen, Carole Jones, Rory Major, Val Potheary, Belinda Ridout, James Vitali and Carl Woode

Apologies: Cllrs Les Fry

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

Jane Green (Planning Officer), Robert Lennis (Lead Project Officer), Hannah Massey (Lawyer - Regulatory), John Miles (Democratic Services Officer), Steve Savage (Transport Development Liaison Manager), Alex Skidmore (Lead Project Officer), Hannah Smith (Development Management Area Manager (North)) and Megan Rochester (Senior Democratic Services Officer).

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

14. Declarations of Interest

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

15. Minutes

The minutes of the meeting held on Tuesday 1st October were confirmed and signed.

16. Registration for public speaking and statements

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.

17. P/OUT/2023/06654 - Land at Sandways Farm, New Road, Bourton

The Case Officer provided members with the following update:

- Section 18 recommendation – Change recommendation D) to:
- Unless otherwise agreed in writing by the Head of Planning, if the S106 legal agreement was not completed by 05/05/2025 then refuse planning permission for the following reasons: The proposed contributions and benefits of this scheme

have not been secured by a S106 legal agreement as such the adverse impacts of the proposed development would not outweigh the harm on the setting of the heritage asset Sandways Farm, nor the harm to the intrinsic character and beauty of the countryside in this particular location contrary to North Dorset LP Policies 2, 6 and 20, and paragraph 180, National Policy Framework.

- Section 14.0 – Contributions are also being collected towards:
 - Libraries: £75.00/dwelling
 - Bus service and sustainable transportation: £6072.00 to upgrade bus stop and maintenance
 - Rights of Way enhancements:
 - £3900 surface works to fp N57/16
 - £16,250 surface works to (N57/21) Clay Lane,
 - £52,00 to surface works to N70/16,
 - £379.50 for a pedestrian gate to Clay Lane
 - Note the mis-number of conditions 5 twice.
 - Note condition 11 drawing number has changed to 20083 -24.

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members. The Case Officer included details of the indicative layout and explained that the proposal was an outline application for access only. Photographs of the field access, viewpoints looking towards the site and proposed site access were shown. Images of neighbouring properties, street scenes and site boundaries were also included. The Case Officer explained the planning history of the site and provided details of the biodiversity mitigation parameter plan. In addition to this, the Case Officer also noted the site constraints, including details that the proposal was outside the settlement boundary which had been acknowledged and there were two heritage assets of concern. There were also two other listed buildings to the southwest but due to slope of the land and intervening of development it was not considered to be a constraint.

Details of the location plan and site layout were included as well as an overview of the site history which had benefited from comments from urban design and conservation officers, who had formulated an indicative layout which officers supported. Members were informed that the proposed hall would have been situated more centrally within the site and it met policy. A viability assessment had been submitted and the Case Officer reminded members that they were only considering the principle of development and site access. No objections had been received from the Highways team and visibility splays were considered to be in excess of usual expectations. The access included in the officer presentation was in an indicative form which would link to existing footpath. The proposal was considered to be safe and met policy.

Therefore, the officer recommendation was to delegate authority to the Head of Planning and the Service Manager for Development Management and Enforcement to:

A) Grant outline planning permission subject to the following conditions, 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.

B) Refuse permission for the reasons set out below if the S106 legal agreement is not completed by 05/05/2025 or such extended time as agreed by the Head of Planning.

Public Participation

Mr Holmes spoke in objection to the proposal. He is a local resident who moved to the area for a rural lifestyle. He noted the current constraints on education and healthcare within the area, highlighting limited school spaces and the local doctor surgery being at capacity. Mr Holmes felt that the proposal failed to deliver meaningful infrastructure and would further contribute to environmental concerns. He also noted that while there was a site for a new village hall, it was disheartening that there was no commitment to fund or build it, leaving residents with the cost. Biodiversity was also a concern, highlighting that the development threatened critical habitats, contradicting the North Dorset Local Plan. The objector also discussed safety concerns, especially with an increase in traffic. Mr Holmes reiterated the number of objections and hoped members would put an end to over urbanisation of the village.

Mr Curry also spoke in objection to the proposal. He discussed the application which was previously presented for a development in Bourton for 30 houses, amenity space and a new village hall to be built at the entrance. The hall and car park were to be gifted to the community and was central to the Parish Council's decision to work with the developer. Mr Curry highlighted the provision of affordable housing, which was barely 17%, not the 40% requirement. This was not acceptable. He also discussed the location of the proposed hall site; it would have been situated at the low point of the development in an unsuitable area. Mr Curry concluded his representation by stating that the plan was not suitable, receiving over 100 objections. If built, the development would have stood for generations as a brutal reminder that local democracy was ignored. He urged the committee to refuse the application.

Mr Williams thanked members for the opportunity to speak and introduced himself as the agent for the application. He commended the officer's report which provided a very comprehensive and impartial assessment of the proposal in the context of relevant planning policies. He recalled that a previous application was refused by the Committee in March last year, as per the officer recommendation. Following the refusal, they had engaged extensively with officers and the scheme had been designed to secure the collective agreement of the Council's conservation, urban design, highway, ecology and flood management officers. Mr. Williams highlighted his client's commitment to delivering the layout presented. However, only access was to be approved at this outline stage so if members had any concerns regarding the indicative layout, informatives could have been placed on the outline permission to guide the detailed design.

The District Valuer had independently reviewed the scheme for the Council and confirmed the scheme was viable to enable the requirements of Neighbourhood Plan Policy 5. Mr. Williams referenced the number of objections which represented

less than 10% of the village population. To conclude, the agent explained that the layout had been designed to satisfy officers following the previous refusal and therefore hoped members would grant outline planning permission in accordance with the recommendation.

Cllr Peter Williams spoke against the proposal on behalf of Bourton Parish Council. He felt that the current application included the site for a new Village Hall in a far less acceptable location than previously proposed. He noted that the proposal was only for the plot for a new Hall, presenting the community with a challenge of funding its construction. The preferred New Hall location is on the site of the existing barn, where it would have much greater accessibility, appeal and financial viability. Having an adjacent carpark would make its designation much more viable than with the current application, in which there was a big gap between the main carpark and the Hall site, risking its utilisation by residents, thereby restricting access to the Hall for many individuals. The Local Parish Councillor also felt that the proposed development would have been contrary to the Local Plan on a number of issues which included policies 2,6 and 20. Highlighting that there was no local need for an additional 30 dwellings. Cllr Williams also discussed the harm to the setting of the heritage asset and insisted that the application be refused.

Members questions and comments

- Clarification regarding flood mitigation and details of a drainage scheme.
- Questions to confirm what changes were made from the previously refused application to make it acceptable.
- Points of clarification regarding viability of the site.
- Cllr Jones requested further detail regarding leeway with S106 and whether financial contributions could have been put to another use.
- Members highlighted the concerns raised regarding the Neighbourhood Plan and sought clarification as to how a small housing development should be interpreted.
- Cllr Potheary queried the distance between the site access point and the proposed location of the village hall as well as from the site access to the proposed car park. Concerns were raised regarding accessibility for residents.
- Members did not feel that the proposed parking or the indicative layout for the village hall was sufficient. Cllr Jespersen requested that if members were minded to approve, to add an informative note to this effect so that they matter could be addressed in any reserved matters application. Clarification regarding educational contributions and whether they would likely benefit a school in Bourton
- Viability had reduced the proportion of affordable housing
- Cllr Potheary noted that years had been spent creating the Neighbourhood Plan and felt that the indicative proposal was of a poor design which included parking which was not accessible for all residents. She also did not feel as though there was a local need for 30 houses which was contrary to several policies and was disappointed that there had been no engagement with the local community. Cllr Potheary recommended refusal on the basis of the Neighbourhood Plan and policies 2,5,6,20,23 of the Local Plan. Less than substantial harm to the

setting of the adjacent listed building was not outweighed by public benefit of the proposed market housing provision, affordable housing, open space, and the provision of the land for the village hall.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **overturn** the officer's recommendation and **REFUSE** planning permission as recommended, was proposed by Cllr Val Potheary, and seconded by Cllr David Taylor.

Decision: To refuse planning permission on the following grounds;

1. The proposed development site was located in the countryside outside of the settlement boundary in the adopted Local Plan and would not have been addressing local housing need contrary to Policies 2 and 5 of the Bourton Neighbourhood Plan, Policies 2, 6, 8 and 20 of the adopted North Dorset Local Plan Part 1 (2016), and the National Planning Policy Framework.

2. The proposed development would likely have an adverse impact resulting in less than substantial harm to the setting of Sandways Farm which would not be outweighed by public benefits contrary Policy 5 of the adopted North Dorset Local Plan Part 1 (2016), and the National Planning Policy Framework.

3. In the absence of completed and signed Section 106 legal agreement to secure affordable housing, allotments, NHS infrastructure, education, pre-school provision, community leisure and sport facilities, land for village hall, land for amenity space/open space, amenity space maintenance, formal outdoor sports facilities, libraries, bus service and sustainable transport, and rights of way the proposal would be contrary to Policies 4, 8, 13, 14 and 15 of the adopted North Dorset Local Plan Part 1 (January 2016), and the National Planning Policy Framework.

18. **P/RES/2023/05407 - Land South of A30 and East of Shaftesbury, Salisbury Road, Shaftesbury, Dorset**

The Case Officer updated members on the additional conditions which were not within the report.

- 3. All planting, seeding or turfing comprised in the approved details of landscaping PERSC2412011 Sheets 1 to 7 received 04/11/2024 shall be carried out in the first planting and seeding seasons following first occupation of the development; and any trees or plants which, within a period of 5 years from the completion of this phase of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed with the Local Planning Authority.
- 4. The development hereby permitted shall be undertaken in accordance with the details set out in the Arboricultural Method

Statement ref. PERSC24120amsA Rev A:27/07/2023 and Tree Protection Plans ref. PERSC24120-03a Sheets 1 to 5. All trees and hedges shown to be retained on the approved Tree Protection Plan shall be fully safeguarded during the course of site works and building operations.

- 4. A Landscape Management Plan shall be submitted and agreed in writing by the local planning authority prior to the construction of any part of the development above dampproof course level, covering landscaping, including long term design objectives, management responsibilities, maintenance schedules and a timetable for implementation and/or all landscape areas (other than small, privately owned domestic gardens). Thereafter the Landscape Management Plan shall be implemented as approved.
- 5. The construction of the development hereby approved shall be limited to between the hours of 07:00hrs-18:00hrs on Monday to Friday, 08:00hrs-13:00hrs on Saturdays, with no activity on Sundays or Public holidays.

The Case Officer updated members on the additional conditions which were not within the report. With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members. The site was on the edge of Shaftesbury in which outline had previously been granted. Members were informed that the proposal before them was for reserved matters only and they were considering appearance, layout and landscaping. The Case Officer identified the approved access which was situated near a signalised junction with pedestrian crossings. Photographs of the front, side and rear elevations were shown as well as ground and first floor plans which would have mirrored the house types of existing neighbouring properties. Images of the existing site and the western neighbouring scheme which would have connections for pedestrian access were also included. The proposal was situated on an allocated site which sat in the Parish of Melbury Abbas and Cann. Objections had been received from the Parish Council and therefore the matter was before members for determination. The Case Officer identified the proposed LEAP to the south of the site and provided details of street planting and larger attenuation to support the site.

The Officer recommendation was to grant consent, subject to conditions set out in the officer report.

Public Participation

The agent, Mr Walker spoke in support of the proposal. He explained that if granted, it would have provided 107 much needed homes created by several housing mixes. There was also the inclusion of a site for a new school which was needed within the area. Mr Walker was proud of the benefits to the local community, especially the mixture of starter homes to support first time buyers getting on the property ladder as well as the inclusion of part buy to deliver relief. The agent also discussed the employment land for a care home, school and hotel and noted that they had worked hard with officers to sensitively preserve the character of the area. Site buffers had also been expanded and comments from

landscape officers had been responded to. The agent was pleased with the positive collaboration and hoped members would support the proposal.

Members questions and comments

- Cllr Jespersen requested the officer to confirm the building materials and to add an informative note that some forms of render would not be approved. Further details of the phasing plan were also requested.
- Queried whether there was a plan to build the school.
- Confirmation that the roads would be made to an adoptable standard.
- Questions regarding whether additional tree planting could be considered and whether an extension could be made from the current landscape conditions from 5 years to 10.
- Members queried whether a condition could have been added to ensure that phase 3 of the development could be completed within a set timeframe.
- Clarify pedestrian site access and the housing mix on the site.
- Cllr Jeanes sought clarification that the LEAP was a legal requirement for the site and the makeup of affordable housing.
- Concerns regarding lighting.
- Members were pleased to see the inclusion of affordable housing and reduced speed limit on the site, however, felt that it needed a robust tree management plan.
- Clarification regarding conditions to ensure that the proposal would have been laid out in accordance with details presented to committee.
- Assurance that there was sufficient parking provision.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** planning permission as recommended, was proposed by Cllr Sherry Jespersen, and seconded by Cllr Belinda Ridout.

Decision: To grant planning permission subject to conditions set out in the officer report and the additional conditions set out below;

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

Location Plan - LP.01; Site Layout drawing no. SL.01 Rev E; Boundary Details drawing no. BD_01; Proposed Streetscenes drawing no. 100 revision P1; Brick Structure Substation Rev A; Phasing Plan drawing no. PH.01; Proposed Levels and Contours Plan drawing no. P988/02 Rev G; Bin Collection Layout drawing no. BCL.01 Rev C; Green Energy PV and ASHP layout drawing no. GEL.01 Rev B; Heights Site Layout drawing no. HSL.01 Rev D; Materials Site Layout drawing no. MSL.01 Rev E; Tenure Plan drawing no. TL.01 Rev E; Infiltration Basin Plan drawing no. P988/42 Rev A;

House types dated 07/07/23: Grizdale HT shared ownership plots 58, 57; Rendlesham_Mid HT shared ownership plots 38, 47; Rendlesham_End HT shared ownership plots 37, 46, 39, 48; Haldon_End HT affordable rent plots 71, 91, 93, 73, 92, 94; Haldon_End HT shared ownership plots 35, 36; Apartments 01 (Plans) affordable rent plots 020-022, 023-025; Apartments 01 affordable rent plots 020-022, 023-025; Grizdale HT affordable rent plot 26; Rendlesham_End HT affordable rent plots 27, 40, 43, 44, 28, 41, 42, 45; Haldon_Mid HT affordable rent plot 72; Haldon_End HT Plots 82, 101, 84, 102; Apartments 01 (plans) plots 011-013, 014-016; Apartments 01 plots 011-013, 014-016; Kielder HT plot 107; Kielder HT plot 107; Greenwood HT plots 87, 51; Barnwood_Dt HT plots 74, 95, 17, 70; Barnwood_Dt HT plots 74, 95, 17, 70; Knebworth HT plots 75, 80; Galloway DT plots 18; Barnwood HT Variant 1 plot 81; Barnwood HT plots 06, 50, 103, 07, 59, 88; Sherwood_HT plots 31, 32, 49, 104; Saunton_HT Variant 1 plots 77, 79, 76, 78; Saunton _HT plots 61, 60; Galloway Mid HT plot 55; Galloway HT plots 29, 54, 64, 66, 68, 89, 30, 56, 65, 67, 69, 90; Chiltern HT Variant 1 plots 01, 53, 03, 85, 105; Chiltern HT plots 19, 97, 33, 63, 99; Danbury Mid HT plot 2; Danbury HT Variant 1 plots 52, 86, 106; Danbury HT plots 8, 62, 96, 9; Redhill HT plots 10, 98; Redhill HT plots 10, 98; Haldon_Mid HT plot 83; Alnmouth HT plots 4, 5, 34, 100.

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

2. Prior to development above dampproof course level, samples of materials to be used in the construction and finish of the development shall be made available on site and retained in that location for inspection by the Local Planning Authority. Any such samples shall be approved in writing by the Local Planning Authority and thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To safeguard the visual amenity of the locality.

3. Prior to the construction or installation of any boundary walls, samples of the brick and stone to be used for the walls must be submitted to and approved in writing by the Local Planning Authority. Prior to the construction or installation of any boundary fences or railings, visual details of the fences and railings must also be submitted to the Local Planning Authority for approval in writing. The development shall thereafter be implemented in full accordance with the approved details.

Reason: In the interests of the amenities of the area.

4. All hard and soft landscape works must be carried out in accordance with the approved drawings number PERSC2412011 (sheets 1 to 7) and Soft Landscape Specification received 04/11/2024. The soft landscaping works detailed on the same approved drawing must be carried out in full during the first planting season (November to March) following commencement of the development. The soft landscaping shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 10 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

5. The development hereby permitted shall be undertaken in accordance with the details set out in the Arboricultural Method Statement ref. PERSC24120amsA Rev A:27/07/2023 and Tree Protection Plans ref. PERSC24120-03a Sheets 1 to 5. All trees and hedges shown to be retained on the approved Tree Protection Plans shall be fully safeguarded during the course of site works and building operations.

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

6. A Landscape Management Plan shall be submitted to and agreed in writing by the local planning authority prior to construction of any part of the development above dampproof course level, covering landscaping, including long term design objectives, management responsibilities, maintenance schedules and a timetable for implementation and/or all landscape areas (other than small, privately owned domestic gardens). Thereafter the Landscape Management Plan shall be implemented as approved.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

7. Prior to construction of any part of the development above dampproof course level, an amended biodiversity improvement plan shall be submitted to the local planning authority for approval, including a timetable for implementation. The improvement measures shall be implemented in accordance with the agreed measures as set out in the approved timetable.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

8. Prior to the construction of any part of the development above dampproof course level an amended landscape and ecological management plan (LEMP) shall be submitted to and agreed in writing by the local planning authority. The content of the LEMP shall include the following: description and evaluation of features to be managed, ecological trends and constraints on site that might influence management, aims and objectives of management, appropriate management options for achieving aims and objectives, prescriptions for management actions, preparation of a work schedule (including an annual work plan capable of being rolled forward over a 5 year period), details of a body or organisation for implementation of the plan, ongoing monitoring and remedial measures. The LEMP shall also include the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the relevant management body(ies) responsible for its delivery. The plan shall set out where the results from monitoring show that the conservation aims and objectives are not being met, how contingencies and/or remedial action will be identified, agreed and implemented so that development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The above

shall be implemented in accordance with timescales submitted to and approved by the local planning authority.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

9. The construction of the development hereby approved shall be limited to between the hours of 07:00hrs – 19:00hrs on Mondays to Fridays, 08:00hrs – 13:00hrs on Saturdays, with no activity on Sundays or Public Holidays.

Reason: To safeguard the amenity of the area and living conditions of any surrounding residential properties.

19. **P/FUL/2024/03951- Shortwood Farm, Hammond Street from Brockhampton Bridge, Mappowder, DT10 2EW**

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members for a County Farm. Photographs of the existing site and views across the site were shown. Members were informed that the proposal was located beyond the field boundary hedge, ensuring that it would have been discreet to mitigate visual impacts. The nearby footpath and bridleway would not have been impacted if members were minded to grant and details of the where the lagoon would have been situated on the site were included as well as further details relating to a manure management plan to reduce odour impacts. The Case Officer informed members that a minor tree was to be removed, however, this had been compensated for and the protection and retention of existing trees and hedgerows and additional planting were secured through conditions. There were no significant concerns relating to flooding or drainage, nor were there any adverse impacts on highway safety as traffic movements would not have increased due to storing the slurry on site. The officer recommendation was to grant subject to conditions set out in the officer report.

Public Participation

The agent thanked the committee for the opportunity to speak. He noted that the recommendation for approval was subject to appropriate conditions and was before members as the farm was owned by Dorset Council. The applicants were tenants of Shortwood Farm and had invested in the necessary slurry infrastructure project in order to ensure that the dairy farm remained viable. The size and features of the lagoon were necessary due to regulation and environmental agency requirements, who have raised no objections to the scheme. The application fully aligned with national and local policies which supported sustainable rural development, as evidenced in the planning officer's recommendation to approve. Mr Haskell referred to consultees who had raised no objections and supported the proposal. The applicants had worked with the planning officer and colleagues to ensure an acceptable scheme, these included landscaping and ecological enhancements. The slurry lagoon would have ensured Shortwood Farm's continued compliance with regulatory and environmental

standards, as well as benefitting future tenant or business at Shortwood Farm. This was an important piece of infrastructure which would have allowed the continuation of the dairy farm as well as compliance with environmental standards. The agent hoped members would support the proposal.

Members questions and comments

- Queried the proposed materials.
- Members fully supported the proposal and felt that they should do all that they can to support local farms.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** planning permission as recommended, was proposed by Cllr David Taylor, and seconded by Cllr Sherry Jespersen.

