

1.0 APPLICATION NUMBER: [2/2018/1749/OUT](#)

SITE ADDRESS: Honeymead Field, North Fields, Sturminster Newton

PROPOSAL: Develop land by the erection of up to 114 no. dwellings, form vehicular access, associated infrastructure and public open space (outline application with all matters reserved)

APPLICANT NAME: Fidei Holdings

Case Officer: Jan Farnan

Ward Member(s): Councillor Carole Jones

This application is brought to committee at the request of the Nominated Officer in accordance with section 134 of the Officer Scheme of Delegation, following representation received from the Town Council and the scale of the development.

2.0 Summary of Recommendation:

2.1 Recommendation A: Delegate authority to the Head of Planning to grant planning permission subject to conditions and the completion of a S106 legal agreement to secure the contributions listed in section 15 of this report .

Recommendation B: Refuse permission for the reasons set out below if the S106 agreement is not completed within 6 months of the date of the committee resolution or such extended time as agreed by the Head of Planning.

1. Policy 8 of the adopted North Dorset District Local Plan Part 1 2016 requires a minimum on-site provision of 25% of the units as affordable housing. In the absence of a planning obligation to secure these affordable units the scheme would fail to meet the substantial unmet need for affordable housing in the district and the proposal would therefore be contrary to Policy 8 of the adopted Local Plan.
2. Policies 13,14 and 15 of the adopted North Dorset District Local Plan Part 1 2016 sets out that where new development will generate the need for new or improved community infrastructure. In the absence of a planning obligation to secure the required community infrastructure the scheme would fail to mitigate the increase in demand for the necessary infrastructure to support the development. It would namely fail to provide for:

Education;
Libraries;
Health facilities;

Children’s play provision;
 Maintenance of play provision;
 Destination play facilities;
 Maintenance of Destination play facilities
 Formal outdoor Sports;
 Maintenance of outdoor sports facilities;
 Allotments;
 Community, Leisure and Indoor Sports Facilities;
 Sustainable Transport;

In the absence of a planning obligation the proposals therefore fail to meet the provisions of Policies 13,14,15 of the North Dorset District Local Plan Part 1 2016 and the National Planning Policy Framework (2019).

3.0 Reason for the recommendation:

- Para 11 of the National Planning Policy Framework (NPPF) sets out that permission should be granted without delay for sustainable development that accords with an up-to-date development plan unless specific policies in the NPPF indicate otherwise
- Sturminster Newton is a sustainable location being one of the main towns identified for growth in the core spatial strategy of the local plan.
- The proposal accords with the criteria set out in the Sturminster Newton Neighbourhood Plan.
- The proposal is acceptable in relation to; access, highway safety, flood risk and drainage, landscape and visual impact, provision of green infrastructure, affordable housing provision, Impact on heritage assets, design and amenity and provision of community infrastructure.
- There are no material considerations which would warrant refusal of this application

4.0 Table of key planning issues

Issue	Conclusion
Principle of development	Allocated for residential development in both North Dorset District Local Plan and Sturminster Newton Neighbourhood Plan
Access and Highway safety	No objection from DC Highways
Flood Risk and drainage	No objection to proposed sustainable drainage strategy from DC LLFA
Trees and Landscape	Scheme provides for tree and hedgerow retention /enhancement

	and acceptable landscape mitigation
Biodiversity mitigation	Biodiversity Mitigation and Enhancement Plan agreed by DC Natural Environment Team
Green Infrastructure	Provision of acceptable multi-functional green infrastructure framework.
Affordable housing	Scheme would provide policy compliant 25% affordable housing
Heritage Assets	Proposal would not cause harm to the significance of heritage assets.
Design and amenity	Illustrative layout demonstrates that 114 dwellings can be satisfactorily accommodated within the site.
Community Infrastructure via Section 106	On-site provision and financial contributions to community infrastructure to make the development acceptable in planning terms.

5.0 Description of Site

The site is a single arable field measuring 8.85ha located off North Fields road on the northern edge of Sturminster Newton. It has a recently planted tree belt bordering agricultural land to the north. To the west it borders Sturminster Newton Football Club pitch, with Sturfit Leisure centre and Sturminster Newton High School further to the west. The west and east boundaries have established trees and hedgerow planting along them and the east borders woodland and an undesignated trail (permissive path) known as Green Lane. The southern edge is bounded by fencing and the rear gardens dwellings of North Fields.

The land slopes gently from west to east, from 62.5 AOD in the west to 54.5 AOD. It is not covered by any statutory nature conservation or ecological designations. Butts Pond Meadow a local nature reserve and Site of Nature Conservation Interest is located approximately 270m south of the site.

There are no designated heritage assets within 300m of the site and Hambledon Hill Camp a scheduled ancient monument is over 5km away. Cranborne Chase AONB also lies over 5km away and forms a distant back drop within parts of Sturminster Newton.

There are no TPO's within the site although adjacent woodland to the east is part of woodland TPO 54/8/02.

The site is within flood zone 1, which is the lowest probability of flooding and the closest surface water main river is the River Stour approximately 700m to the west. There is a ditch along the south eastern boundary of the site.

The built up area in the vicinity of the site is made up of predominantly late 20th century residential development together with some community, education and community uses. The area immediately to the south is a high density residential estate development where building heights are mainly 1 – 2 storeys. There are some 3 storey, including adjacent to the southern boundary of the site. Dwellings are in terraces or linked detached with some apartment blocks with parking in courts or on-plot.