Decision: To grant planning permission subject to conditions set out in the officer's report.

20. **P/LBC/2024/04880 - Wilkins Farm, Bozley Hill, Cann, SP7 0BH**

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members. Members were informed that the proposal was a Grade 2 listed farmhouse building which was situated on a derelict farm. Internal and external photos of the proposal were shown as well as southeast elevations. The Case Officer highlighted that the application was to retain previously completed work to the roof and cellar and detailed the materials. Evidential work had been carried out and no harm had been identified, the proposal would not have harmed the character and historic fabric of the listed building. The ecological team were happy with the proposal before the committee, however an informative was requested in case a further survey was required.

Public Participation

There was no public participation.

Members questions and comments

- There were no questions or comments.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** planning

permission as recommended, was proposed by Cllr Carole Jones, and seconded by Cllr David Taylor.

Decision: To grant planning permission subject to conditions set out in the officer's report.

21. **Urgent items**

There were no urgent items.

22. **Exempt Business**

There was no exempt business.

Decision Sheet

Duration of meeting: 10.00 am - 12.32 pm

Chairman

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Agenda Item 5

Reference No: P/FUL/2024/00246			
Proposal: Erect 6 no. dwellings, form vehicular access (demolish existing outbuilding)			
Address: Fordington Farm Alington Avenue Dorchester Dorset DT1 2AB			
Recommendation: Grant, subject to conditions			
Case Officer: Jim Bennett			
Ward Members: Cllr Jones and Cllr Rennie			
CIL Liable: Y			
Fee Paid:	£3468.00		
Publicity expiry date:	23 February 2024	Officer site visit date:	30/01/2024

1.0 Referred to committee in view of the objection from the Town Council.

2.0 Summary of recommendation:

Grant, subject to conditions

3.0 Reason for the recommendation:

- The principle of residential development on this site is acceptable.
- 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 proposal is acceptable in its design, scale, layout and landscaping.
- There is not considered to be any significant harm to residential amenity.
- There are no material considerations which would warrant refusal of this application.

4.0 Key planning issues

Issue	Conclusion
Principle of development	Policy SUS2 of the Local Plan supports development, including those for new housing, within defined development boundaries.
Impact on the character of the area	The proposal would be appropriately designed so as to have an acceptable impact on the character and appearance of the area.
Tree Impacts	The submitted tree information addresses the tree constraints of the site, and no objection is raised subject to pre-commencement site meeting, submission of details of cellular confinement and planting conditions.

Amenity Impacts	The development has been designed to respect all other amenities of neighbouring properties including overbearing impact, loss of outlook, unreasonable loss of light, noise, disturbance or other pollution.
Flooding and Drainage	Infiltration testing has been undertaken to demonstrate that the proposed drainage strategy is viable in relation to the groundwater situation. The Council's Flood Team have confirmed that the proposed drainage arrangements are acceptable, subject to a condition to ensure the proposed Surface Water Drainage Strategy is implemented and adhered to.
Highways and Parking	No objection is raised on highway safety grounds, subject to a turning, manoeuvring and parking construction condition and informative. Each dwelling would be provided with at least 2 no. parking spaces, with an additional 2 no. visitor parking spaces provided, which are considered to be acceptable.
Land contamination	Acceptable subject to conditions.
Protected species survey and mitigation	The proposal has demonstrated that it will not result in harm to protected species and will make provision for new wildlife opportunities through completion of a Biodiversity Plan.
Water quality and nutrient neutrality	The Appropriate Assessment concluded that the proposed development will not result in an adverse effect upon the integrity of a European Site and the planning application may therefore proceed towards determination. This is on the basis of the purchase of sufficient credits from Lyscombe Farm to ensure that the effect from the additional nitrogen loading from the proposed development is addressed. A pre-commencement condition is applied to ensure that the correct number of credits are purchased prior to the works starting.

5.0 Description of Site

The site is within defined development boundary of Dorchester, with residential development bounding the site on all sides, being the Fordington Farmhouse, Armada Way, Balmoral Crescent and Sandringham Court.

6.0 Description of Development

Erect 6 no. dwellings, form vehicular access (demolish existing outbuilding).

7.0 Relevant Planning History

WD/D/20/002876 - Decision: GRA - Decision Date: 09/03/2021 - Demolition and reconstruction of lounge extension, construction of new double attached garage.

1/E/86/000633 - Decision: GRA - Decision Date: 19/11/1986 - Develop land for residential development

1/E/88/000066 - Decision: GRA - Decision Date: 27/04/1988 - Erect 27 houses and construct estate road

1/E/88/000804 - Decision: GRA - Decision Date: 29/11/1988 - Erect extension

1/E/89/000740 - Decision: GRA - Decision Date: 22/12/1989 - Erect indoor rifle and pistol range with club room

1/D/09/001818 - Decision: GRA - Decision Date: 11/01/2010 - Extend time limit for implementation of 1/E/05/001040 to erect 3 dwellings

P/TRT/2023/02940 - Decision: TC - Decision Date: 14/06/2023 - G1 Mixed, Elder, Beech, Elm, Western Red Cedar & Ivy - Cut back to achieve a 2.5m clearance in height from the ground & cut back sides by up to 1m up to the boundary

P/PAP/2023/00345 - Decision: RES - Decision Date: 03/08/2023 - 7 new dwellings and associated access on land at the rear of Fordington Farm.

P/PAP/2023/00346 - Decision: WIT - Decision Date: 29/06/2023 - 7 new dwellings and associated access on land at the rear of Fordington Farm

8.0 List of Constraints

LB - Grade: II Listed Building: WAREHAM BRIDGE List Entry: 1324409.0; - Distance: 14.37

TPO - TPO (TPO/2023/0016) - NULL: NULL - Distance: 0

LP - SUS2; Defined Development Boundary; Dorchester - Distance: 0

LP - ENV 2; Poole Harbour Nutrient Catchment Area; Poole Harbour - Distance: 0

PROW - Rights of Way: Footpath S2/26; - Distance: 25.31, Footpath S2/29; - Distance: 0 and Bridleway S2/30; - Distance: 0.65

EA - Groundwater - Susceptibility to flooding; NULL; NULL; - Distance: 0

DESI - Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

EA - Groundwater Source Protection Zone - Distance: 0

9.0 Consultations

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

Dorchester Town Council- Object, as the amended plans do not address the previous comments, which are still applicable:

The proposal represents overdevelopment

The proposed vehicle access from Armada Way will adversely affect the existing properties either side of the entrance.

There is concern about the placing of waste and recycling bins from the new properties on the roadside on Armada Way.

Adjacent to proposed unit 6 there was, until recently, a large hedge along the west side of the footpath. Some of this hedgerow was removed last summer. If there were to be development on this site, would wish to see planting to replace this section of removed hedgerow to ensure the footpath remains a green corridor.

Consider that the proposal is contrary to Local Plan Policies ENV10, ENV12 and COM7.

DC Highways- No Objection- The proposal must comply with minimum refuse collection requirements for pinch points, which will be for the gate to be widened by 300mm so the opening is 3.7m wide to allow for a refuse lorry to gain access which shows on drawing 02. No objection, subject to a turning, manoeuvring and parking construction condition and informative.

DC Tree Officer- No Objection- Concerns have been expressed over the potential pre-emptive felling of trees and removal of hedges. This happened prior to the service the TPO 23/0016, which was served 31.03.2023 as an Area Order. Since then, a tree works application was submitted to undertake crown lifting works and some minor side canopy reduction, which was granted 14.06.2023.

As part of the submitted planning scheme it is proposed to remove 2 further trees, an Ash marked within the submitted NB as T529 and an Elder T536A both due to their poor condition. As well as a small group of what appear self sown broadleaf trees, all of which are acceptable due to condition and or lack of public amenity.

Overall, the submitted tree input addresses the tree constraints of the site and no objection is raised subject to pre-commencement site meeting, submission of details of cellular confinement and planting conditions.

DC Rights of Way Team- No Objection- During development the full width of the public bridleway must remain open and available to the public, with no materials or vehicles stored on the route.

DC Archaeologist- No Objection- Terrain Archaeology's report on the archaeological evaluation has been undertaken to an appropriate professional standard. Although archaeological remains of significance were not identified, there is still a strong likelihood that such remains would be affected by the proposed development. To secure the archaeological recording recommended, it is advised that a suitably-worded condition should be attached to any grant of planning consent.

DC Environmental Protection- In view of the previous use of this site, the LPA will have to satisfy itself that it is able to fully discharge its liabilities in respect of contaminated land. It is recommended that, should consent be granted, a suitable condition is applied which requires the applicant, in the event that ground contamination is encountered during construction, to cease operations and seek specialist advice; operations should not recommence without the written consent of the LPA.

DC Building Control- No Objection- Compliance with Requirement B4 should be checked for plots 3 and 4. Compliance with Requirement B5 and H6 for Plot 6; and Table 13.1 ADBV1 for all plots. Where the proposals may adversely affect the existing B5 access to controllable buildings, a further Building Regulation application would be required to approve any change.

DC Waste Policy Manager- No Objection- Refuse collections are currently conducted in Armada Way and Balmoral Crescent to service existing properties. As long as residents present bins in a sensible manner, no concerns are raised. There will be a high number of containers presented in a small area of Balmoral Crescent on recycling week (4 x wheeled bins, 4 x food waste containers and 4 x glass boxes), you could specify a hard standing on which to present bins/containers on collection days, but this is not strictly necessary.

DC Environmental Assessment- No Objection- Prepared an Appropriate Assessment concluding that the proposed development will not result in an adverse effect upon the integrity of a European Site and the planning application may therefore proceed towards determination.

Natural England- No Objection- It is proposed to mitigate the additional nitrogen load generated by the proposal by the purchase of credits from the approved scheme at Lyscombe Farm. We note that it is the intention of your Authority to use a Grampian styled planning condition to ensure sufficient credits are secured prior to commencement. Provided your Authority is satisfied that sufficient credits are available then, Natural England has no objection to this approach. Any permission should ensure the 110L per person water use requirement is met for Poole Harbour.

The Ramblers- No Objection- A public right of way (S2/29) runs immediately to the east of the site proposed for development. The applicant should be reminded of the need to keep the path open and available for public use, both during the works and subsequently. As it is a public footpath, it should not be used for motor vehicular access unless lawful authority exists.

Dorset & Wilts Fire Service- No Objection

10.0 Representations received

10 Third Parties objections and 1 comment have been received on the following summarised grounds:

- The proposal constitutes overdevelopment

- Inadequate bin storage facilities
- Bins will obstruct pedestrian routes
- Chimneys are proposed, without fireplaces
- The proposed access from Armada Way is privately owned
- Will contributions be made to maintain the Armada Way access
- Access to units 1-5 from Armada Way is restricted in terms of width.
- Disruption caused by traffic accessing the development
- Disruption caused by construction activity
- Detriment to highway safety
- The site has the potential for contamination
- Notification procedure is criticised
- Detriment to trees
- Loss of income from tenanted properties

Molly Rennie (former Cllr)- Objects due to overdevelopment of an infill site. Protected trees were removed from site previously despite Cllr Jones reporting this work being undertaken. Pollution of Poole Harbour Phosphates and Nitrates issues unresolved.

11.0 Relevant Policies

Development Plan Policies

Adopted West Dorset and Weymouth & Portland Local Plan:

The following policies are considered to be relevant to this proposal:

INT1	-	Presumption in favour of Sustainable Development
ENV2	-	Wildlife and habitats
ENV5	-	Flood risk
ENV9	-	Pollution and contaminated land
ENV10	-	The landscape and townscape setting
ENV 12	-	The design and positioning of buildings
ENV13	-	Achieving High Levels of Environmental Performance
ENV15	-	Efficient and Appropriate Use of Land
ENV 16	-	Amenity
SUS2	-	Distribution of development
COM7	-	Creating a safe & efficient transport network
COM9	-	Parking provision

Other Material Considerations

Emerging Dorset Council Local Plan:

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

On the 26 September 2024, the Planning Inspectorate (PINS) confirmed that Dorset Council can demonstrate a Housing Land Supply (HLS) of 5.02 years. This covers the entire Dorset Council area and replaces all previous calculations for the former districts. The PINs Report states that we are entitled to rely on this position until 31 October 2025. This is in accordance with Para 78 of the NPPF (December 2023) and Paras 012 and 018 of the PPG (Housing Supply and Delivery). The Council can therefore demonstrate a 5-year housing land supply. In addition, no areas in Dorset Council have a Housing Delivery Test result of less than 75% delivery, meaning that the two minimum criteria of footnote 8 of the NPPF are met. This means that the presumption in favour of sustainable development (the tilted balance) does not apply. Full weight can therefore be given to relevant policies in the adopted Local Plans and Neighbourhood Plans. As the confirmed HLS position is close to the required minimum of 5 years, this is a material consideration in planning decisions. Another material consideration is the Written Ministerial Statement issued by the Secretary of State on 30 July 2024, which makes clear that the government wish for the planning system to address the housing crisis and deliver significantly more homes. When making decisions, case officers should consider the benefits of an increase to the housing supply alongside other benefits of the scheme, against the impacts associated with the development.

National Planning Policy Framework:

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.

Other relevant NPPF sections include:

- Section 4 '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...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 with subsection 'Rural housing' at paragraphs 82-83 reflecting the requirement for development in rural areas.

- Section 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed and beautiful 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 131 – 141 advise that:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.

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'- In Areas of Outstanding Natural Beauty (National Landscapes) great weight should be given to conserving and enhancing the landscape and scenic beauty (para 182). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 184). Paragraphs 185-188 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 205). The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 209).

Supplementary Planning Document/Guidance

All of Dorset:

Nitrogen Reduction in Poole Harbour SPD Adopted

Consultation Report - Nitrogen Reduction in Poole Harbour SPD

Consultation Statement - Nitrogen Reduction in Poole Harbour SPD

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Duties

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.

12.0 Human rights

Article 6 - Right to a fair trial.

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

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

13.0 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people.
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.
- Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.
- Officers are not aware of any specific impacts on persons with protected characteristics.

14.0 Financial benefits

The proposed development will bring about modest financial benefits for Dorset Council and the local community in the form of construction jobs generated by the proposal and locally expenditure by the developer. Occupiers of the development will also contribute to Council Tax, which will benefit the public purse.

15.0 Environmental Considerations

The Council is moving forward with a Climate and Ecological Emergency Action Plan and the proposal demonstrates sustainable design and construction techniques. The fabric of the buildings will be designed to be thermally efficient, using air source heat pumps and incorporating PV slates where possible. The buildings have been designed to make the most of the south facing light and solar gain, with good ventilation to ensure the buildings are not susceptible to overheating.

Use of sustainable materials and methods will be used wherever possible, for example; working with a responsible local contractor and reusing demolition materials as hardcore for the proposal. Construction waste will be minimised wherever possible and the proposal will include dedicated space for convenient waste recycling storage.

Water consumption will be minimised in line with UK building regulations. It will be possible to include rainwater harvesting to further aid water conservation and recycling. A sustainable surface water drainage scheme has been submitted with the application, showing the incorporation of soakaways.

The proposal will include a number of new trees and hedges and retention of existing trees.

16.0 Planning Assessment

The Site and Proposal

The site is within defined development boundary of Dorchester, with residential development bounding the site on all sides, being the Fordington Farmhouse, Armada Way, Balmoral Crescent and Sandringham Court.

The proposal is for 2 no. detached dwellings and 4 no. semi-detached dwellings over the footprint of a former agricultural building (to be demolished), hardstanding and part of the garden area of Fordington Farmhouse. The proposal totals 6 no. dwellings, five of which would be accessed from Armada Way and one from an existing access off the B3144 to the north east. The proposal includes 14 no. off-street parking spaces for future occupiers and visitors to the development. Landscaping arrangements including new planting and retained trees are incorporated into the proposal, together with pedestrian access arrangements to Balmoral Crescent and the footpath adjoining the site to the east.



Principle of development

Policy SUS2 of the Local Plan supports development, including those for new housing, within defined development boundaries and it is noted that planning permission was granted for three dwellings on a portion of the site under ref. 1/D/09/001818 in 2010. The principle of infill development is therefore acceptable. While the principle of housing development is acceptable, this is subject to the material considerations set out below.

Impact on the character of the area

A pre-application enquiry was submitted to the LPA prior to submission of the current proposal, which proposed seven dwellings on the site. The pre-application response accepted that opportunity exists to enhance the appearance of the site, which has fallen into a vacant and neglected condition. However, seven dwellings was considered too cramped and it was suggested that the number of units be reduced to six in order to address concerns regarding overdevelopment, namely by reducing the unit numbers and re-arranging parking spaces to free up space for landscaping. The applicant took the advice on board, resulting in the current submission for six dwellings.

While suggestions have been made by notified parties that the proposal constitutes overdevelopment, officers do not consider this to be the case. The number of units proposed was reduced from seven to six as a result of the pre-application enquiry. The grain of existing development in the locality on Armada Way and Sandringham Crescent is a much more intensive and tighter form of development than that proposed. With the exception of Plot 4, the proposal by comparison is well spaced and with more generous garden curtilage arrangements, commensurate with the size of dwellings proposed. Furthermore, the proposal has in-curtilage parking and an acceptable level of retained and proposed landscaping. The layout of development is therefore considered to be acceptable and certainly not overdeveloped.

Overall it is considered that the proposed layout has an appropriate level of space and landscaping about it. The poor quality Lleylandii hedge around the existing farmhouse curtilage will be removed, being of limited visual or biodiversity benefit and replaced with a pleached Limes and walling, which would lend a more verdant backdrop to the proposed development, as well as privacy to the existing dwelling. A hedge with six new heavy standard tree specimens and retention of the attractive metal railing along the boundary between the footpath to the east and Plots 5 and 6 is welcomed. A hedge in this location, rather than a close boarded fence will be important in maintaining and enhancing the character of the area and to assist with creating a good sense of place.

The design, materials and scale of the proposed dwellings take reference from local character, and a materials pallet chosen to respect the setting of the adjacent developments. Comment has been made that chimneys are proposed, without fireplaces, but these are architectural features to give more articulation of roof form and visual interest to the dwellings. The intention to re-use brick from the demolished dairy building in some boundary treatments is welcomed. The proposal suggests use of red brick, slate and reconstituted stone in the development, though a condition requiring submission of details at a later date prior to their use in the build is suggested.

The proposal would not adversely affect the setting of any listed buildings. Wareham Bridge is listed and within 13m of the proposed access to Plot 6, but no newly built form will be within the setting of the bridge.

Tree Impacts

The site is constrained by protected trees to the north east and south of the site, which is acknowledged by the submitted arboricultural information. Retention of existing trees around the site is important and the application includes a plan with details of all existing landscaping features within the site and on its boundaries, as well as new landscaping, including several new trees on the eastern boundary.

It is proposed to remove two further trees, an Ash marked within the submitted note as T529 and an Elder T536A, both due to their poor condition, as well as a small group of self-sewn broadleaf trees, all of which are acceptable due to condition and or lack of public amenity.

The arboricultural method statement and impact assessment have been evaluated by the Council's Tree Team, who conclude that it is acceptable and raise no objection, subject to conditions.

The Tree Officer acknowledges concerns expressed over the felling of trees and removal of hedges on the eastern boundary of the site. This happened prior to the service of the TPO 23/0016, which was served 31.03.2023 as an Area Order. Since then, a tree works application was submitted to undertake crown lifting works and some minor side canopy reduction, which was granted 14.06.2023.

Overall, the submitted tree input addresses the tree constraints of the site and no objection is raised subject to pre-commencement site meeting, submission of details of cellular confinement and planting conditions.

Impact on neighbouring and future residential amenity

Plot 6 is close to the boundary of the existing farmhouse and a flank wall in this location could be overbearing. The scale and form of Plot 6 is therefore reduced, to provide relief from its western boundary.

Plots 5 and 6 provide active frontages to the footpath to the east, in the interests of passive surveillance, although only ground floors are fenestrated to avoid overlooking between first floor levels with dwellings to the east.

It is contended that the proposed vehicle access from Armada Way will adversely affect the existing properties either side of the entrance. However, the access already serves 11 dwellings on Armada Way, as well as an alternative access to the former farmyard, which is a fall-back for the applicant. Considering the level of current use as well as the fall-back use of the access, access to a further 5 dwellings does not constitute a significant level of additional vehicular use and no objection is raised by the Highway Authority.

The proposal been designed to prevent overlooking or loss of privacy that would be demonstrably harmful to any of the neighbouring properties and their gardens, subject to conditions to prevent insertion of additional first floor windows. It has been designed to respect all other amenities of neighbouring properties including overbearing impact, loss of outlook, unreasonable loss of light, noise, disturbance or other pollution. The dwellings are reasonably spaced from boundaries and appropriately orientated. The proposal has also been designed to provide appropriate levels of amenity for future occupants, with adequate outdoor amenity space for the proposed dwellings.

Flood Risk and Drainage

The site is within Flood Zone 1, outside of any flood warning area, and not in an area at risk for surface water flooding. However, it is in an area of Groundwater Susceptibility to flooding where there is a risk of flooding to subsurface assets. A Drainage Strategy and Flood Risk Assessment has been submitted, outlining an appropriate method of dealing with surface water to prevent flooding of the site and adjacent land. Infiltration testing has also been undertaken to demonstrate that the

proposed drainage strategy is viable in relation to the groundwater situation. The Council's Flood Team have confirmed that the proposed drainage arrangements are acceptable, subject to a condition to ensure the proposed Surface Water Drainage Strategy is implemented and adhered to.

Highway safety and access

Dorset Council Highways advise that the proposal must comply with minimum refuse collection requirements for pinch points, which will be for the gate to be widened by 300mm so the opening is 3.7m wide to allow for a refuse lorry to gain access, which shows on drawing 02. Revised drawing number 02 Rev B has been submitted showing the opening widened to 3.7m. Consequently no objection is raised on highway safety grounds, subject to a turning, manoeuvring and parking construction condition and informative.

Each dwelling would be provided with at least 2 no. parking spaces, with an additional 2 no. visitor parking spaces provided, which are considered to be acceptable.

Archaeology Impacts

The submitted archaeology report has been undertaken to an appropriate professional standard. Although archaeological remains of significance were not identified, there is still a strong likelihood that such remains would be affected by the proposed development. To secure the archaeological recording recommended, the Council's Archaeologist advises that a condition be attached.

Land contamination

The site may be affected by historic contamination, being previously used for agricultural purposes. The Environmental Health Section advise that the LPA will have to satisfy itself that it is able to fully discharge its liabilities in respect of contaminated land. It is recommended that, should consent be granted, a suitable condition is applied which requires the applicant, in the event that ground contamination is encountered during construction, to cease operations and seek specialist advice.

Protected species survey and mitigation

The Council has a legal duty to conserve and enhance biodiversity. The proposal has demonstrated that it will not result in harm to protected species and will make provision for new wildlife opportunities through completion of a Biodiversity Plan, which was agreed by the Natural Environment Team on 16th January 2024 and includes provision of bird or bat boxes on all dwellings, as well as new planting. The proposed biodiversity enhancements will be ensured by condition applied to any approval.

Water quality and nutrient neutrality

The site is within the Poole Harbour nutrient catchment area and the application has been on hold following the requirement for new development to be phosphate neutral.

The applicant has provided an estimate of the additional nitrogen loading which will result from the proposed development. Dorset Council have reviewed the calculator submission and agree that the proposed development will result in the discharge of 20.95 kgTN/yr pre-2030 and 7.32 kgTN/yr post-2030 within the Poole Harbour catchment. The applicant has indicated that the proposed development will deliver mitigation to achieve nitrogen neutrality mitigation by purchasing credits from Natural England associated with their project at the Lyscombe Farm.

The Appropriate Assessment concluded that the proposed development will not result in an adverse effect upon the integrity of a European Site and the planning application may therefore proceed towards determination. This is on the basis of the purchase of sufficient credits from Lyscombe Farm to ensure that the effect from the additional nitrogen loading from the proposed development is addressed. A pre-commencement condition is applied to ensure that the correct number of credits are purchased prior to the works starting. Since a water usage figure of 120L/person/day was applied whilst estimating the additional nitrogen loading from the proposed development in the calculator tool, a planning condition would need to be added to any permission to secure the higher level of water efficiency at 110L. This approach is supported by Natural England.

Bin/recycling storage

There is adequate space within the application site for bin storage within the curtilages of the proposed dwellings. Plots 1 and 2 would present their bins to Armada Way for collection, the remaining four units being collected from a point at Balmoral Crescent.

The Waste Policy Manager advises that refuse collections are currently conducted in Armada Way and Balmoral Crescent to service existing properties. They note that there will be a high number of containers presented in a small area of Balmoral Crescent on recycling week (4 x wheeled bins, 4 x food waste containers and 4 x glass boxes) and provision of a hardstanding on which to present bins/containers on collection days was suggested. Unfortunately site constraints and ownership prevent provision of a hardstanding in this location. However, as long as residents present bins in a sensible manner, no concerns are raised by the Waste Section.

Housing Land Supply

While the area benefits from a 5-year housing land supply and passes the housing delivery test, the Local Planning Authority must support new residential development, where it is otherwise acceptable in all respects. The proposal will make a modest contribution to housing supply and for the reasoning outlined above is considered to be acceptable, the balance weighing in favour of sustainable residential development, within the defined Settlement Boundary for Dorchester.

Other Matters

With regard to the comments of notified parties not addressed above, the application indicates the applicant has a right of access from Armada Way. Whether it is privately owned and whether contributions will be made to maintain it are private legal matters to be settled beyond the remit of the planning system.

In respect of disruption caused by construction activity, this is an unfortunate consequence of any new development. It is uncertain how the applicant intends to access the site for construction purposes, though it would appear sensible to access it from the B3144 to the north east in light of the narrow and pavioir finish of the access from Armada Way. A construction traffic management plan condition is recommended to address this point.

In respect of criticism of the notification procedure, Dorset Council no longer notifies neighbours by letter. Two site notices were posted on lamp standards at Armada Way and Balmoral Crescent on 30/01/2024.

Loss of income from tenanted properties is not a material planning consideration. The Local Planning Authority must consider the merits of the proposal on planning grounds, although it is unlikely that the proposal would result in any significant detriment to landlord income.

In respect of Building Control's comments, the applicant has amended their plans to ensure the scheme complies with the relevant parts of the Building Regulations.

17.0 Conclusion

The site is within the defined settlement boundary for Dorchester and the proposal is for an appropriately designed and laid out scheme, which is consistent with the prevailing character of the area. There are no material considerations indicating the decision should be taken otherwise than in accordance with the development plan. Consequently, the application is recommended for approval, subject to conditions.

18.0 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 approved plans:

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

3. Prior to development above damp proof course level, 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.

4. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number 02 must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

5. Prior to commencement of development hereby approved a Construction Traffic Management Plan and programme of works shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities). The development shall thereafter be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of road safety.

6. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 16th January 2024 must be strictly adhered to during the carrying out of the development.
The development hereby approved must not be first brought into use unless and until:

i) the mitigation, compensation and enhancement/net gain measures detailed in the approved biodiversity plan have been completed in full, unless any modifications to the approved Biodiversity Plan as a result of the requirements of a European Protected Species Licence have first been submitted to and agreed in writing by the Local Planning Authority, and

ii) evidence of compliance in accordance with section J of the approved Biodiversity Plan has been supplied to the Local Planning Authority.

Thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

7. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation

scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), no additional windows or other openings permitted by Class A of Schedule 2 Part 1 of the 2015 Order shall be constructed at first floor level in any elevation of the dwellings hereby approved.

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

9. The hard and soft landscaping works detailed on approved drawing numbers 07 Rev A - Landscape Plan and 08 Rev A - Boundary Treatment Plan must be carried out in full during the first planting season (November to March) following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The soft landscaping shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

10. Before any equipment, materials or machinery are brought onto the site for the purposes of development, a pre-commencement site meeting between the Tree Officer, Arboricultural Consultant and Site Manager shall take place to confirm the protection of trees on and adjacent to the site in accordance with the Arboricultural Impact Appraisal and Method Statement prepared by NB Tree management, ref: Arboricultural Method Statement Fordington Farm – dated 22.9.23. The tree protection shall be positioned as shown on the Tree Protection Plan, ref: TPP1 dated Nov 2020 TC1 dated 22.09.2023. All tree protection shall be retained until the development is completed and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority. This condition shall not be discharged until an arboricultural supervision statement, the contents of which are to be discussed and agreed at the pre-commencement meeting, is submitted to and approved in writing by the Local Planning Authority on completion of development.

Reason: To ensure the avoidance of damage to existing trees and natural features during the construction phase.

11. Prior to commencement of works samples of the cellular confinement system to be used, including the samples of the cell infill aggregate, which shall not be of a calcareous nature rather a 4-20mm clean angular granite or flint shall be submitted and approved in writing by the Local Planning Authority.

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

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

Reason: To safeguard and/or record the archaeological interest on and around the site.

13. The development shall be implemented in full accordance with the drainage mitigation and maintenance details outlined in the Surface Water Drainage Strategy and Flood Risk Assessment Prepared for J & F Properties (Southern Ltd.) by Godsall Arnold dated September 2023 revised: August 2024.

Reason: To avoid drainage problems as a result of the development with consequent pollution or flood risk.

14. No development shall commence until the necessary nutrient mitigation credits to mitigate the impacts of the development on the Poole Harbour Special Protection Area (SPA) and Ramsar have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour SPA and Ramsar.

15. Details of measures to limit the water use of the dwellings in accordance with the optional requirement in regulation 36(2)(b) and the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved in writing by the Local Planning Authority before the dwellings are occupied. The submitted details shall include a water consumption calculation to demonstrate for each dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented prior to occupation and maintained in accordance with the approved details thereafter. The measures will need to demonstrate that the development will secure a higher level of water efficiency than a figure of 110L/person/day and shall be implemented prior to occupation and maintained in accordance with the approved details thereafter.

Reason: To ensure nutrient neutrality in the Poole Harbour catchment in the interests of protected habitats.

Agenda Item 6

Application Number:	WD/D/19/001344		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Land at, Littlefield, Sherborne		
Proposal:	Erection of 10no. dwellings with associated amenity, landscaping and infrastructure including widening of access road.		
Applicant name:	Mr Meadows		
Case Officer:	Ollie Brewer-Hughes		
Ward Member(s):	Cllr Crabb		
Publicity expiry date:	25 February 2021	Officer site visit date:	July 2019
Decision due date:	20 May 2022	Ext(s) of time:	20 May 2022

1.0 Taking account of representations made during the Scheme of Delegation consultation with Members, the Head of Service considers that under the provisions of Dorset Council's constitution this application should be determined by the Area Planning Committee. The application also was previously considered by the Committee in December 2020 however was deferred due to further information surrounding the proposed access and parking being required. Following the previous Committee, further parking has been provided including additional community spaces.

2.0 Summary of recommendation:

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

3.0 Reason for the recommendation: as set out in Section 17.0 at the end of the report

- Retain 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

4.0 Key planning issues

Issue	Conclusion
Principle of development	The site is the within defined development boundary (DDB).
Scale, design, impact on character and appearance	It would not have an adverse impact on the visual amenity of the site or locality.
Impact on the living conditions of the occupants and neighbouring properties	It would not have a significant adverse impact on the living condition of occupiers of residential properties.
Contamination	Acceptable subject to unexpected land contamination condition.
Flood risk and drainage	Flood Risk Management Team raised no objection subject to conditions.
Highway impacts, safety, access and parking	Highways raised no objection subject to conditions. Further information has been submitted in this respect following on from the previous presentation to the Committee.
Biodiversity	BMEP submitted and agreed.
Affordable Housing	100% affordable scheme.
Community Infrastructure Levy (CIL)	CIL liable.

5.0 Description of Site

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

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

6.0 Description of Development

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

7.0 Relevant Planning History

1/D/12/000449 - Decision: Approved - Decision Date: 14/02/2013

Demolition of existing garages and the erection of 8No. dwellings

8.0 List of Constraints

LP - Landscape Character Area - Distance:

WW - Wessex Water - Waste - Distance:

IMPO - Area Inside DDB - Distance:

WW - Wessex Water - Supply - Distance:

IMPO - Contaminated Sites Buffer - Distance:

IMPO - Groundwater Source Prot. Zones - Distance:

IMPO - Contaminated Sites - Distance:

LP - RANS Yeovilton Safeguarding Area - Distance:

IMPO - SSSI Impact Risk Zone - Distance:

IMPO - Section 106 - Distance:

Historic Contaminated Land - Description: Quarrying of sand & clay, operation of sand & gravel pits

9.0 **Consultation Responses**

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

Revised Comments Received March 2021: Somerset Levels and Moors Internationally and nationally designated sites – cumulative effect of further phosphorous discharges as a result of residential and tourism development.

Ministry of Defence: I can confirm the MOD has no safeguarding objections to this proposal

Dorset Police: I have reviewed the plans for the above proposed development and would like to make the following recommendations: Although a Secured By Design accreditation is not being applied for at this time, I strongly recommend that the security of the development meets the standards laid out in Secured By Design Homes 2019. This is the Police guidance on crime prevention and security in new developments and will assist with the sustainability of the development. www.securedbydesign.com I would also strongly recommend that any gate that leads to the rear of the property is key lockable as research shows that 85% of burglaries occur at the rear of the premises.

Environmental Health: No comment.

Revised Comments Received March 2021: It is noted a Ground Condition Appraisal has been submitted as part of the application. Please refer the application to suitably competent Contaminated Land Consultants for review and to advise on any planning conditions that are required to be applied to any permission granted.

It is noted in the application asbestos may be present. I recommend that the Environment Agency and Health and Safety Executive are made aware of this application and proposed demolition and any formal guidance produced by either enforcing body is referred to during the demolition phase of the development.

Due to the close vicinity of existing residential dwellings to this site, the Demolition Method Statement (where appropriate) and construction works should have regard to the following to protect residents from nuisance:-

- No bonfires to be held on site at any time.
- Hours of demolition and noisy construction are to be limited to
- Monday – Friday 0700 – 1900
- Saturday 0800 – 1300
- No activity on Sundays or Bank Holidays

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

Further Comments March 2021: No Objection

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

Highways: Now that it has been confirmed that the highway layout will remain private if you are minded to grant, the Highway Authority would recommend conditions and informatives

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

Senior Landscape Architect: Objection

The scheme has gone through a number of iterations, but the proposed development now consists of 2No. two storey terraces consisting of 5No. and 3No. dwellings respectively; and one standalone building contain 2No. flats together with access landscaping and parking provision for 27No cars.

I am concerned that the evident demand for additional parking provision to be accommodated within the site area is leading to an awkwardly configured public realm that is overly dominated by parking provision to the detriment of good design and public amenity.

I consider the scheme to be unacceptable in its current form and that there needs to be a reduction in the number of units and the quantum of parking proposed and an increase in the areas of soft landscape and public amenity space in order for it to be acceptable.

Urban Design Officer: This is a full application for 10 dwellings, associated amenity, landscaping and infrastructure. The orientation of existing built form to all boundaries of the site presents a challenge to achieving a site layout with dwellings that relate well to the existing built form. The revised plans incorporate an improved sense of arrival into the scheme through the change of house type for plot 1 from a "Heather" unit to a "Holly" unit. The parking arrangement has been rationalised to include the same number of parking spaces (21) as the originally submitted plans while providing an improved parking to dwelling relationship. The introduction of street trees is another welcome change in order relieve the hard surfacing associated with parking. The plot boundaries have been amended for plots 1, 6 and 8 in order to avoid fencing off side elevations that interact with the public realm. The revised plans also show enhanced fenestration on the south elevation of plot 6 which allows for increased casual surveillance of the footpath.

Further Comments Received February 2021: The amended plans seek to make minor adjustments to the site layout. I have no further comment to make on adjustments to the positioning of proposed dwellings.

I support the amendments to the layout of parking and distribution of soft landscaping. The revised plans include an increase to the parking provision by six parking spaces which is of benefit to the scheme. This has been achieved by rationalising the layout of the internal street which would serve units 1-8. It is also achieved at the expense of part of the rear amenity space for plot 8 which is supported as the amenity space would still exceed the ground floor footprint of the proposed dwelling. Soft landscaping is proposed to be better distributed across the site, softening the hard surfacing at more appropriate intervals and this would therefore enhance the streetscene for units 1-8.

The parking spaces labelled 9 & 10 would need to be both allocated to a single plot, preferably plot 8 due to proximity. It would not be viable to have these spaces unallocated due to the in-tandem configuration.

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

Revised Comments Received March 2021: Sherborne Town Council objects to this application as it does not consider that the development meets NPPF 127B – that ‘developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping’. It also highlighted the following concerns:

- Lack of cycle rack provision
- Landscaping not suitable
- Residents may only access through their homes
- No electric points for vehicles
- Mobility issues with regards to the site as a whole
- The carbon footprint is not well thought out with insufficient insulation, and little thought to other green issues.
- It suggested the application is considered by the Northern Area Plans Committee.

Representations received

Total - Objections	Total - No Objections	Total - Comments
4	0	1

Summary of Comments of Objections:

- Overlooking and privacy concerns to neighbouring properties
- Increased traffic and the road layout currently is not suitable to cope with this
- Resulting in noise nuisance to neighbouring dwellings
- The potential for further highways safety issues due to residents not parking correctly on street and potential for emergency services to have increased difficulties accessing the area due to parked cars

- The loss of parking for Littlefield residents
- Overbearing and overshadowing impact on the neighbouring properties

Comments such as impacts on neighbouring property values and health concerns during construction are not material planning considerations.

Summary of Comments of Support:

- None Received

Summary of Comments (neutral response):

- Concerns surrounding impact on Highways safety

10.0 Duties

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.

Section 66 requires that when considering whether to grant planning permission for a development which affects a listed building or its setting, there is a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

11.0 Relevant Policies

Development Plan

West Dorset, Weymouth and Portland Local Plan

ENV 1 – Landscape, Seascape and Sites of Geological Interest

ENV 2 – Wildlife and Habitats

ENV 9 – Pollution and Contaminated Land

ENV 10 – The Landscape and Townscape Setting

ENV 11 – The Pattern of Streets and Spaces

ENV 12 – The Design and Positioning of Buildings

ENV 13 – Achieving High Levels of Environmental Performance

ENV 15 – Efficient and Appropriate Use of Land

ENV 16 – Amenity

SUS 1 – The Level of Economic and Housing Growth

SUS 2 – Distribution of Development

HOUS 1 – Affordable Housing

COM 7 – Creating a Safe and Efficient Transport Network

COM 9 – Parking Standards in New Development

COM 10 – The Provision of Utilities Service Infrastructure

Other material considerations

Design and Sustainable Development Planning Guidelines (2009)

West Dorset Landscape Character Assessment 2009

National Planning Policy Framework

2. Achieving sustainable development

5. Delivering a sufficient supply of homes

11. Making effective use of land

12. Achieving well-designed places

Emerging Local Plans:

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The draft Dorset Council Local Plan

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the draft Dorset Council Local Plan should be accorded very limited weight in decision making.

National Planning Policy Framework

Paragraph 11 sets out the presumption in favour of sustainable development. Development 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.

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

12.0 Human Rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

13.0 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

As part of the proposed development two allocated disabled parking spaces would be provided, one unit would be provided with the all the accommodation on the ground floor with parking located to the side of the unit. The requirement of the duty has been considered, and it is not considered that the proposal would give rise to specific impacts on persons with protected characteristics’ if that is the case.

14.0 Financial benefits

The proposed scheme would be providing 100% affordable housing therefore no financial contributions would be made towards the provisions of affordable housing offsite.

The application site is however located within a CIL charge area and therefore would be subject to a CIL charge.

15.0 Environmental Implications

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

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

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

The proposed development would also have to accord with Building Regulations which require developers to consider and analyse the suitability of high-efficiency alternatives, such as heat pumps and renewable sources. Building Regulations also require new build dwellings to accord with certain levels of insulation and efficiency. The Town Council’s comments are noted in regard to insulation however the LPA

have no substantive evidence to suggest that the proposed dwellings would be poorly insulated or not 'green'.

16.0 Planning Assessment of Proposal

16.1 Principle of Development

The proposed development involves the erection of 10 dwellings. In terms of the principle of the development, the site lies within the defined development boundary (DDB) for Sherborne. Policy SUS2 of the adopted local plan seeks to direct development to the main settlements and to "strictly control" development outside DDBs, "having particular regard to the need for the protection of the countryside and environmental constraints".

Given the location of the site inside the DDB with good access to amenities the principle of the application is acceptable. It would also be seen in the wider context of the surrounding development.

Housing Land Supply

On the 26 September 2024, the Planning Inspectorate (PINS) confirmed that Dorset Council can demonstrate a Housing Land Supply (HLS) of 5.02 years. This covers the entire Dorset Council area and replaces all previous calculations for the former districts. The Inspector's Report and the finalised Annual Position Statement (incorporating PINS recommendations) are published online at Annual Position Statement - Five Year Housing Land Supply - Dorset Council. The Inspector's Report states that we are entitled to rely on this position until 31 October 2025. This is in accordance with Para 78 of the NPPF (December 2023) and Paras 012 and 018 of the PPG (Housing Supply and Delivery). The Council can therefore demonstrate a 5-year housing land supply. In addition, no areas in Dorset Council have a Housing Delivery Test result of less than 75% delivery, meaning that the two minimum criteria of footnote 8 of the NPPF are met. This means the presumption in favour of sustainable development (the tilted balance) does not apply. Full weight can therefore be given to relevant policies in the adopted Local Plans and Neighbourhood Plans.

As the confirmed housing land supply position is close to the required minimum of 5 years, this is a material consideration in planning decisions. Another material consideration is the Written Ministerial Statement issued by the Secretary of State on 30 July 2024, which makes clear that the government wish for the planning system to address the housing crisis and deliver significantly more homes. When making decisions, case officers should consider the benefits of an increase to the housing supply alongside other benefits of the scheme, against the impacts associated with the development. The application site consists of garages that served the properties located along Littlefield Close. Although the land has been formerly developed, as the land was considered to be a part of the Littlefield dwellinghouses, it is considered that this would represent greenfield land in a similar manner to how rear garden areas of dwellinghouses are considered to be greenfield.

For all of the Reasons set out above, Officers do not consider that the presumption in favour of sustainable development, as outlined in paragraph 11 of the NPPF, applies to the current application.

Nutrients

The application site is located within the Somerset Levels catchment area. The applicant proposes to mitigate the impacts of the proposed development by utilising an approved credit provider, Natural Capital, in Somerset. This would be secured via a Section 33 Agreement. The LPA are working towards an agreement that will facilitate securing the credits and the acceptability of the nutrients position is dependent on this being completed.

16.2 Visual Amenity

Policy ENV12 sets out that development will achieve a high quality of sustainable and inclusive design as well as other design principles in regard to the siting of buildings and their materials.

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

The proposed 10 dwellings would be two storey, they would be positioned in two lines of terraces and one singular unit split into 2 maisonettes. The proposed units would be of a modular construction with Wetherby Cannon Blue, Anoreta Red and Wetherby London Multi Buff Facing brick external walls and Marley Edgemere roof tiles. Samples of the brick slips were provided as part of the application process. The proposed dwellings, although modular, have been designed to reflect the surrounding development and are considered to result in a visual improvement in this more urban setting on the vast amount of concrete of the garages previously on the site and the now hardstanding.

The Urban Design Officer was consulted on the amended plans submitted as part of the application and considered that the revised plans incorporate an improved sense of arrival through the change of house type for plot 1, the parking arrangement has been rationalised and the introduction of street trees which relieves the hard surfacing associated with parking. The proposed development will result in the site reflecting the surrounding development and will remove the incongruous feature of the hardstanding.

The Landscape Architects comments in regard to there being too many dwellings on the site and the parking layout resulting in a public realm that is dominated by parking. However, it should be noted that the proposed development is located within the urban part of Sherbourne where there are higher densities of dwellinghouses and a higher density development would not appear out of character with the surrounding area. In addition, the movement of the parking to the side of the development results in plots 6-10 having no parking in front of the proposed dwellings which in the opinion of the Officer results in a better design. The proposed dwellings would have small front gardens and there are a number of street trees located throughout the development which helps reduce the visual dominance of the parking.

Given the above the proposed development would not have an adverse impact on the visual amenity of the site or locality. This would be considered to be in accordance with Policy ENV12 as well as Policy ENV10 and ENV11.

16.3 Residential Amenity

Policy ENV16 sets out that proposals for development should be designed to minimize their impact on the amenity and quiet enjoyment of both existing residents and future residents within the development and close to it.

To the north of the application site are the rear of the properties of Ridgeway. The majority of the proposed parking would be located along this boundary. One unit consisting of two maisonettes (plots 9 and 10) would be located close to the boundary of nos.13 & 15. The rear elevation of the proposed plots 9 and 10 would have a window serving each of the maisonettes. The proposed windows would be small, with one at ground level facing the boundary treatment and both would serve bathrooms and would therefore be obscure glazing. The obscure glazing of these windows would be conditioned as such on any approval.

Concerns have been raised that these units would result in an overbearing impact on the two existing properties of Ridgeway located to the rear. The proposed unit would be two storey with the roof sloping away from the neighbouring properties. The proposed unit would not be located directly behind one property, expanding their full garden width. It would also be separated from the rear elevation of the existing properties by their gardens and the small patio to the rear of the proposed unit. On this basis, it would be considered that there may be some impact to the rear amenity areas of the two affected Ridgeway dwellings, however it is not considered that this impact would have a significant adverse impact on the amenity of these dwellings.

To the west of the site are the existing properties of nos. 1-15 Littlefield, the rear of these existing properties would face the rear of the proposed units 1-5. The rear of the properties would be separated by the gardens of both the existing and proposed and it would be considered to be sufficient distant between the two. To the south of the site are the rear of the properties of nos.10-16 Noake Road which would face towards the side elevations of units 5 and 6. There are no windows proposed on the side elevation of plot 5 and on plot 6 two small, narrow windows are proposed. The first-floor window would serve a bathroom, not a habitable room and would be obscure glazed and conditioned as such if this application is approved. As the side elevations of the proposed dwellings would be set back from the boundary and would be separated further by the rear gardens of the neighbouring dwellings, it would be considered that the proposed dwellings would not have a significant impact on the amenity of the neighbouring dwellings in terms of being overbearing or overshadowing.

The rear of the plots of 6, 7 and 8 would face the side elevation of the neighbouring property nos.18-23 Noake Road to the east however the properties would be set back from the boundary by the gardens of the proposed dwellings. There are side windows on the neighbouring property but these are small and secondary in nature.

The proposed development therefore may have some impact on the rear amenity areas of the neighbouring dwellings however it is considered that due to the proposed separation distances, that this impact likely would not be significantly adverse.

Given all of the above the proposed development would not have a significant adverse impact on the living condition of occupiers of residential properties in accordance with Policy ENV16.

In terms of future amenity for any occupiers of the proposed dwellings, if this application is approved, Local Plan Policy ENV 12 states that new housing should

meet and where possible exceed appropriate minimum space standards. The proposed dwellings meet the minimum space standards when looking at the minimum number of bed spaces for that size property (by bedroom number). Planning does not control the number of people occupying a dwelling and therefore on balance as they would meet the minimum requirement the units are considered acceptable. The proposed dwellings would also each have adequate private gardens which would allow for future occupants to extend the proposed dwellings, subject to any requirements for planning permission, to accommodate any potential future space needs.

Given the above the proposed development would not have a significant adverse impact on the living condition of occupiers of the proposed residential properties in accordance with Policy ENV16.

16.4 Contamination

The application site is located within a contaminated land buffer, however the site was previously domestic garaging and hard standing. Environmental Health were consulted on the application and they confirmed that due to the potential presence of asbestos on the site, the Applicant should inform HSE. In addition, to this Environmental Health recommend restricting the hours of construction works and ensuring no bonfires are held on site. The working hours recommended by Environmental Health have been amended by the LPA to reduce the potential disruption to the neighbouring dwellings. In respect of Contaminated Land, an unexpected land contamination condition would be placed on any approval granted in accordance with Policy ENV9.

16.5 Drainage

A Drainage Strategy was submitted as part of the application, amendments were made in response to the original comments from the flood risk management team. Further information was submitted and the Flood Risk Management Team raised no objection subject to conditions for a detailed surface water management scheme and details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system. These conditions would be placed on any approval granted. Overall, this would be considered acceptable in accordance with Policy ENV5.

16.6 Highway Safety

The application site would be accessed via an existing vehicular access from Littlefield. This access formally was used to access the garages that were located on the application site prior to their demolition before this application was submitted to the LPA.

The application in consideration would result in improvements being made to the existing access leading off Littlefield through the widening of the highway at the point where the access joins the application site. A dropped kerb pedestrian crossing would also be added adjacent to the access to the application site. The proposed works would be within the public highway therefore a Section 278 agreement would be entered into between the Applicant and the Highways Authority. A S278 is a separate process to Planning and it is applied for separately to the Planning Permission. A Grampian condition would, however, be attached to the decision to secure the proposed Highways works.

The proposed works within the Highway would overall result in a betterment of the existing. In addition, it should also be noted that the proposal is for a relatively small development of 10 dwellings and it would not be considered that the addition of a further 10 dwellings within this area would result in a significant increase in traffic and/or vehicular movements in particular when considering that the application site formerly was used as garaging where residents could park their cars. Therefore, on this basis it is considered that the proposal would not result in a significantly greater impact than the existing.

The proposal includes 27 parking spaces, of which 5 parking spaces are proposed to be for the use by the local community and these would be located on the edge of the application site by the vehicular entrance. The remaining 22 parking spaces would serve the proposed units. Given that the proposed development is within a highly sustainable location within the development boundary of Sherbourne which has a number of services within walking distance and it also has public transport links to allow access to the wider District, it is considered that this parking provision would be more than sufficient for a development of the proposed size. Dorset Council Highways raised no objections in regard to the parking provisions for the proposed development.

The concerns raised by the Town Council and third parties are noted in particular in regard to the submission of a Traffic Management Plan. However, in this instance the Highways Authority reviewed the application and considered that based on the information submitted that the proposed development would be considered acceptable from a Highways Safety perspective and raised no objections subject to conditions. In this instance, based on the Highways Authority response and the fact that the proposed development would be of a relatively small scale and would be utilising an existing vehicular access in a residential area where speeds are considered to be low, the LPA consider that there would not be sufficient justification to require a Traffic Management Plan to be submitted.

The Town Council's comments in regard to a lack of cycle rack provision are noted. Policy COM9 criterion ii sets out that 'Cycle parking facilities should be provided where suitable private storage is not provided'. In this instance, each of the proposed dwellinghouses have their own private shed which could be used for the storage of a bicycle and there is direct external access to the sheds which would mean a future occupier would not have to take a bicycle through the house. The proposed apartments would not have a shed however the apartments have a patio area and a private garden each which could provide secure cycle storage. In this case, the proposed development is considered acceptable.

The Town Council also raised concerns in regard to mobility issues with the site and the residents may only access through their homes however no further expansion has been provided on these points so the LPA are not clear on the concerns here. However, from the LPAs perspective, Officers consider that the proposed development would be in accordance with Policy COM9 and access would be provided to each of the proposed units via an external gate to the private gardens in addition to the main entrance to each unit.

The Town Council also raised about EV charging points for BEV and PHEV vehicles. Whilst not specified within the proposal, Building Regulations require the installation of EV chargers for parking spaces associated with new developments under

Approved Document S (introduced June 2022). Therefore, there is no need for Planning to replicate the requirements of Building Regulations.

Overall, it is considered that the proposed development would be in accordance with Policy COM7 and Policy COM9 and the guidance set out in the Bournemouth, Poole & Dorset Residential Car Parking Study.

16.7 Biodiversity

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

Concerns were raised following the previous presentation of this application to the Committee by Natural England in regard to the impact of the proposed development on Nutrients on the Somerset Levels. On 25 January 2024, the Secretary of State designated the Somerset Levels and Moors as a nutrient sensitive catchment for phosphorus. To mitigate any potential impacts from Phosphates, the Applicants have agreed to enter into a Credit Scheme whereby Credits are purchased from an appropriate approved provider to then deliver mitigation works within the River Parrett catchment in Somerset District.

The proposed credits would be secured via a legal agreement between the LPA and the Applicant if this application is approved. Overall, subject to compliance with the proposed conditions, the proposed development would be considered acceptable in accordance with Policy ENV2.

16.8 Affordable Housing

Para 65 of the NPPF sets out that the provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). This application involves the erection of 10 dwellings and therefore meets the threshold for major development. To comply with local plan policy HOUS 1, the proposal would need to provide 35% affordable housing. However, the proposal in consideration is seeking permission for a 100% affordable scheme and the provision of 10 affordable units which would be secured through a s106 agreement if this application is approved.

16.9 Community Infrastructure Levy

The adopted charging schedule only applies a levy on proposals that create a dwelling. All other development types are therefore set a £0 per square metre CIL rate.

The development proposal is CIL liable. The rate at which CIL is charged is £100 per sqm. The CIL charge would be confirmed when the liability notice is issued. Confirmation of the final CIL charge will be included in a CIL liability notice issued prior to the commencement of the development. Index linking as required by the CIL Regulations - (Reg. 40) is applied to all liability notices issued, using the national All In Tender Price Index (TPI) 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.

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

17.0 Conclusion

The application in consideration, if approved, would provide 10 units of affordable housing within a sustainable location that is within the development boundary of Sherbourne. Therefore, principally due to its location, the proposed development would be considered to be policy compliant in accordance with Policy SUS 2. Significant weight should be afforded to these benefits.

The application in consideration would also provide a meaningful contribution towards maintaining the Council's 5-year Housing Land Supply. As the contribution towards this would be relatively modest, it is considered that moderate weight should be afforded to this benefit. The proposal would also provide some economic benefits to the local area if this application is approved through future residents spending within the locality. Moderate weight should also be provided to this benefit. The proposal would also provide some short-term economic benefits to the local area during the construction of the development, if this application is approved, through the employment of local trades and spending within the local area. As these benefits would be short-term little weight could be afforded to these.

The proposal would not have a significant visual impact on the surrounding area and the proposed designs would be in-keeping with the surrounding area. The concerns in regard to the layout of the proposed development are noted and its lack of green space however on a relatively small development of 10 dwellings, there are limited options in regard to providing green space on-site. Officers consider that the proposed landscaping would be appropriate for the size of the development and its location which is within an urban area. The proposed levels of car parking would also be considered appropriate for the size of the development and in terms of Highways impact, the Highways Authority were satisfied in regard to its impact on the local Highway network.

The proposed development may result in some impact to the amenity of the neighbouring dwellings in terms of overshadowing however it is considered that the impact is likely to not be significant and it would not result in an overbearing level of overshadowing to any neighbouring dwellings.

Overall, therefore, on balance it is considered that the proposed development would be in accordance with the development plan taken as a whole and is not outweighed by any other material considerations, the proposed development would be regarded as sustainable development and planning permission should be granted.

18.0 Recommendation

A) Grant, subject to 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 following:

- The proposed affordable housing and its tenure
- The proposed Somerset Levels Catchment Nutrient Neutrality Credits

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 and documents:

Location Plan - Drawing Number 2001 (May 2019)

Proposed Site Plan - Drawing Number 2004 K (February 2021)

Proposed Roof Plan - Drawing Number 2005 F (February 2021)

Proposed Floor Plan Plots 1-5 - Drawing Number 2030 B (November 2020)

Proposed Elevations Plots 1-5 - Drawing Number 2031 C (November 2020)

Proposed Floor Plan Plots 6-8 - Drawing Number 2032 B (November 2020)

Proposed Elevations Plots 6-8 - Drawing Number 2033 C (November 2020)

Proposed Floor Plan Plots 9-10 - Drawing Number 2034 B (November 2020)

Proposed Elevations Plots 9-10 - Drawing Number 2035 C (November 2020)

Proposed Biodiversity Plan - Drawing Number 2007 B (April 2019)

Proposed Drainage Strategy - Drawing Number A108246-1300 A (April 2019)

General Arrangement of Surface Water Impermeable Areas - Drawing Number 103 P1 (January 2020)

Affordable Housing Statement (May 2019)

Biodiversity Mitigation & Enhancement Plan (February 2020)

Biodiversity Mitigation & Enhancement Plan Certificate (February 2020)

Design & Access Statement Part 1 (May 2019)

Design & Access Statement Part 2 (May 2019)

Ecological Impact Assessment (September 2018)

Ground Condition Appraisal (August 2018)

Soakaways 55SqM (August 2020)

Soakaways 84SqM (August 2020)

Soakaways 125SqM (August 2020)

Soakaways 156SqM (August 2020)

Soakaways 206SqM (August 2020)

Soakaways 364SqM (August 2020)

Soakaways 455SqM (August 2020)

Statement of Community Involvement (May 2019)

Statement of Compliance with DCLG Technical Housing Standards (May 2019)

Transport Statement (May 2019)

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

3) Prior to the commencement of the development, hereby approved, the necessary nutrient mitigation credits to mitigate the impacts of the development on the Somerset Levels and Moors Ramsar catchment have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Somerset Levels and Moors Ramsar.

4) The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway.
- Details of site operative parking areas, material storage areas and the location of site operatives' facilities (offices, toilets etc).
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.
- A highway condition survey, timescale for re-inspections, and details of any reinstatement.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the Local Planning Authority.

Reason: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

5) Prior to the commencement of works above ground/foundation level on the development, hereby approved, details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. The details shall include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding in accordance with Policy ENV5 of the West Dorset, Weymouth and Portland Local Plan 2015.

6) Prior to the commencement of works above ground/foundation level on the development, hereby approved, a detailed surface water management scheme for the site, which accords with the principles outlined in the following documents:

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

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

Reason: To prevent the increased risk of flooding, to improve and protect water

quality, and to improve habitat and amenity in accordance with Policies ENV2 and ENV5 of the West Dorset, Weymouth and Portland Local Plan 2015.

7) Prior to the first occupation of the development, hereby approved, the turning and parking shown on the submitted plans must have been constructed. Thereafter, these areas must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon in accordance with Policy COM7 of the West Dorset, Weymouth and Portland Local Plan 2015.

8) The development, hereby approved, shall be carried out in accordance with the external material details set out within Section 5.1 of the Design and Access Statement which was submitted with this application and dated May 2019.

Reason: In the interest of visual amenity and ensuring high-quality design in accordance with Policies ENV10, ENV11 and ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015.

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

Reason: To ensure risks from contamination are minimised.

10) The measures of the Biodiversity Mitigation & Enhancement Plan signed by Mat Gee and dated 20/02/20, and agreed by the Natural Environment Team on 24/02/2020 shall be implemented in full prior to first occupation of the dwellings hereby approved.

Reason: In the interests of biodiversity mitigation and enhancement in accordance with Policy ENV2 of the West Dorset, Weymouth and Portland Local Plan 2015.

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

Reason: To protect amenity and privacy of the nearby neighbouring dwellings in accordance with Policy ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015.

12) Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), the first-floor window on the

rear elevation of plot 9 hereby approved shall be permanently obscure glazed and maintained thereafter with obscured glass of a minimum obscurity of Pilkington level 3 or equivalent and a permanent fixed restrictor installed only allowing the window to be opened by 10cm at the bottom of the window before the dwelling house is first brought into use.

Reason: To protect amenity and privacy of the nearby neighbouring dwellings in accordance with Policy ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015.

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

Reason: In the interests of highway safety.

14) Prior to the first use of the site, details should be submitted to and approved in writing by the Local Planning Authority to confirm that all residential doors are dual certified for both security, smoke and fire, the doors should security standard PAS24:2022 or equivalent and have the appropriate fire rating.

Reason: To ensure that the proposed development provides an appropriate level of security in order to help design out crime.

15) No demolition or construction works shall take place outside the hours of:

08:00-17:30 Monday to Friday;

09:00-13:00 Saturday; and

No Activity on Sundays or Bank or Public Holidays

Reason: In the interests of the amenity of the area.

16) Full details of any soil or soil forming materials brought on to the site for use in garden areas, soft landscaping, filling and level raising shall be submitted to and approved in writing by the Local Planning Authority. Where the donor site is unknown or is brownfield, the material must be tested for contamination and suitability for use on site. Full donor site details, proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) must be submitted to and approved in writing by the Local Planning Authority prior to import on to the site.

The approved testing must then be carried out and validatory evidence (such as laboratory certificates) submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought on to site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Informative Notes:

1. 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.

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

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

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

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

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

7. The applicant is advised that, notwithstanding this consent, it is intended that the new pedestrian dropped kerb is to be offered for public adoption under Section 278 of the Highways Act 1980, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Development team, Dorset Highways, Environment and the Economy, Dorset Council, County Hall, Dorchester, DT1 1XJ.

8. The pedestrian dropped curb required by condition 11 must be constructed to the specification of the Highway Authority. The applicant should contact Dorset Highways by telephone at Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset Council,

County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

9. Details of measures to limit the potential consumption of wholesome water use by persons occupying the new dwelling to 120 litres per person per day as measured in accordance with regulation 36 of the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved by the Local Planning Authority before the dwelling is occupied. The submitted details shall include a water consumption calculation for the dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented and maintained to the satisfaction of the Local Planning Authority thereafter.

Reason: To secure nutrient neutrality through effective mitigation in the interests of protected Habitat Sites.

A) Refuse permission for the Reasons set out below if the agreement is not completed by (6 months from the date of committee) or such extended time as agreed by the Head of Planning.

- No mechanism (section 106 agreement) has been entered into to secure a legal obligation to provide for a policy compliant scheme to secure the provision of affordable housing. As such the application is contrary to Policy HOUS1 of the West Dorset, Weymouth and Portland Local Plan 2015.

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Agenda Item 7

Application Number:	P/RES/2023/05868		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	West Of Shaftesbury Road At Land South Of Gillingham Shaftesbury Road Gillingham Dorset		
Proposal:	Erection of 155 dwellings and associated infrastructure - including informal and formal public open space. (Reserved matters application to determine access, appearance, landscaping, layout and scale following the grant of Outline planning permission 2/2018/0036/OUT).		
Applicant name:	Redrow Homes Ltd		
Case Officer:	Kirsten Williams		
Ward Member(s):	Cllr. Val Pothecary, Cllr. Belinda Ridout & Cllr. Carl Woode		
Publicity expiry date:	22 December 2023	Officer site visit date:	13 December 2023
Decision due date:	12 April 2024	Ext(s) of time:	05 November 2024

1.0 Referred to committee in view of the strategic nature of the site.

2.0 Summary of recommendation:

2.1 APPROVE subject to conditions

3.0 Reason for the recommendation:

- The principle of residential development on this site has already been established.
- 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 proposal is acceptable in its design, scale, layout and landscaping.
- There is not considered to be any significant harm to 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 principle of development was agreed through the grant of outline planning permission (2/2018/0036/OUT) and a

	Local Plan allocation supported by the Gillingham Neighbourhood Plan.
Layout	The layout provides a positive townscape with the principal and secondary street and an acceptable transition towards the River Lodden to the north. It also provides sufficient natural surveillance and pedestrian linkages throughout.
Scale	The proposal is of acceptable scale. Some taller 2.5 storey buildings are provided along the principal and secondary street, complying with the Outline parameters and providing a more formal character in this area.
Appearance	The materials palette and mix is considered acceptable, providing variation while avoiding a discordant appearance. Character areas are broadly defined and some dwellings along the principal street now have chimney features to add some distinction to these key quality areas.
Landscaping	The revised scheme now provides a sufficient amount of street trees for the site's context, along with sufficient provision of open space along the development edges.
Affordable Housing	22 units are proposed for Affordable Rent and 9 for Shared Ownership within the current proposal, to be managed by a Registered Provider. This would comprise 20% of the current proposed 155 units, but in combination with the delivery across the wider outline site the 25% affordable housing required by the outline S106 agreement will be delivered.
Highway safety and parking	The Highway Authority has raised no objections on highway safety, policy or capacity grounds, subject to compliance with the Outline conditions and a Road Safety Audit being completed and any required changes implemented.
Residential amenity	It is not considered that the proposal would lead to adverse impact on the residential amenity of surrounding neighbours.
Flood risk and drainage	The proposed dwellings remain outside of the flood risk zones. The Outline Conditions 16 and 17 governing Ordinary Watercourse crossings, High-Level Drainage Strategy & Flood Risk Assessment have now been discharged under separate application.
Environmental Impact Assessment (EIA)	The outline planning application included an Environmental Statement (ES). It is considered that there would be no material change to the findings of the ES.
Other matters	Other key planning issues are controlled by the conditional and s106 legal requirements of the Outline permission.

5.0 Description of Site

- 5.1 The application site comprises an area of approximately 3.93 hectares, which is wholly within the Gillingham Southern Extension Strategic Site Allocation as set out

in the North Dorset Local Plan (Policy 21). Gillingham is located to the north of the North Dorset District Boundary. It is recognised as one of the main towns in North Dorset and serves a wide catchment of surrounding villages and settlements.

- 5.2 The application site is specifically identified as part of 'Land to the South of Ham' under Policy 21 and is located to the southeast of Gillingham town, to the immediate south of Ham and the St Mary the Virgin Primary School. It comprises an area of open fields, divided by a series of mature trees and hedgerows. There are no existing buildings within the site.
- 5.3 The application has undulating topography and has a high point in the northwest of the site which falls away gradually in all directions to the site boundaries.
- 5.4 The proposal is submitted as the third phase of the Ham Farm development, which benefits from Outline planning permission (2/2018/0036/OUT) for up to 961 dwellings and a new local centre (please see Section 7 planning history below).
- 5.5 The site will have access from both New Road (B3092) to the west and Shaftesbury Road (B3081) to the east, via the Principal Street which has been granted separate planning permission (2/2020/0379/FUL) and is at the final stages of full completion.
- 5.6 The eastern boundary of the site wraps around Phase 2 of the Ham Farm development for which a Reserved Matters application received consent at Committee in June 2024 (P/RES/2022/07898). To the south the site is bounded by the Principal Street. The western boundary of the site adjoins Phase 4 of the Ham Farm development as defined in the Outline planning permission (2/2018/0036/OUT). The River Lodden runs along the north-western boundary of the site. The land on the other side of this river also forms part of the Gillingham Southern Extension Strategic Site Allocation (SSA), part of which is currently being developed (Lodden Lakes Phase 1 – 90 dwellings). Further permission has been granted (Phase 2 – 115 dwellings) further south nearer to the Ham Farm site.
- 5.7 The other part of the SSA lies to the northeast of the current proposal site, at the other side of Shaftesbury Road (Land at Park Farm/ Kingsmead Business Park). This site benefits from Outline planning permission for 634 dwellings, a primary school and sports pitches.

6.0 Description of Development

- 6.1 This application seeks approval of reserved matters for appearance, landscaping, layout and scale in relation to outline approval 2/2018/0036/OUT. This application proposes a parcel of 155 dwellings, comprising:

Market Housing

27x 2-bed houses

63x 3-bed houses

34x 4-bed houses

Affordable Housing (20%)

9 x 1 bed apartments

6 x 2 bed apartments

3 x 2 bed houses

11 x 3 bed houses

2 x 4 bed houses

6.2 The proposed 155 dwellings would be mainly two storey and detached in form but would provide 21 different house types. Facing onto the principal street are a combination of detached, semi-detached, and terraced houses which are predominantly 2-storey. The access road to the southeast of the site is framed by two terraces which rise to 2.5 storey. Similarly, adjacent to the road junction on the western edge of the site leading into the future phase 4 site, are several rows of terraced properties which rise to 2.5 storey in form.

The proposed Affordable Housing would comprise:

- One terrace of three 3-bed 2-storey affordable rent dwellings with one 3-bed shared ownership dwelling.
- One terrace comprising one 2-bed 2-storey shared ownership dwelling, two 2-bed 2-storey affordable rent dwellings and two 1-bed maisonette affordable rent dwellings.
- One semi-detached unit comprising one 4-bed 2-storey affordable rent dwelling with one 4-bed 2-storey shared ownership dwelling.
- One terrace of two 3-bed 2-storey terraced affordable rent dwellings and two 1-bed maisonette affordable rent dwellings.
- One terrace of one 3-bed 2-storey terraced affordable rent dwelling, one 3-bed 2-storey terraced shared ownership dwelling and two 1-bed maisonette shared ownership dwellings.
- One terrace of three 3-bed 2-storey shared ownership dwellings.
- In addition, included in the affordable rent provision is a 3-storey apartment building comprising six 2-bed apartments and three 1-bed apartments.

6.3 Parking spaces are generally located on-plot either in front of or to the side of the dwellings, many of which also feature detached or integral garages. 33 visitor spaces are provided throughout the site.

6.4 The proposed development will be served by six vehicular access points and three pedestrian/cycle accesses linking to the existing public right of way leading north towards the town and several pedestrian and cycle routes provided as part of phase 2 of the overall development. The vehicular access size and locations are largely as already set out by the approvals which detailed the principal street and secondary loop road.

6.5 Landscaping is provided throughout the site, including areas of informal public open space along the northern and western boundaries. The approved 34 dwelling development to the east of the southeast boundary of the application site includes the following public open space as required by the Outline permission:

- A Locally Equipped Area for Play (LEAP) of 0.12ha, impact absorbing surface beneath and around playing equipment, seating and litter bin surrounded by fencing with pedestrian gate(s) and a buffer zone (including planting), and;
- An informal kickabout open space area of approx. 0.2ha in the northwest corner of the application site.

- 6.6 Additional informal public open space is proposed in the form of a west-east green corridor bisecting the development site, linking eastwards across to the approved Phase 2 site. This corridor continues to the south adjacent to the eastern boundary of the site leading into a further green corridor linking south to the principal street. A landscaped edge forks off this corridor running along the northern boundary in the southeastern part of the site, which connects through to the locally equipped area for play and the kickabout areas which formed part of the approved 34 dwelling site to the east.
- 6.7 The proposal also includes four surface water attenuation ponds - one to the north of the residential parcels within the informal open space and outside the flood zone, one to the south-west of the residential parcel and two in the south of the site in the bisecting public open space linking to the northern side of the Principal Street.
- 6.8 This Reserved Matters application is supported by the following documents:
- Planning Statement
 - Design and Access Statement including Design Code Compliance Statement
 - Tree Survey Report and Arboricultural Impact Assessment
 - Preliminary Ecological Appraisal Report
 - Landscape Management Plan
 - Biodiversity Mitigation and Enhancement Strategy
 - Biodiversity Construction Environment Management Plan (CEMP)
 - Site-wide Ecological Mitigation Strategy
 - Biodiversity Mitigation and Enhancement Strategy (BMES)
 - Biodiversity Net Gain Assessment
 - Tree Pit Assessment
 - List of Housetypes
 - Drainage Statement
 - Required Lighting Illuminance Levels Assessment
 - Lighting Illuminance Level Assessment
 - Transport Statement

Submission of condition details

- 6.9 This Reserved Matters application includes details submitted to seek discharge of the following conditions that are relevant to this phase of development:

– **Condition 7** – Palette of materials;

The submission of reserved matters for appearance for each development phase (or a parcel or parcels therein) shall reflect a palette of materials referenced in the Design & Access Statement, Design Coding Section 8.16 (Material Palettes).

– **Condition 8** – Updated Arboricultural Impact Assessment;

The reserved matters for each phase (or a parcel or parcels therein) of the development shall include an updated Arboricultural Impact Assessment for that area. This document shall include details of how the existing trees are to be protected and managed before, during and after development. The development shall thereafter be carried out in accordance with the approved assessment.

– **Condition 10** – Landscape Management Plan

The reserved matters for each phase of the development (or a parcel or parcels therein) shall include a landscape management plan. This shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens. The subsequent management of the development's landscaping shall accord with the approved plan.

Section 106 requirements

6.11 The Outline planning permission is also subject to a completed S.106 Agreement (dated 3rd September 2021) which contains the following planning obligations that must be delivered:

- Minimum 10% affordable housing in the first phase with a 25% provision of affordable homes across the whole development: tenure split - Affordable Rent to Intermediate Units – 50:50
- Public Open Space: Allotments; 2 x Local Areas of Play (LAP); 2 x Local Equipped Areas of Play (LEAP); Incidental Public Open Space; Informal Open Space; 1 x Neighbourhood Area of Play (NEAP); Pavilion no less than 133m² GEA or pavilion financial contribution triggered at 70% occupation of a Phase or Part of a Phase
- Financial contributions towards infrastructure:
 - Gillingham Library.
 - Riversmeet Leisure Centre Community Hall.
 - Primary and secondary education.
 - New clinical rooms at Gillingham Medical Centre.
 - Household Recycling Facilities.
- Transport infrastructure:
 - improvements to the B3081 Shaftesbury Road / B3092 New Road junction including Old Manse.
 - improvements to the mini roundabout at the B3081 Le Neubourg Way / Newbury (High Street) junction.
 - Off-site pedestrian/cycle link improvements (Newbury - High Street - Hardings Lane -Gillingham School).
- Principal Street and Principal Street Footway contributions
- Bus Service and Bus Stop Community Transport contributions
- Gillingham Rail Station improvements, including cycle parking
- Enmore Green link road contribution

- Residential Travel Plan including travel voucher
- SCOOT installation (Split Cycle Offset Optimisation Technique) at the following junctions:
 - B3081 Le Neubourg Way / Station Road
 - B3081 Le Neubourg Way / Newbury (High Street)
 - B3081 Shaftesbury Road / B3092 New Road
 - B3081 Shaftesbury Road / King John Road
 - B3081 Le Neubourg Way / B3081 Wyke Road

Deed of Variation

6.12 An amendment to the S.106 Agreement has been granted to simplify the affordable housing requirements to ensure the delivery of a policy compliant 25% quantum across the site as whole, and to amend the approved Phasing Plan. This removes the requirement for a viability assessment for each phase of development, to be replaced with a requirement for a site wide policy compliant 25% affordable housing provision. This provides far greater certainty to the Council that affordable housing will be delivered across the site, and without the need for viability appraisals.

Amended plans

6.13 Amendments to the proposed layout were received following issues raised by various consultees. These amendments are referred to in the planning assessment below.

7.0 Relevant Planning History

Ham Farm site

7.1 2/2014/1315/SCOEIA - Request for scoping opinion relating to proposed mixed-use sustainable urban extension regulation 13 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended (S.I. 2011/1824) ("THE REGULATIONS")

Response Date: 12 December 2014

7.2 2/2018/0036/OUT - Develop land by construction of an urban extension to the south of Gillingham between Shaftesbury Road (B3081) and New Road (B3092). The urban extension would comprise up to 961 dwellings. Up to 2,642 sq. m. in a new local centre providing retail, community, health and leisure uses, new and enhanced pedestrian/cycle routes, open spaces, roads, car parking and vehicular access. To include all ancillary works and associated infrastructure (Outline application to determine access only).

Decision: Granted Decision Date: 09/09/2021

7.3 2/2020/0077/SCREIA - Request for EIA Screening Opinion under Section 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

to construct 1.3km long link road between the B3092 New Road, and the B3081 Shaftesbury Road, Gillingham.

Decision: Not EIA Development Decision Date: 05/02/2020

7.4 2/2020/0379/FUL - Construction of a Principal Street, associated access, landscaping and infrastructure works at land to the East of New Road (B3092), Gillingham.

Decision: Granted Decision Date: 18/11/2020

7.5 P/FUL/2020/00282 - Form a temporary access for the construction of the Gillingham Principal Street.

Decision: Granted Decision Date: 13/04/2021

7.6 P/FUL/2021/00063 - Form a floodplain compensation area as part of land adjacent to Gillingham Principal Street.

Decision: Granted Decision Date: 09/09/2021

7.7 P/VOC/2021/01567 - Construction of a Principal Street, associated access, landscaping and infrastructure works at land to the East of New Road (B3092), Gillingham. (Variation of Condition No. 3 of Planning Permission No. 2/2020/0379/FUL to allow an alternative location for the site compound).

Decision: Granted Decision Date: 29/06/2021

7.8 P/NMA/2022/04874 - Non-material amendment to Outline Planning Permission No. 2/2018/0036/OUT to vary Condition No. 4 by substituting the approved plans with amended plans to allow the alignment with the Principal Street (approved under Planning Permission No. 2/2020/0379/FUL) and the approved SuDS infrastructure, and to amend the parameters to be in line with the Reserved Matters submissions.

Decision: Granted Decision Date: 02/11/2023

7.9 P/MPO/2022/05586 - Modification of S106 Agreement dated 3 September 2021, on Planning Permission 2/2018/0036/OUT - up to 961 dwellings, to remove the requirement for a viability assessment for each phase of development and instead commit to a site wide policy-compliant 25% affordable housing provision, in accordance with a site wide plan and amendment to approved Phasing Plan.

Decision: Granted Decision Date: 10/04/2024

7.10 P/ADV/2022/05420 - Display 2no. non-illuminated totem signs

Decision: Granted Decision Date: 08/12/2022

- 7.11 P/ADV/2022/07358 – Erect 2 No. totem signs.
Decision: Granted Decision Date: 12/01/2023
- 7.12 P/FUL/2022/07873 - Installation of a Sewage Pumping Station (SPS)
Decision: Granted Decision Date: 20/04/2024
[East of Junction between B3092 and Cole Street Lane]
- 7.13 P/RES/2022/07898 - Erection of 280 dwellings and associated parking, landscaping and infrastructure (reserved matters application to determine appearance, landscaping, layout and scale) following grant of outline planning permission 2/2018/0036/OUT).
Decision: Granted Decision Date: 04/06/2024
[Ham Farm “Phase 2” Reserved Matters application]
- 7.14 P/NMA/2023/01566 - Non material amendment - To amend the approved access plan to include a 3m cycleway replacing a 2m footway and the addition of a maintenance bay to outline consent 2/2018/0036/OUT (Develop land by construction of an urban extension to the south of Gillingham between Shaftesbury Road (B3081) and New Road (B3092). The urban extension would comprise of up to 961 dwellings, up to 2,642 sq.m in a new local centre providing retail, community, health, and leisure uses, new and enhanced pedestrian/cycle routes, open spaces, roads, car parking and vehicular access. To include all ancillary works and associated infrastructure.)
Decision: Granted Decision Date: 18/05/2023
- 7.15 P/RES/2023/00628 - Construct loop road and associated drainage to facilitate future reserved matters applications in line with grant of Outline Planning Permission No. 2/2018/0036/OUT.
Decision: Granted Decision Date: 08/03/2024
- 7.16 P/RES/2023/02376 - Erect 34 No. dwellings (including show homes / sales area) and associated infrastructure including formal and informal public open space, following the grant of Outline Planning Permission No. 2/2018/0036/OUT. (Reserved Matters application to determine access, appearance, landscaping, layout and scale).
Decision: Granted Decision Date: 23/11/2023
- 7.17 P/VOC/2024/04599 - Erect 34 No. dwellings (including show homes/ sales area) and associated infrastructure including formal and informal public open space, following the grant of Outline Planning Permission No. 2/2018/0036/OUT. (Reserved matters application to determine access, appearance, landscaping, layout and scale). (with

variation of condition No. 14 of Planning Permission P/RES/2023/02376 to increase the construction of the development times to accelerate delivery of new housing).

Decision: Withdrawn

- 7.18 P/FUL/2024/04417 - Erection of a temporary sales marketing suite, car park, associated access, signage and landscaping for a period of 2 years.

Decision: Granted Decision Date: 16/10/2024

Other parts of the Gillingham Strategic Site Allocation

Land at Park Farm/Kingsmead Business Park

- 7.19 2/2018/0077/OUT - Develop land by the erection of up to 634 dwellings (use class C3), a primary school (use class D1), sports pitches with floodlighting, public open space, play facilities, access and internal estate roads, internal footpaths and cycleways, sustainable drainage system with ponds, landscaping, utility connections and associated/infrastructure. (Outline application to determine access only).

Decision: Granted Decision Date: 22/11/2021

- 7.20 P/RES/2023/06629 - Erect 316 No. dwellings with associated open space, access, sustainable urban drainage, and infrastructure. (Phase 1 Reserved Matters application to determine appearance, landscaping, layout and scale; following the grant of Outline Planning Permission No. 2/2018/0077/OUT).

Decision: Pending

- 7.21 P/FUL/2024/01702 - Construction of permanent access road serving new sewage pumping station constructed under P/FUL/2022/07873 and P/FUL/2023/03597.

Decision: Granted Decision Date: 22/05/2024

Lodden Lakes Phase 1

- 7.22 2/2014/0968/OUT- Develop the land by erection of up to 90 No. dwellings with public open space and create access from Addison Close, (outline application to determine access).

Decision: Granted Decision Date: 11/05/2015

- 7.23 2/2018/0483/REM - Erect 90 No. dwellings with garages, bin / cycle store, building to house electricity sub-station and associated infrastructure, including play areas and public open space. (Reserved Matters application to determine appearance, landscaping, layout and scale, following the grant of Outline Planning Permission No. 2/2014/0968/OUT).

Decision: Granted Decision Date: 27/02/2019

Lodden Lakes Phase 2

7.24 P/OUT/2020/00495 - Develop land by the erection of up to 115 No. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space. (Outline application to determine access)

Decision: Granted Decision Date: 06/01/2022

7.25 P/RES/2022/00263 - Develop land by the erection of up to 115 no. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space. (Outline application to determine access) (reserved matters application to determine appearance, landscaping, layout & scale following the grant of outline planning permission P/OUT/2020/00495)

Decision: Granted Decision Date: 14/07/2022

7.26 P/VOC/2022/06094 - Develop land by the erection of up to 115 No. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space. (Outline application to determine access). (With variation of Condition Nos. 4 & 17 of Planning Permission No. P/OUT/2020/00495 to amend the access junction and visibility splays).

Decision: Granted Decision Date: 06/02/2023

7.27 P/VOC/2023/01213 - Develop land by the erection of up to 115 no. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space (variation of condition 2 of planning permission P/RES/2022/00263 to amend layout plans with revised access arrangements, house type elevations & apartment building).

Decision: Granted Decision Date: 11/05/2023

7.28 A Screening Opinion request (P/ESC/2022/06824) was submitted by Wessex Water for upgrade works across all parts of the Gillingham Strategic Site Allocation. The works comprise the proposed installation of 2 No. lengths of water main, 2 No. lengths of sewage rising main, and a Sewage Pumping Station that is subject of application P/FUL/2022/0798 (see 7.12 above). The Local Planning Authority hereby issued a screening opinion on 18th November 2022 that an Environmental Impact Assessment was not required.

8.0 List of Constraints

Within Settlement Boundary

Gillingham Strategic Site Allocation

Agricultural Land Grade: 3/4 and Low likelihood of Best and Most Versatile (BMV) agricultural land

Public Rights of Way - Route Code: N64/35 (Footpath)

Public Rights of Way - Route Code: N64/78 (Footpath)

Public Rights of Way - Route Code: N62/1 (Footpath)
Public Rights of Way - Route Code: N64/33 (Footpath)
Public Rights of Way - Route Code: N64/34 (Footpath)
TPO/2022/0063
EA - Risk of Surface Water Flooding

9.0 Consultations

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

9.1 **Active Travel England:** No objection.

Active Travel England initially made a series of comments requesting changes to the proposed design in places including:

- To improve the coherence of walking, wheeling, and cycling routes by introducing raised shared surfaces in various locations identified (in accordance with 8.5 Street Design of the OPP DAS).
- Confirmation of details of communal cycle storage for the flats including location, number of spaces and specification. Note the proposed facilities should be suitable for larger bikes, such as cargo bikes, mobility bikes, and e-bikes, and provide adequate charging facilities.
- Improvement to the pedestrian crossing point where the secondary loop road meets the principal street.

The applicant amended the proposal in response to these comments and ATE is now content with the submission.

9.2 **Dorset & Wilts Fire and Rescue:** Comments:

- In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate.
- The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:
 - Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010.
 - Recommendations to improve safety and reduce property loss in the event of fire.

9.3 **Natural England:** No comments to make.

9.4 **Public Health Dorset:** Comments:

- Welcome the priority given to walking and active modes of travel in development design given the positive impact this can have on health and wellbeing, though recognising the comments from Active Travel England where further detail is needed/improvements can be made.
- Would however welcome more detail in relation to opportunities for food growing. There is potential for provision of food growing areas within the residential development, both on and around properties and within open communal spaces which could particularly benefit those in properties with little or no access to private green space, though consideration of this was not evident in the design and access statement.
- Phases of development and housing mix. Would like confirmation that the phased approach to development ensures housing types and tenures are spread evenly throughout the development, with assurance that affordable housing will not be placed in the least desirable plots or sacrificed completely should viability be impeded as the development progresses. Affordable housing should be distributed throughout the development site.
- The images in the design and access statement seem to show that the higher density housing is located in small areas at either end of the site, which does not seem to suggest this even distribution is taking place, although we appreciate, we may not be aware of the bigger picture in relation to development of the overall site.
- Cycling infrastructure – wider network. It is not clear whether there is a link with the regional / national cycle network. Would welcome detail on this to highlight how the development can link in with these networks to achieve active travel aspirations to enable active travel.
- Parking and travel. Would like to emphasise the importance of EV (Electric Vehicle) charging infrastructure for modes of electrical transport other than cars (e.g., electric cycles and mobility scooters), including in visitor spaces, to maximise access for all, health and wellbeing and realise carbon emission reduction targets.

9.5 Dorset Council – Environmental Health: Comments & recommended conditions.

Air quality

- Environmental Health made comments on the Air Quality Assessment during the consultation period for the outline application 2/2018/0036/OUT and concluded:

“In principle, the conclusions of the reports are accepted. However, as the reports were completed in 2017, it would be good practice for the applicant to refresh and update the reports to make use of current data.”.....” The mitigation measures detailed in the Air Quality reports in relation to dust emissions during the construction phase are to be included in the Construction Method Statement, which is to be agreed by the Local Planning Authority prior to commencement of the development, see point 6 below.”
- It doesn't appear that the Air Quality Assessment has been updated with current data. The dust mitigation measures detailed in the report must be

included in the Construction Environmental Management Plan as per condition 32 of 2/2018/0036/OUT.

[Case Officer Comment: the EHO has also commented that the Air Quality Assessment (AQA) undertaken for the Outline application has not been updated with current data. At Outline stage, the conclusions of the AQA were accepted by the Council. The EHO has advised that as the reports were completed in 2017, it would be good practice for the applicant to refresh and update the reports to make use of current data. However, the AQA did not inform a conditional requirement of the Outline permission, nor was a condition imposed requiring an updated AQA. As such, the case officer considers that it would be unreasonable to impose a planning condition in this regard.]

Noise

New Dwellings

- The assessment demonstrates that mitigation measures will be required to prevent an adverse noise effect at new dwellings from the existing noise climate dominated by traffic noise.
- The assessment was undertaken on an indicative basis before the housing design was available. The noise model needs to be run on the proposed layout of houses and roads to ensure that noise mitigation chosen is suitable and sufficient for both internal and amenity areas.
- The applicant will need to provide a final Acoustic Design Statement in order that necessary noise mitigation measures can be conditioned should planning permission be granted or a suitably worded condition will be required to ensure necessary noise mitigation is fully established, implemented, and maintained in the future. The Acoustic Design Statement will need to ensure mitigation won't conflict with ventilation requirements.

Plant / Air Source Heat Pumps

- The proposed new electrical substation will likely emit noise. The applicant needs to demonstrate there will be no adverse effect of noise upon proposed nearby residents. Such an assessment could be undertaken with reference to BS4142: 2014 Methods for rating and assessing industrial and commercial sound. This could be dealt with via condition.
- Should there be a proposal to install Air Source Heat Pumps (ASHP's) in the development the applicant will need to submit a noise assessment to demonstrate there will be no adverse effect from any proposed ASHP. The noise assessment must be undertaken by a Suitably Qualified Acoustician and consider the local circumstances, the nature of the installation, tonality, intermittency of operation, sound levels in reverse cycle, background sound levels, structure borne sound and vibration transmission. The Institute of Acoustics (IOA) and the Chartered Institute of Environmental Health have recently issued guidance on this matter [CIEH and IOA launch new heat pump briefing notes](#).

9.6 **DC – Flood Risk Management Team:** No objection.

9.7 **DC – Highway Authority:** Amendments needed:

The initial submission estate road layout was seen as broadly acceptable, but some issues were identified that need to be resolved before it can be considered as being safe and suitable for adoption. The applicant amended their proposals to address most of these comments. However, there are some outstanding comments as outlined below:

- Traffic calming for the carriageway serving Plots 161 to 174 (renumbered since last observation) has not been provided. This is essential to ensure that speeds on this section of highway will not exceed the target 20mph speed. I would suggest that a narrowing or plateau be provided by Plot 165. It is also apparent that the 2m wide footway requested in my observation dated 12 December 2023 has not been provided along the northern side of this section of highway. This will provide a suitable level of protection for drivers exiting their vehicles parked in the layby parking areas and then wishing to cross to the properties to the south A plan should be submitted showing the proposed cycle parking (as opposed to a written description within the Transport Statement).
- A Stage 1 Road Safety Audit (RSA) must be submitted in support of the estate road layout once the necessary amendments have been made and agreed.

[Case Officer Comment: These outstanding items are further discussed in Section 16 Planning Assessment]

9.8 DC - Housing Enabling Team: Comments:

- While providing a small number of flats will provide a useful contribution to the mix and satisfy the needs of Dorset Home Choice, there is a high need for family homes. The current proposal is far too heavily weighted towards using cheaper flatted accommodation to deliver the policy compliant element of the scheme and providing such a high number of flats to fulfil the affordable demand is not acceptable.
- Some of the 2-bedroom properties are only for 3 people. These should be increased to accommodate 4 people to allow a family of 3 to increase to a family of 4 without the need for them to move which will place a further strain on the housing register.
- While this development will make a useful contribution towards the affordable need in the Dorset Council area, the current proposal needs to be re-considered and amended to offer a better range of affordable accommodation mix to include fewer flats.
- The S106 attached to 2/2018/0036/OUT agrees the 50/50 split between the affordable rented units and the intermediate units across the whole development. The proposal on this phase works out at 73% affordable rent and 27% intermediate units.

[Case Officer Comment: The adopted policy and S.106 agreement provide for a target of 25% affordable units and a tenure split of 50:50 and it is therefore considered that this Reserved Matters application is in line with the Outline planning permission and S.106 agreement. This matter is further discussed in Section 16 Planning Assessment]

9.9 **DC – Landscape:** No objection. Comment.

- The number of street trees their distribution is uneven and this together with the long runs of uninterrupted perpendicular parking has left some streets feeling less well treed.
- Softworks – Concerned that in some instances the species/cultivars shown in the drawings may currently have insufficient tree soil available to allow them to reach their expected mature height and spread. In these instances I would suggest that proprietary products to allow for the provision of adequate amounts tree soil such as Greenblue Urban Arborsystem soil cells (or similar and approved) are specified or smaller species/cultivars are specified for these locations for which the amount of available tree soil is adequate.

[Case Officer Comment: The applicant has since confirmed that the opportunity for even distribution of trees along the streets was impacted by other consultee comments that they were asked to respond to. They also confirmed that they have ensured that the tree species have been chosen with reference to rootable volumes available and the Green Blue Urban Tree Species Volume Guide v2. They are confident that what we are currently showing is achievable and that a good long term tree presence can be achieved.]

9.10 **DC – Natural Environment Team.** No objection. Comment

The BNG Assessment and Metric for the whole Ham Farm site demonstrates a gain in habitat units of 42.68% and a gain in watercourse units of 28.44%. The gain in hedgerow units is less substantial, at 0.26%, and we acknowledge that there is a loss of hedgerow in this particular phase, which was consented by the outline approval, however across the whole site each habitat will experience an uplift which is sufficient to demonstrate that a measurable biodiversity gain is achieved.

The BMES sets out that Conditions 21, 22 and 23b, which relate to impacts on the River Lodden, and Otter and Water Vole which may be present here, are not considered. The rationale given for this that the works are approximately 75m southeast of the river which may be true for the developed area of the site, but the site boundary is adjacent to the river and minor works will take place in close proximity, including construction of a SuDs feature, and installation of timber fencing to create the 8m wide corridor. In addition, the Site Wide Mitigation Strategy shows, in Figure 5, that a new Otter Holt will be located within this phase. Therefore it would seem appropriate to consider these elements in the BMES such that appropriate mitigation is in place for these activities, especially given that the BMES for this phase will also cover the CEMP requirement. The BMES is otherwise acceptable, but I would ask that it's amended accordingly to include these elements. The Site Wide Mitigation Strategy provides for creation and monitoring of the holt, so no further action is required in this regard.

The LEMP is acceptable for the purposes of this application as it gives due consideration to the ecological aspects of habitat management, when read alongside the Site Wide Mitigation Strategy.

The Lighting Layout plans cannot be described as being exactly in accordance with the dark corridors shown in the Site Wide Mitigation Strategy. In the first instance I would ask that the position of the following lighting columns is reviewed with a view to limiting light spill onto retained habitats with the dark corridors, especially backwards light spill from columns on the edges of the development: LC10, LC11, LC17, LC18, LC21, LC22, LC23 & LCP01, LCP02, LCP03, LCP04.

[Case Officer Comment: The full and final lighting strategy can be secured by planning condition.]

9.11 DC – Street Lighting Team: Comments:

- The new estate and its roads will extend the existing urbanised area and will link from an existing highway which has a system of street lighting present. Any of the new estate being proposed for adoptable as public highway must also be lit, as per Dorset Council Street Lighting Policy POLS900, for areas where most roads are already lit.
- Roads and footpaths, adoptable as public highway and hence requiring street lighting, on the periphery or outside of the estate should be avoided or minimised where possible. Instead, adoptable roads and footpaths should be kept to within the built area, using the blocking effect of the houses to reduce outward light pollution, the overall visibility of the estate from a distance at night and also its impact upon bats and other species.
- Where existing hedgerows are to be preserved then adoptable roads or paths should be avoided near them; crossing them only at right angles, where necessary to minimise the impact of highway lighting on the hedgerow ecology, but always avoiding running parallel to and alongside the hedge.
- Where footpaths are shown physically separated from the estate roads, especially if by trees, then an additional system of lighting will be required upon them, if those footpaths are to be adopted as public highway. Placing all the adoptable footpaths alongside the estate roads with any trees at the rear will reduce the lifetime energy and carbon emissions, as only one system of lighting would be required instead of two or three.
- Some areas of the estate have arrangements for off street parking and/or tree planting that will not allow any locations for a system of street lighting to be achieved, which will conflict with the adoption of its roads as public highway.
- The use/absence of generic tree symbols on the highway layout drawings makes the evaluation of their impact on highway lighting difficult, which is likely to lead to tree positions then being deleted before the road can be adopted as highway. Instead, both the as planted & mature tree canopy size must be shown for each tree location and to the same drawing scale, so that the highway lighting design can be verified to meet a minimum standard.
- The use of a vertical traffic calming features will require permanent all-night street lighting, to comply with the Road Hump Regulations, rather than part night street lighting which would otherwise apply to the estate if horizontal or other measures were employed.

[Case Officer Comment: The full and final lighting strategy can be secured by planning condition.]

9.12 DC – Trees: No objection. Comments.

The site is protected by Tree Preservation Order reference 2023/0008 served on 1st February 2023. I can confirm following study of the Arboricultural documentation supplied that subject to adherence of these reports the trees on site should be adequately protected but this is only if suitable levels of supervision by the project arboriculturist is achieved. I would ask that during supervision the arboriculturist takes photos and keeps contemporaneous notes of their supervision should it be needed in the future.

9.13 DC - Urban Design Officer: Unable to support

The following points were raised in the UDO comment:

Existing context and character:

- Proposals have a formal and very uniform approach to layout and built form which gives an overtly urban character.
- Little variation in development form including street design, landscaping and architectural style which is contrary to the local plan concept statement and masterplan framework.
- The use of cul-de-sacs restricts movement, creates detours and longer travel distances. They are not always linked to pedestrian and cycle routes and the turning heads create a detrimental impact on the street scene. Cul-de-sacs should be avoided where possible.
- Footpaths should be widest along streets where pedestrian and vehicle movements are likely to be higher. In this case that is the secondary street.
- Parking at the front of the houses is highly visible and will have a detrimental impact on the overall quality of the street.
- Generally not enough space provided around the parking spaces and the footpaths.
- Street designs should be coordinated with other phases. Include street trees and verges along secondary street.
- Waste collection points in cul-de-sacs need to be amended to ensure householders do not need to carry waste more than 30 meters from home (as per Dorset Council's Waste Collection Guidance Notes for Residential Developments).
- Streets should be redesigned in a way that promotes character and street hierarchy.
- Greater consideration to be given to house types and roof design. End of terraces should have hipped roofs, so it does not appear that the terrace has been cut short and to better relate to lower dwellings adjacent.
- The distribution and patterning of house types should create rhythm and balance in the street rather than appear disjointed and uncoordinated.
- Material selection does not appear to have a considered approach to distribution. It does not support the street hierarchy or relate to the adjacent phase on the secondary street.
- Affordable housing should be better distributed throughout the site.

- There is a lack of front boundaries which would reinforce street character. These should be in line with the design code and include railings, low walls and hedges.

[Case Officer Comment: The proposals were amended in response to the UDO comments where possible, however the UDO was unable to provide a further review. Therefore the UDO concerns are addressed in Section 16 planning assessment below.]

9.14 **Dorset Ramblers:** Comments:

- Concerned to note that, despite the fact that at outline application stage, the Senior Ranger pointed out that five public rights of way (N64/33, 34, 35 78 and N62/1) would be impacted by the proposal, there is only a single reference to public rights of way in the Design and Access statement and no explanation of how the rights of way are to be accommodated within the site
- Would welcome further information about this and early consultation on any diversions which may be necessary.

[Case Officer Comment: The red line area for this site includes only N64/34 and N64/35. It should be noted that both of these public rights of way are located in the north of the site, which is being retained as a landscaped area with no built form proposed. It is considered that this results in no long-term adverse impact to the existing public right of way routes.]

9.15 **Gillingham Town Council:** Objection.

Initially the Town Council agreed and resolved to recommend approval of Planning Application P/RES/2023/05868, subject to a satisfactory response from the Highways Authority, the Flood Risk Manager, Dorset Council Street Lighting Team and the Tree and Landscape Officer. However, upon re-consultation they have provided an objection based upon the following grounds:

- Whilst the concerns raised by the Lead Local Flood Authority (LLFA) have now been addressed, the town council is still of the opinion that the proposal to deploy end-pipe solutions into large attenuation basins with no aquatic shelves will have very limited environmental benefits and will not enhance the landscape.
- The inclusion of aquatic shelves will enable the attenuation basins to support an array of wildlife, enhance the landscape and provide a positive contribution towards nature recovery.
- The designs of the proposed dwellings are dull and do not contribute positively to local character or create a positive and coherent identity that residents and local communities can identify with. The development could be improved by enhancing features such as doors, windows and their surrounds, porches, decorative features and ironmongery, and in some cases the proposed dwellings could be improved by the inclusion of chimneys.
- Concerns have been raised over the proposed render finishes. Experience in similar developments shows that render often weathers poorly and tends to

discolour and crack, resulting in an unsightly appearance and the need for maintenance.

- Insufficient information has been provided regarding the proposed vehicular access into the small southern section of development (plots 161 to 174).

[Case Officer Comment: The Town Council comments on design are discussed in Section 16 planning assessment below]

10.0 Representations received

10.1 At time of preparation of this report, 0 neighbouring representations have been received.

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

Petitions Objecting	Petitions Supporting
0	0
0	0

11.0 Relevant Policies

Development Plan

11.1 The North Dorset Local Plan Part 1 (LPP1) was adopted by North Dorset District Council (NDDC) on 15 January 2016. It, along with policies retained from the 2003 North Dorset District-Wide Local Plan, 1 and the 'made' Gillingham Neighbourhood Plan, form the development plan for North Dorset. Planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

11.2 Relevant applicable policies in the LPP1 are as follows:

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Core Spatial Strategy

Policy 3: Climate Change

Policy 4: The Natural Environment

Policy 5: The Historic Environment

Policy 6: Housing Distribution

Policy 7: Delivering Homes

Policy 8: Affordable Housing

Policy 11: The Economy

Policy 12: Retail, Leisure and Other Commercial Developments

Policy 13: Grey Infrastructure

Policy 14: Social Infrastructure

Policy 15: Green Infrastructure

Policy 17: Gillingham

Policy 21: Gillingham Strategic Site Allocation

Policy 23: Parking

Policy 24: Design
Policy 25: Amenity

Neighbourhood Plan

- 11.3 The Gillingham Neighbourhood Plan was 'made' on 27 July 2018 and forms part of the Development Plan for North Dorset. Relevant policies applicable to this Reserved Matters application are:
- Policy 1. Custom and self-build housing
 - Policy 4. Support improvements in existing employment sites
 - Policy 12. Pedestrian and cycle links
 - Policy 13. Road designs in new development
 - Policy 14. New and improved health and social care provision
 - Policy 15. New and improved education and training facilities
 - Policy 16. New and improved community, leisure and cultural venues
 - Policy 17. Formal outdoor sports provision
 - Policy 18. Equipped play areas and informal recreation / amenity spaces
 - Policy 19. Allotments
 - Policy 20. Accessible natural green space and river corridors
 - Policy 23. The pattern and shape of development
 - Policy 24. Plots and buildings
 - Policy 25. Hard and soft landscaping

Other Material Considerations

National Planning Policy Framework (NPPF):

- 11.4 The NPPF has been updated with a revised version published in December 2023. The following sections and paragraphs are relevant to this outline application:
1. Introduction
 2. Achieving sustainable development
 4. Decision-making
 5. Delivering a sufficient supply of homes
 6. Building a strong, competitive economy
 8. Promoting healthy and safe communities
 9. Promoting sustainable transport
 10. Supporting high quality communications
 11. Making effective use of land
 12. Achieving well designed and beautiful 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

The presumption in favour of sustainable development

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development [...]

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay...

Current housing land supply

- 11.5 On the 26 September 2024, the Planning Inspectorate (PINS) confirmed that Dorset Council can demonstrate a Housing Land Supply (HLS) of 5.02 years. This covers the entire Dorset Council area and replaces all previous calculations for the former districts. The Inspector's Report states that we are entitled to rely on this position until 31 October 2025.
- 11.6 The Council can therefore demonstrate a 5-year housing land supply. In addition, no areas in Dorset Council have a Housing Delivery Test result of less than 75% delivery, meaning that the two minimum criteria of footnote 8 of the NPPF are met. This means that in most cases, the presumption in favour of sustainable development (the tilted balance) does not apply. Full weight can therefore be given to relevant policies in the adopted Local Plans and Neighbourhood Plans.

Emerging Dorset Council Local Plan:

- 11.7 Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

Relevant Policies:

- DEV4: Growth in the northern Dorset functional area
- DEV9: Neighbourhood plans
- ENV1: Green infrastructure: strategic approach
- ENVV4: Landscape
- ENV8: The landscape and townscape context
- ENV11: Amenity
- ENV13: Flood risk
- ENV14: Sustainable drainage systems (SuDs)
- HOUS1: Housing Mix
- HOUS2: Affordable housing
- COM4: Recreation, sports facilities and open space
- COM8: Parking standards in new development
- COM9: Provision of infrastructure for electric and other low emission vehicles
- COM12: The provision of utilities service infrastructure
- GILL2: Gillingham Southern Extension

Master Plan Framework (MPF), August 2018

- 11.8 The Master Plan Framework (MPF) was prepared by a consortium of three developers Taylor Wimpey, CG Fry and Welbeck over the period 2015-2018,

working with and in consultation with the officers at North Dorset District Council (now Dorset Council). The MPF is a requirement of Policy 21 of the NDLP. It covers the whole SSA and was a pre-requisite to the submission and consideration of any planning applications for development.

- 11.9 The MPF sets out the overall vision for the SSA, from which an analysis of constraints and opportunities provides the basis of a Framework Masterplan in the MPF. The analysis covered the key planning, transport, landscape and delivery aspects of the various land parcels. The site investigations led to a series of plans that set out the site opportunities and responses to constraints in terms of topography, views to/from the site, green infrastructure, walkable neighbourhoods, transport links, density, form and open space.

North Dorset District Council Landscape Character Assessment (2008)

- 11.10 The site lies within the Dorset Landscape Character Assessment 'Clay Vale' landscape character type and the North Dorset District Council Landscape Character Assessment 'Blackmore Vale' landscape character type. The area forms of a broad expansive clay vale with a mosaic of woods and pastoral fields bounded by straight hedgerows dotted with mature Oaks. Open layered views are possible across the gently undulating landscape to the low hills of the chalk escarpment which forms a backdrop. The area has a dense network of twisting lanes often with grass verges and sharp double 90 degree bends. It is also characterised by a network of ditches, streams and brooks which drain into the tributaries of the River Stour. There are numerous small villages and hamlets across the area built with distinctive mix of materials such as stone, red brick, tile and thatch.

Gillingham Town Design Statement (adopted 2012)

- 11.11 The Gillingham Town Design Statement (TDS) was adopted by Cabinet on 19 March 2012 and endorsed by Council on 30 March 2012, as an evidence base study. It was developed to safeguard the local characteristics of the Town, and to encourage sensitive, high quality design where new development occurs. It details distinctive local features and policies to inform those applying for planning permission what should be considered when preparing a scheme for submission.

12.0 Human rights

- 12.1 Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

13.0 Public Sector Equalities Duty

- 13.1 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have "due regard" to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
 - Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
 - Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.
- 13.2 Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.
- 13.3 The application site is located in line with the spatial strategy of the local plan, which seeks to locate development close to services. Occupiers of the dwellings would have access to open space and to health and other facilities that are contained within the town.
- 13.4 The proposed change in land use will not result in any disadvantage to people due to their protected characteristics. While there is no specific provision for lifetime homes or accommodation specifically for those with protected characteristics, the form of development proposed will provide housing, additional open space and connections to the local rights of way network, to ensure the needs of people with disabilities or mobility impairments or pushing buggies are met. This will be through accommodation of appropriate off road footpath links, shared surfaces and by ensuring that the access arrangements to the new housing and open space are subject to the requisite standards applied by the Building Regulations and the County Highway Authority (where applicable).
- 13.5 Officers have considered the requirement of the duty, and it is not considered that the proposal would give rise to specific impacts on persons with protected characteristics.

14.0 Financial benefits

What	Amount / value
Material Considerations	
Affordable housing	31 units - 20% of the overall third phase. Note the requirement for 25% is achieved across the whole site in accordance with the Outline s106 agreement.
Quantum of greenspace	The third phase provides a wildflower meadow pocket park, 'The copse' pocket park, a large wet meadow SUDs basin and smaller wet meadow SUDs basins, a cycle route through open space and set in a green corridor totalling approx. 3.918ha.
Employment created during construction phase	The proposal will support local jobs in the construction sector and will bring about 'added value' in the local area through associated spending and economic activity.
Spending in local economy by residents of proposed dwellings	The proposal will support the local economy, providing housing required to support the long-term economic growth in the area with new residents spending on goods and services as they move in.
Non Material Considerations	
Contributions to Council Tax Revenue	According to the appropriate charging bands.

15.0 Environmental Implications

15.1 In May 2019, Dorset Council declared a Climate Emergency and there is a heightened expectation that the planning department will secure reductions in the carbon footprint of developments.

15.2 The submitted Design and Access Statement advises that the development will achieve sustainability building construction in line with current Building Regulations. The development will also seek to:

- Enhance existing habitat and create new habitat through retention of existing trees/hedgerows and provision of new native planting throughout.
- Improve energy efficiency through siting, design and orientation of buildings, and;
- Use simple traditional construction detailing and materials.

- 15.3 The amended scheme now includes a Sustainability Statement. This advises that the development will have to comply with Part G of the Building Regulations, which requires homes to achieve an internal water consumption rate of no more than 125 litres per person per day. In response to Part L of the Building Regulations, every home will be constructed to an energy efficient fabric and building services specification capable of complying with the Fabric First Efficiency Standard. In addition, the heating designs of every home will include an air source heat pump. This allows each home to be labelled as “zero carbon ready” from the point of occupation. The heat pumps were considered as feasible within the outline Energy Strategy.
- 15.4 The proposed development would result in change to the nature of the site with increased vehicular movement, domestic noise, and general activity. Matters relating to air quality were assessed at Outline stage and found to be acceptable.
- 15.5 Outline Condition 31 requires details of a scheme to install infrastructure to facilitate charging for plug-in and other ultra-low emission vehicles to be submitted to and agreed in writing by the Council prior to the commencement of development.

16.0 Planning Assessment

- 16.1 The principle of development was agreed through the grant of Outline planning permission (2/2018/0036/OUT) and a Local Plan allocation (Policy 21) supported by the Gillingham Neighbourhood Plan. The Outline permission also approved the means of access to the site.
- 16.2 The main issues of this reserved matters application are considered to relate to:
- Affordable Housing
 - Layout
 - Scale
 - Appearance
 - Landscaping
 - Highway safety and parking
 - Residential amenity
 - Flood risk and drainage
 - Biodiversity
 - Other matters

Affordable Housing

- 16.3 22No. units are proposed for Affordable Rent and 9No. for Shared Ownership within the current proposal, to be managed by a Registered Provider. This would comprise 20% of the current proposed 155No. units. The wider outline site delivery of 961 dwellings will provide the required 25% affordable housing as required by the Outline s106 agreement.
- 16.4 The proposed Affordable Housing would comprise:
- a terraced row of three 3-bed 2-storey affordable rent dwellings with one 3-bed 2-storey terraced shared ownership dwelling,

- a terraced row comprising one 2-bed 2-storey shared ownership dwelling with two 2-bed 2 storey affordable rent dwellings with two 1-bed maisonette affordable rent dwellings,
- a pair of semi-detached units comprising one 4-bed 2-storey affordable rent dwelling with one 4-bed 2-storey shared ownership dwelling,
- a terraced row of two 3-bed 2-storey affordable rent dwellings with two 1-bed maisonette affordable rent dwellings,
- a terraced row comprising one 3-bed 2-storey terraced affordable rent dwelling with one 3-bed 2-storey shared ownership dwelling and two 1-bed maisonette shared ownership dwellings,
- a terrace of 3-bed 2 storey shared ownership dwellings, and;
- a 3-storey apartment building comprising of six 2-bed and three 1-bed affordable rent apartments.

16.5 The proposed Affordable two-bedroom terraced properties are designed for 4 people to occupy, with a floorspace of 76sq m. These would be slightly below the nationally prescribed minimum space standards (3sq m shortfall). The proposed 3-bed dwellings have a floorspace of 83sq m and if occupied by four persons, would be 1sq m below the minimum space standards. The proposed Affordable two-bedroom flatted properties are designed for 3 people to occupy, with a floorspace of 57sq m. These would be slightly below the nationally prescribed minimum space standards (4sq m shortfall). The proposed Affordable 1-bed flatted dwellings have a floorspace of 49sq m and if occupied by two persons, would be 1sq m below the minimum space standards. However, these standards were considered through the North Dorset Local Plan Examination and the Council decided not to incorporate these into the Local Plan. The case officer considers that the proposed Affordable units would be provided with sufficient internal living space and would also have sufficient private garden space. In this respect, the Affordable Housing complies with Policy 8 of the North Dorset Local Plan. Their layout relative to the open market dwellings is considered below.

16.6 The S106 attached to 2/2018/0036/OUT agrees a 50/50 split between the affordable rented units and the intermediate units across the whole development. The proposal on this phase works out at 73% affordable rent and 27% intermediate units. However, the case officer considers that the 50/50 split is not related to phases and it the applicant has confirmed that the site wide mix will amount to the policy compliant 50/50 split.

16.7 The Council's Housing Enabling Officer (HEO) raised concerns that whilst providing a small number of flats will provide a useful contribution to the mix and satisfy the needs of Dorset Home Choice, there is a high need for family homes. Their view was that the proposal needs to be re-considered and amended to offer a better range of affordable accommodation mix to include fewer flats. This issue was raised with the applicant who advised that the apartments have been designed in accordance with the landscape strategy plan and are in line with the outline planning consent. The case officer considers that these apartments may have been better suited to open market homes which would have resulted in more affordable terraced or semi-detached homes in the mix which would have better met the affordable home need

in Dorset. However, on balance the scheme provides a significant amount of much needed affordable homes, the flatted accommodation being just 9 of the total 22 affordable units. It is therefore considered that in this instance the benefit of the affordable provision outweighs any harm of not providing the mix that most reflects demand.

Layout

- 16.8 As defined in planning legislation, for the purposes of a Reserved Matters application “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.
- 16.9 The concerns raised by the Council’s Urban Design Officer (UDO) noted that a formal and uniform approach to layout and built form gave an overtly urban character to the initial proposed scheme. Comments outlined that there was little variation in form in the initial proposals submitted. During discussions with the Officer and Agent it was demonstrated that the proposals are broken down into two different character areas, Meadow Brook and Hawthorn Crescent. The Meadow Brook area is located to the north of the site and benefits from views across the River Lodden and Meadows. The character of this area responds with a semi-rural approach with a more informal character to the streets facing onto the meadows to enable a more sensitive transition. A high number of the dwellings in Meadow Brook are detached and set within their own curtilage, creating a lower density-built form. In contrast with this, the second character area, Hawthorn Crescent faces onto the secondary loop road and Principal Street and has a medium density built form with more semi-detached and terraced units providing a more strongly defined built edge to the streets.
- 16.10 The UDO commented that the proposed use of cul-de-sacs restricts movement and creates unnecessary detours and longer travelling distances particularly for pedestrians and cyclists. Although the applicant has not reduced the number of cul-de-sacs, they have amended the proposals to provide a more connected network of pedestrian and cycle links across the site. The UDO also noted that some cul-de-sacs do not have turning heads, which could be problematic for refuse collection. However, it has been considered that this occurs in only two locations in the proposal adjacent to the Principal Street. The refuse tracking submitted in the transport statement demonstrates that a refuse vehicle can reverse into these two cul-de-sacs for their collections. Both instances are very short cul-de-sacs only each serving 6-8 dwellings. Additionally, it is noted that adding turning heads at the end of these roads would negatively impact on the landscaped dark corridor running north-south of the site so on balance it is preferable to retain the current layout for both amenity and biodiversity.
- 16.11 A proposed network of footpaths runs throughout the site, linking into a key northern pedestrian and cycle route thorough the meadows and into the town. There are a further five pedestrian and cycle links into Phase 2, which the site wraps around, two links into Phase 1a’s public open space and LAP to the southeast, and 3 pedestrian and cycle links into the future phase 4 to the west.

- 16.12 The street layout links into phase 2 to the east, phase 4 to the west and the principal street to the south. The transition into phase 2 via the secondary street to the north is bounded by a hedgerow which the secondary street runs through. Whilst the housing types vary in each phase either side of the hedgerow there is some consistency with the use of street trees and landscaped strips running between the footpath and the dwellings, which is in line with the design code. To the south side of the secondary street adjacent to the boundary with Phase 2 is an apartment block which mirrors in plan an apartment block in the earlier phase on the other side of the boundary hedge. These elements of the proposed design help to coordinate the development with the previous phase.
- 16.13 The streets have been broadly designed to vary between three types, which defines a street hierarchy and reinforces the character types across the site. Dwellings that front onto the Principal street are medium density and set back a significant distance from the Principal Street with their own access road, parking and landscaping between them and the street. Dwellings fronting the Secondary Street are generally medium density and are set back from street with parking, some with small front gardens. There are more semi-detached and terraced properties here which creates a more continuous building line. Dwellings that front onto tertiary streets are generally lower in density and are set back further from the road with larger front gardens.
- 16.14 The UDO states that the design of parking will result in cars dominating the street scene as spaces are not always set back from the building line or are in front of dwellings. The case officer however notes that the proposed frontage parking would mainly be interspersed by gardens or soft landscaped verge, including a number of trees within plot frontages or the verges. Where side-of-plot parking comes forward of the building line, the projection is marginal which is not considered to result in a significant visual impact.
- 16.15 In light of all the above, the case officer considers that the proposed layout is acceptable, as it provides a positive townscape with the principal street, permeable linkages within and throughout the site and an appropriate relationship with the northern boundary facing open space/countryside. This meets the aims and requirements of the overall Outline approved scheme, Policies 7, 21, 24 and 25 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Scale

- 16.16 "Scale" is defined as meaning the height, width and length of each building proposed within the development in relation to its surroundings.
- 16.17 The Outline approved Building Heights Plan permits dwelling heights of up to 3 storeys (12m to top of ridge line) within the application site area, to the north along the boundary with an informal open space. This then reduces to 2.5 storey (12m to top of ridge line) in the central section of the site. The southern edges of the site adjoining the principal street are also permitted dwelling heights of up to 3 storeys (12m to top of ridge line). The proposed apartment block is 3-storey in form, which sits in the northern section of the site. This massing mirrors the adjacent consented phase 2 scheme which also provides a 3-storey apartment block at this location, therefore creating a mirrored feature and reinforcing the defined character of this

area. The majority of dwellings are proposed to be 2-storey with some 2.5-storey dwellings located opposite two vehicular access points into the western edge of the site and either side of the vehicular access point off the principal street to the southeastern parcel of the site. These provide appropriate formality and variation in height/roof form to respond to the hierarchy of the road layout. The 2.5-storey dwellings are not of significantly greater height or bulk than the 2-storey dwellings, but they do provide some degree of variation to the built form.

- 16.18 The dwellings facing the principal street are sufficiently set back to allow provision of a landscaped frontage, to avoid an overly hard urban landscape. The dwellings along the western edge facing the boundary with the future phase 4 are mostly 2-storey in scale, with 2.5-storey properties fronting onto road junctions with the future phase. The front elevations of the dwellings face towards the phase 4 site, with a generous landscaped separation between them. The dwellings on the northern boundary facing the informal open space are all 2-storey, mostly detached with generous open space between them, creating a gentler edge condition. The roof forms generally comprise full side hipped ends or barn-hips, which assists in containing the scale of built form facing the site edges.
- 16.19 It is accepted that the proposed dwellings would be a mix of mostly two storey terraces, semi-detached and detached homes. Given the context of this site along the northern edge of the principal street, sitting within other phases of the development running east west and facing open space along the northern boundary, this scale is considered to be acceptable. The proposal therefore complies with Policies 7, 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Appearance

- 16.20 “Appearance” is defined as meaning the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 16.21 The D&A Statement states that the proposals incorporate ‘Arts and Crafts’ detailing to enhance the design of the development. The Council’s Urban Design Officer (UDO) has raised some concern regarding the proposed reference to ‘Arts and Crafts’ style housing. Design principles that are synonymous with the movement including a variety of locally specific materials and asymmetry of façade design which tended to include large chimneys, are lacking from the proposal. Additionally the Gillingham Town Design Statement does not refer to ‘arts and crafts’ in its local vernacular and it is not clear what local precedents are reflected in the architectural design of proposed homes.
- 16.22 Following on from comments from the UDO on the initial proposals, the applicant has revised their proposals, giving greater consideration to house types and roof design and how they relate to adjoining dwellings and also the street as a whole. Where the end of a terrace and adjoining house has a hipped roof the end of the adjacent terrace now mirrors this so that it does not appear that the terrace has been chopped short. This results in a better relationship between dwellings that vary in their overall height.

- 16.23 The UDO has commented that the proposed materials of red and brown brick with some detailing; render and weatherboarding are not a considered approach to distribution of materials and do not support the street hierarchy or the creation of distinct character areas. The Town Council have objected to the scheme citing that the designs of the proposed dwellings are dull and do not contribute positively to local character or create a positive and coherent identity that residents and local communities can identify with. The case officer considers that adequate thought has been put into defining the character of the proposals. The dwellings include a reasonable variety of elevational treatments and some distinctive design features such as hipped roofs, large gables with double barge boards and some areas of tile hanging.
- 16.24 The D&AS outlines two differing character styles as outlined above under the 'layout' section of the planning assessment. It is suggested that the more formal Hawthorn Crescent character area along the principal street and secondary loop road is further defined by the use of more urban materials including brown or red stock brick with buff brick detailing, yellow stock brick with red brick detailing, white render and/ or brown vertical hanging tiles. A small number of chimneys have been included in this character area on some semi-detached and terraced dwellings. Where garages are provided in the Hawthorn Crescent area, they are generally integral to the dwelling. The roof finishes to this area are a mixture of brown, red or grey roof tiles. The grey tiles are generally more abundant along the principal street and secondary loop road, and a mixture of brown and red roof tiles are proposed in greater numbers around the edges of the site.
- 16.25 The semi-rural character area, Meadow Brooke along the northern edge of the site is unified with the overall scheme by the inclusion of all the envelope finishes used elsewhere in the development but with the additional use of waney edge timber boarding which is intended to respond to the more rural outlook of these dwellings. No chimneys have been provided in this area. There is a mixture of integral and detached garages and roof finishes in this area are either brown or red roof tiles.
- 16.26 Regard must be had to Condition 7 of the Outline approval, as it requires each Reserved Matters proposal to reflect a palette of materials referenced in the Outline Design & Access Statement (D&AS), Design Coding Section 8.16 (Material Palettes). It is stated here that the code does not seek to prescribe a particular architectural style, but rather to develop a distinctive 'Gillingham' colour and materials palette that can be used on different styles of building as the development grows over time. It is considered that the palette includes enough variety to create unity without uniformity and that some attempt has been made to differentiate the character areas through the variation of form and elevational treatment. The precise specification of all external materials can be secured by condition.
- 16.27 Although the Affordable units lack some of the design detail of the open market units, they are nonetheless of traditional design that broadly reflect the design cues of the wider proposed development. It is therefore considered that a sufficiently tenure-blind appearance would be achieved.
- 16.28 It is accepted that the proposed open market units share many similarities in terms of appearance and plot layout. However, the final proposed scheme includes stronger

building frontages in prominent locations and chimney features in several locations along the Principal Street which adds some variation to the street scene. All dwellings facing the open space areas have active frontages. This means that the street scenes will positively engage with their surrounding public open spaces. The proposal is therefore in line with Policies 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Landscaping

16.29 “Landscaping” is defined as meaning 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.

16.30 The overall approach to landscape has been developed with the aim to integrate the development with the local landscape setting and enhance biodiversity. The landscape led strategy is based around a hierarchy framework of streets and spaces with open spaces and play areas in central locations. The site has some distinctive natural features and existing trees, boundary hedgerows, and other planting are important considerations. The proposal prioritises the retention and strengthening of these boundaries. Key landscape features proposed include:

- New SUDS basins.
- Cycle route through open space and set in an attractive green corridor.
- New walking routes are accentuated by new trees and planting.
- Boundary planting is retained and is considered an important part of the strategic green infrastructure.
- Street trees are used throughout.
- Retained trees are set in open space.

16.31 Development parcels are generally outward facing and overlook open spaces and strategic walking routes. There are several landscape buffers within the proposals which form green corridors and are supported by new planting. Homes are set back from these features to ensure existing planting can be maintained for their long-term protection and enhancement of the landscape character of the site in line with the North Dorset Local Plan Policy 4.

16.32 The Council’s Senior Landscape Architect (LA) still does not consider that the proposed secondary street is sufficiently tree-lined in terms of having a row of trees on each side. The LA however notes that revised proposals represent a marked improvement in the quantum of tree planting along the secondary street when compared to the previous iterations. The case officer considers that the proposed tree planting in the public open space edges would also effectively contribute to tree-lined streets for the secondary street. The service routes restrict the amount of street trees that can be provided in the more built-up areas, along with the development parameters that have already been approved at Outline stage.

- 16.33 In locations where the development interacts with the central public open space buildings are detached and set in large plots to break down the massing of the built form and create a more open, lower density character with the inclusion of large front gardens, trees, hedges, shrubs and other planting to create an attractive active street scene. This approach results in a gentler transition from the development into the public open space whilst also providing natural surveillance in line with the North Dorset Local Plan policy 24.
- 16.34 The Council's Urban Design Officer raised some concern over a lack of front boundaries which would reinforce street character and help mitigate the impact of parked cars. It is suggested that boundaries should include railings, low walls and hedges in order to comply with the design code. The case officer considers that solid wall boundary treatments have been used only to secure rear gardens, however ornamental hedge and shrub planting has been provided to front boundaries which is reflective of treatments used within the adjoining phase 2 site area.
- 16.35 A footpath/cycle link runs east-west through a landscaped route through the site and provides a link between the previous phase 1 local area of play to the east and the future phase 4 to the west. Two pedestrian connections are also provided through the adjacent hedgerow to provide appropriate ease of movement into the phase 2 area of the development to the north and east in line with Policy 24 of the North Dorset Local Plan.

Tree impacts

- 16.36 The Council's Senior Landscape Architect has some concerns regarding some instances where the species/cultivars proposed may have insufficient tree soil volume available to allow them to reach their expected mature height and spread. The applicant has confirmed that they have ensured that the species have been chosen with reference to rootable volumes available and the Green Blue Urban Tree Species Volume Guide v2. They are confident that what they are proposing is achievable and will result in good long term tree presence.
- 16.37 Having regard to all the above, the case officer considers that Landscape as a reserved matter can be discharged. In this regard, the proposal complies with Policies 4, 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Highway safety and parking

- 16.38 The Transport Statement advises that the proposed layout would provide a total of 289 allocated parking spaces in the form of driveways or allocated parking bays (excluding garages) and 45 garages. In addition, 33 visitor spaces are provided, distributed throughout the site. This equates to an overall provision of 367 spaces (2.38spaces per unit). 45 dwellings will have a garage where they can store their bicycle. All remaining properties have their own private garden in which a lockable cycle store can be provided where their bicycle can be safely stored or a suitable communal cycle storage space in the case of flats. Precise details of secure cycle parking facilities for each unit can be secured by means of planning condition.

- 16.39 Dorset Council Highway Authority (CHA) have stated that the amendments requested to the initial designs have been made in the current submission. Additional street parking has been incorporated along the secondary street that runs around the site (this was also requested by the Urban Design Officer), 2-meter-wide footways have been added where necessary and raised table traffic calming has been added at 70meter spacings. Turning heads have also been adjusted to provide adequate space for safe manoeuvring, and legible road crossings have been added for pedestrian and cycle ways.
- 16.40 The design of the roads within the development on the whole encourages low vehicle speeds, through the use of curves and raised tables / surface changes with the exception of the carriageway serving plots 161 to 174, which requires traffic calming measures to be introduced for it to be considered suitable for public adoption. It is understood that the details of the traffic calming measure can be agreed under the S38 application in due course. A stage 1 safety audit will also be required to be submitted in support of the proposed layout to demonstrate adequate safety compliance.
- 16.41 The Transport Statement advises that its swept path analysis shows that a large refuse vehicle and emergency fire tender accessing the site are able to get within acceptable bin carry / hose length (45M) distance, as required by Parts B and H of the building regulations. Refuse collection has been fully considered and on-site parking numbers, for both cycles and cars, are considered to be appropriate for this location.
- 16.42 Subject to traffic calming measures being introduced to the carriageway serving plots 161 to 174 and a stage 1 safety audit being submitted, no adverse impacts are envisaged in terms of highway safety, capacity or policy. Matters regarding: vehicle access and visibility splay provision; improvement works to the B3081 Shaftesbury Road and B3092 New Road; pedestrian/cycle access; cycle parking details, and; electric vehicle charge point details, are subject to the conditions attached to the Outline planning permission and where necessary, also secured by the s106 agreement (which also requires a Travel Plan). The proposal would comply with Policy 13 of the North Dorset Local Plan.

Residential amenity

Impact on neighbours

- 16.43 The nearest dwellings to the proposal site would comprise those along and off Anglers Road to the northwest, Chaffinch Chase and Pheasant Way to the northeast and dwellings along and Cole Street Farmhouse and cottages on the northern side of Cole Street Lane to the south. The proposed dwellings across the site would be sited at sufficient distance from these neighbouring dwellings to avoid any adverse impacts in terms of loss of light, outlook, privacy or overbearing impact.
- 16.44 The Council's Environmental Health Team commented that mitigation measures will be required to prevent an adverse noise effect at new dwellings from the existing noise climate dominated by traffic noise. The applicant will need to provide a final Acoustic Design Statement in order that necessary noise mitigation measures can be established, implemented, and maintained in the future. The Acoustic Design

Statement will need to ensure mitigation won't conflict with ventilation requirements. This can be secured via a suitably worded condition.

16.45 If air source heat pumps (ASHP) are to be installed, a noise assessment will also be needed to demonstrate there will be no adverse noise effect from the proposed ASHP. This can also be secured by planning condition.

16.46 Condition 32 of the Outline permission requires the submission of a Construction Environmental Management Plan (CEMP) to be agreed upon by the Council to include, amongst other things, hours of construction, construction vehicle and delivery details and measures to control noise, vibration, dust and dirt. A CEMP has been submitted with this application, but this only covers biodiversity matters and doesn't cover impacts such as noise and dust on nearby residents. As such, the above outstanding Condition 32 requirements are still to be agreed before development commences. A planning condition can also be imposed to ensure that the hours of demolition and construction are limited to Monday – Friday 0700 – 1900 Saturday 0800 – 1300, with no activity on Sundays or Bank Holidays, to ensure neighbouring amenities are protected.

Impact on future occupiers

16.47 The floorspace of 76sqm for each the two proposed 2-bed Affordable dwellings does not meet the minimum space standard of 79 sqm. The proposed 3-bed Affordable dwellings would also fall 1 sqm short of the minimum space standard. However, this standard was not adopted as policy under the North Dorset Local Plan. It is also considered that all proposed dwellings would be provided with sufficient private amenity space commensurate to their size. As such, overall, it is considered that future occupiers would be afforded with sufficient internal living and storage space. The built form relationships within the scheme would also afford future occupiers with sufficient light, outlook and privacy.

16.48 In light of all the above, the proposal complies with Policy 25 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Flood risk and drainage

16.49 The proposed residential development will continue to avoid development in Flood Zones 2 and 3 plus a climate change sensitivity buffer. Surface water attenuation will be achieved via attenuation basins, permeable paving and cellular storage. The Council's Flood Risk Management Team (FRMT) raised no objection.

Biodiversity

16.50 Following initial comments raised by the Council's Natural Environment Team (NET), a Biodiversity Net Gain (BNG) Assessment and Metric has been provided, along with a Biodiversity Mitigation and Enhancement Strategy (BMES) and an Ecological Mitigation Strategy for the wider Outline approved site.

16.51 The NET has commented that the BNG Assessment and Metric documents clearly demonstrate a gain in habitat units of 42.68% and a gain in watercourse units of 28.44%. The gain in hedgerow units is less substantial, at 0.26%, and there is some loss of hedgerow in this particular phase. However, this was consented by the

outline approval and across the whole site, each habitat will experience an uplift which is sufficient to demonstrate that a measurable biodiversity gain is achieved. The biodiversity mitigation, compensation and enhancement/net gain strategy set out within the Biodiversity Mitigation and Enhancement Plan can be secured by means of planning condition.

- 16.52 The BMES has been updated in line with NET comments to include details of a scheme for the provision and management of an 8-metre-wide buffer along the River Lodden, a plan detailing the protection to populations of water voles and otters and their associated habitats within the site where works are within 50m of the River Lodden, a method statement for the maintenance and enhancement of the Great Crested Newt population and Details of otter holts to be provided along the River Lodden corridor. The BMES is now considered to be acceptable.
- 16.53 The Lighting Layout plans submitted appear to be show some incursion into the dark corridors. NET have requested that some amendments are made to the location of lighting columns to limit their impact on ecology. The lighting plans submitted are also not in line with the amended layouts so are not sufficient to form part of a consented scheme. It has been established that a condition can be applied to secure a full lighting proposal which meets the requirements set out in the BMES and the Biodiversity conditions attached to the Outline consent.
- 16.54 It should be noted that as part of the Great Crested Newt District Licence requirements, a conservation payment of £113,659.63 towards the Great Crested Newt licensing scheme has now been received. The Great Crested Newt District Licence has been secured on Phase 1 and the Section 106 agreement is in now complete.
- 16.55 In light of all the above and subject to conditions the proposal complies with Policies 4 and 21 of the North Dorset Local Plan and the Gillingham Neighbourhood Plan.

17.0 Conclusion

- 17.1 Outline planning permission for the construction of 961 dwellings and a local centre, with details of access, and the provision of 25% affordable housing to be delivered across the allocation, was granted with s106 legal agreement in September 2021. The principle of development is therefore established subject to the details of reserved matters relating to layout, scale, appearance, and landscape – all of which make up this application.
- 17.2 The applicant has amended the details of the original submission to take account of concerns and comments raised in consultation. It is considered that the revised proposal accords with the terms of the Outline permission along with the overall aims of the Development Plan and the NPPF, having due regard to the context of this site. This proposal therefore complies with the Development Plan as a whole and there are no material considerations that indicate that the development should be decided other than in accordance with the plan.

18.0 Recommendation

Approval of Reserved Matters, subject to the following conditions:

Conditions:

1. The development to which these reserved matters and accompanying details relates shall be begun not later than two years from the date of this permission.

Reason: To comply with the provision of Section 92(2) of the Town and Country Planning Act 1990 (as amended).

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

- Location Plan (STEN Architecture, Ref: 2346.02.B Location Plan)
- Planning Layout Plan (STEN Architecture, Ref: 2346.01.X Location Plan)
- Planning Layout Plan A0 (B&W) (STEN Architecture, Ref: 2346.10.N Location Plan)
- Materials Plan (A0) (STEN Architecture, Ref: 2346.03.H Materials Plan)
- Storey Heights Plan (STEN Architecture, Ref: 2346.06.G Storey Heights Plan)
- Affordable Location Plan (STEN Architecture, Ref: 2346.09.L Affordable Location Plan)
- Boundary Treatment Plan (STEN Architecture, Ref: 2346.05.H Boundary Treatment Plan)
- Parking Plan (STEN Architecture, Ref: 2346.08.G Parking Plan)
- Cycle Storage Plan – (STEN Architecture, Ref: 2346.12)
- Street Scenes (STEN Architecture, Ref: 2346.04.H Street Scenes)
- Wider Planning Layout Plan (STEN Architecture, Ref: 2346.11.G Planning Layout)
- Landscape Strategy Plan 1 of 3 (RPS Ref: JSL4949_100 D Landscape Strategy Plan 1 of 3)
- Landscape Strategy Plan 2 of 3 (RPS Ref: JSL4949_101 B Landscape Strategy Plan 2 of 3)
- Landscape Strategy Plan 3 of 3 (RPS Ref: JSL4949_102 B Landscape Strategy Plan 3 of 3)
- Landscape + Services Plan 1 of 2 (RPS Ref: JSL4949_110 B Landscape + Services Plan 1 of 2)
- Landscape + Services Plan 2 of 2 (RPS Ref: JSL4949_111 A Landscape + Services Plan 2 of 2)
- Softwork Proposals Sheet 1 of 7 (RPS Ref: JSL4949_510A)
- Softwork Proposals Sheet 2 of 7 (RPS Ref: JSL4949_511)
- Softwork Proposals Sheet 3 of 7 (RPS Ref: JSL4949_512A)
- Softwork Proposals Sheet 4 of 7 (RPS Ref: JSL4949_513A)
- Softwork Proposals Sheet 5 of 7 (RPS Ref: JSL4949_514)
- Softwork Proposals Sheet 6 of 7 (RPS Ref: JSL4949_515)
- Softwork Proposals Sheet 7 of 7 (RPS Ref: JSL4949_516)
- Drainage Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-51 G)
- Drainage Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-52 G)
- Drainage Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-53 I)
- General Arrangement Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-01 F)
- General Arrangement Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-02 F)

- General Arrangement Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-03 H)
- Long Sections Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-15 C)
- Long Sections Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-16 D)
- Long Sections Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-17 C)
- Engineering Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-41 F)
- Engineering Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-42 F)
- Engineering Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-43 H)
- Materials Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-71 G)
- Materials Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-72 G)
- Materials Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-73 H)
- Amberley & Stamford Elevations - 2346.AMB&STA.01.C
- Amberley & Stamford Plans - 2346.AMB&STA.02.C
- Amberley & Stamford Elevations - 2346.AMB&STA.03.B
- Amberley & Stamford Plans - 2346.AMB&STA.04.B
- Amberley & Stamford Elevations - 2346.AMB&STA.05.B
- Amberley & Stamford Plans - 2346.AMB&STA.06.B
- Amberley & Stamford Elevations - 2346.AMB&STA.07.B
- Amberley & Stamford Plans - 2346.AMB&STA.08.B
- Amberley & Stamford Elevations - 2346.AMB&STA.09.B
- Amberley & Stamford Plans - 2346.AMB&STA.10.B
- Apartments Elevations - 2346.APA.01.C
- Apartments Plans - 2346.APA.02.D
- Apartments Plans - 2346.APA.03.D
- Apartments Plans - 2346.APA.04.D
- Buxton and Bakewell Elevations - 2346.BAK&BUX.01.B
- Buxton and Bakewell Elevations - 2346.BAK&BUX.02.C
- Buxton and Bakewell Plans - 2346.BAK&BUX.05.C
- Buxton and Bakewell Elevations - 2346.BAK&BUX.06.C
- Buxton and Bakewell Elevations - 2346.BAK&BUX.07.B
- Buxton and Bakewell Plans - 2346.BAK&BUX.08.B
- Buxton 3 Block Handing Elevations – 2346.BUX.01
- Buxton 3 Block Handing Plans – 2346.BUX.02
- Buxton 3 Block Handing Elevations – 2346.BUX.03.A
- Buxton 3 Block Handing Plans – 2346.BUX.04.A
- Cambridge Handing - 2346.CAM.01.B
- Cambridge Handing - 2346.CAM.02.B
- Dart and Spey Elevations - 2346.DAR&SPE.01.B
- Dart and Spey Plans - 2346.DAR&SPE.02.B
- Dart and Spey Elevations - 2346.DAR&SPE.03.A
- Dart and Spey Plans - 2346.DAR&SPE.04.A
- Dart Handing Elevations - 2346.DAR.03.A
- Dart Handing Plans - 2346.DAR.04.A
- Dart Handing Elevations - 2346.DAR.05.A
- Dart Handing Plans - 2346.DAR.06.A
- Ledbury Handing - 2346.LED.01.B

- Ledbury Handing - 2346.LED.02.B
- Letchworth Handing Elevations - 2346.LET.01.B
- Letchworth Handing Elevations - 2346.LET.02.B
- Letchworth Handing Plans - 2346.LET.03.B
- Marlow Handing - 2346.MAR.01.B
- Marlow Handing - 2346.MAR.02
- Overton Handing - 2346.OVE.01.A
- Oxford Lifestyle Handing - 2346.OXF.01.C
- Oxford Lifestyle Handing - 2346.OXF.02.C
- Single Garage Plans and Elevations – 2346.SG.01
- Stamford 4 Block Handing Elevations – 2346.STA.01.A
- Stamford 4 Block Handing Plans – 2346.STA.02.A
- Stratford Handing - 2346.STR.01.C
- Stratford Handing - 2346.STR.02.B
- Tavy and Spey Elevations - 2346.TAV&SPE.01.B
- Tavy and Spey Plans - 2346.TAV&SPE.02.B
- Twin Garage Plans and Elevations – 2346.TG.01.A
- Tweed Handing Elevations - 2346.TWE.01.B
- Tweed Handing Plans - 2346.TWE.02.B
- Warwick Handing - 2346.WAR.01.B
- Warwick Handing - 2346.WAR.02.B
- Windsor Handing - 2346.WIN.01.B
- Windsor Handing - 2346.WIN.02.B

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

3. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following first occupation of the development; and any trees or plants which, within a period of 10 years from the completion of this phase of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species,

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

4. No development shall proceed beyond damp proof course level until full specification details of all external facing materials (including, walls, roofs and fenestration detail) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with the approved materials and shall also comply with the approved materials distribution plan (Drawing No. 2346.03L).

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

5. Before installation of any air source heat pumps or similar equipment, a noise report from a suitably qualified/experienced person shall be submitted to and agreed in writing by the Local Planning Authority. The written report shall follow the BS4142:2014 format and contain details of background sound measurements at

times when the plant is likely to be in operation, against the operational plant sound level(s). The report shall predict the likely impact upon sensitive receptors in the area and all calculations, assumptions and standards applied shall be clearly shown. Where appropriate, the report shall set out appropriate measures to provide mitigation to prevent loss of amenity and prevent creeping background noise levels. The agreed mitigation measure shall be fully implemented and permanently retained thereafter.

Reason: In order to protect the living conditions of future occupiers of residential properties.

6. Prior to any occupation of development hereby approved, a final Acoustic Design Statement shall be submitted to and approved in writing by the Local Planning Authority. This statement shall demonstrate how occupiers of the approved dwellings will be protected from their noise climate, including anticipated traffic noise and where necessary, noise mitigation measures for the dwellings. Any such noise mitigation measures must be fully established, implemented, and maintained for the lifetime of the development, and avoid conflict with ventilation requirements.

Reason: In order to protect the living conditions of future occupiers of residential properties.

7. Prior to use or occupation of development hereby approved, the cycle parking facilities shown on Cycle Storage Plan – (STEN Architecture, Ref: 2346.12) shall be constructed and made available. Thereafter, these shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure provision of adequate cycle parking to support sustainable transport; in the interests of highway safety and residential amenity.

8. The development hereby approved shall be undertaken in accordance with the detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the Biodiversity Mitigation and Enhancement Plan (BMES) & Biodiversity Construction Environmental Management Plan (BCEMP) (RSK Biocensus – 2485927 Rev 02 14/08/2024), subject to all new hedgerows to be species-rich native hedgerow that includes at least 5 woody species.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

9. Prior to the commencement of the development above damp course level, a scheme showing precise details of all external lighting (including appearance, supporting columns, siting, technical details, power, intensity, orientation and screening of the lamps) shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall reflect the need to assist public safety whilst adhering to standards set out in the approved Biodiversity Mitigation and Enhancement Plan. The approved scheme shall be implemented before the development is occupied and shall be permanently maintained thereafter. No further external lighting shall be installed on site without the prior approval, in writing, of the Local Planning Authority.

Reason: In the interest of the amenity of the area, public safety, protected species and biodiversity.

10. The development hereby approved shall be undertaken in accordance with the details set out in the submitted Tree Survey and Arboricultural Impact Assessment (JSL4949_770 Rev C May 2024). All trees and hedges shown to be retained in the Appendix B Tree Removal & Protection Plan (Dwg. No. 710 Rev C 22/05/2024) shall be fully safeguarded during the course of site works and building operations.

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

11. The construction of the development hereby approved shall be limited to between the hours of 07:00hrs – 19:00hrs on Mondays to Fridays, 08:00hrs – 13:00hrs on Saturdays, with no activity on Sundays or Public Holidays.

Reason: To safeguard the amenity of the area and living conditions of any surrounding residential properties.

Informatives

12. 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 applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.
- The application was acceptable as submitted and no further assistance was required.

13. The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Development team, Dorset Highways, Environment and the Economy, Dorset Council, County Hall, Dorchester, DT1 1XJ.

14. 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

Appendix 1 – Details submitted to seek discharge of Condition nos. 7 (Palette of materials), 8 (Updated Arboricultural Impact Assessment), & 10 (Landscape Management Plan)

As set out in Paras 6.20-6.28 above, the case officer considers that the proposed external material types are sufficient to discharge Outline Condition 7, given this parcel's context between the Principal Street and the River Lodden corridor. A new condition (No. 4 above) is proposed to secure the precise specifications for these external materials.

Following the submission of an Arboricultural Impact Statement, the Council's Tree Officer has confirmed that Condition 8 can be discharged.

Condition 10 requires Reserved Matters to include a landscape management plan, to include long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens. The case officer considers that the landscape management details submitted with this application are sufficient to discharge Condition 10.