6.0 Description of Development

This is an outline application for up to 114 dwellings with only access to be determined at this stage. Vehicular access would be from Northfields via a new mini roundabout into the site. An illustrative layout has been provided to demonstrate how 114 dwellings could be accommodated. This shows a mix of housing types at a density of approximately 30 dph within a landscape framework retaining the woodland buffer to the north, a green buffer to the west an open space area to the east and further amenity green spaces and planting within the development. Existing hedgerows and trees would be retained and enhanced and sustainable drainage features would be located within the open space areas to the north and east.

Footpath links are shown to the track (permissive path) to the east of the site, and to the boundary in the north–west corner and on the southern boundary to facilitate links the leisure centre and school, and Northfields development respectively. A recreational woodland walk, through the treed area to the north, would be provided together with informal open space and an equipped play area.

Biodiversity mitigation and enhancement is proposed in the form of retained and enhanced hedgerows and trees, native shrub planting and species rich grassland to provide habitat enhancement along the perimeters of existing woodland and proposed drainage basins, and the open space areas to provide new wildlife habitat and improved green infrastructure / pedestrian links.

The built form is shown in a perimeter block layout with positive frontages overlooking areas of public open space. Dwellings would be mostly 2 storey with a small number of 2 1/2 storeys at the entrance to the site. Parking would be on-plot or within small courts. 25% of the dwellings would be affordable housing.

7.0 Relevant Planning History

REFVAL: 2/2002/0054 – Adjacent site - Outline application to develop land for residential purposes - Approved

REFVAL: 2/2003/0508 – adjacent site -Erect 75 houses (including 11 No affordable houses) with associated garages, form vehicular access and car parking areas. Approved.

REFVAL: 2/2015/0038/PDT- Telecommunications cabinet

REFVAL: 2/2003/0854 – enlarge surface water balancing pond and widen ditch

8.0 Relevant Constraints

- Within settlement boundary of Sturminster Newton
- Group woodland TPO adjacent to the site
- Existing trees and hedgerows within the site

9.0 Consultations

(Consultee comments can be viewed in full on the website.)

Natural England – no objection subject to implementation of agreed BMEP

DC Natural Environment Team - awaited

DC LLFA – no objection subject to conditions

DC Highways – no objection subject to conditions and S106 contributions

DC Technical Officer - no objection subject to conditions

DC Archaeology – no objection

DC Planning Obligations – no objection subject to contributions towards

DC Urban Design - no objection

DC Landscape – no objection

DC Tree Officer – no comment

Public Health Dorset - no comment

Clinical Commissioning Group – no objection subject to S106 contributions

Salisbury NHS Foundation Trust – no objection subject to S106 contributions

Wessex Water – no objection

Housing Enabling – no objection

Dorset Waste Partnership – no comment

Dorset Fire & Rescue – no comment

Dorset Police – no comment

Sturminster Newton TC

Object – concerns relate to the following issues:

- Access
- Insufficient parking within the proposed development
- Road layout within the proposed development
- Density of dwellings

- Privacy concerns
- Access and impact on existing road infrastructure and road safety

10.0 Representations

A total of 20 public comments were received,

One representation partially in support for the following reasons

- The Houses are a good thing
- Support affordable housing provision

19 objections received raising the following concerns:-

- Increase in traffic lead to road safety issues especially at school drop off and pick up times
- Access arrangements are not safe
- Create a second access onto Manston Road
- Insufficient parking provision
- Loss of trees /open space to provide mini roundabout
- Wish to see green spaces and parks within the development
- Loss of privacy
- Lack of services & facilities, including school places in the town and new development would put extra pressure on them
- Lack of public transport
- Impact on biodiversity
- Risk to TPO'd trees within the site
- Would increase the risk of flooding
- Sewerage system inadequate
- Empty homes should be occupied before building more
- Density too great, 114 dwellings is more than envisaged for the site
- Should develop brownfield sites first
- No local employment available, journeys to work would increase carbon footprint
- Threatens country walks
- Land is at risk from contamination
- Site is of Archaeological Importance
- Question accuracy of Transport Assessment

11.0 Relevant Policies

North Dorset Local Plan Part 1 (LPP1)

Policy 1 – Presumption in favour of Sustainable Development
Policy 2 – Core Spatial Strategy
Policy 4 – The Natural Environment
Policy 5 – The Historic Environment
Policy 6 – Housing Distribution
Policy 8 – Affordable Housing
Policy 13 – Grey Infrastructure
Policy 14 – Social Infrastructure
Policy 15 – Green Infrastructure
Policy 19 – Sturminster Newton
Policy 23 – Parking
Policy 24 – Design
Policy 25 – Amenity

Saved Policies North Dorset District Local Plan 2003

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

Sturminster Newton Neighbourhood Plan (SNNP)

Policy 2. Important views and landscape sensitivity
Policy 4. Local green space
Policy 5. Other green spaces
Policy 6 . Trees in the landscape
Policy 7. Housing numbers and locations
Policy 8. Settlement boundary revisions
Policy 9. Housing Types
Policy 11. Open space and recreation provision and standards in new development
Policy 12. Delivering a safe and convenient travel network
Policy 14. Rural recreational trails
Policy 27. Protecting Honeymead and Northfields Character
Policy 28. Honeymead Lane Education and Leisure Hub
Policy 29. North Honeymeads Fields

The development of North Honeymead Fields (as shown on Map 14 area 3) will be supported provided all the following criteria are met:

- it is for housing or other uses that are compatible with a quiet, largely residential area. A mix of housing more suitable to families would be appropriate in this location
- an area of green public open space is provided that extends the North Fields Open Space to the wider countryside (as indicated in the diagram). Other smaller areas of amenity green space should also be provided. Where opportunities arise, the hedgerows and tree coverage in this area should be extended

- there are no 2½ storey or taller, or otherwise conspicuous (e.g. through light coloured rendering), buildings either on the higher ground to the west or on land close to the countryside edge
- the layout includes the provision of a landscaped recreational trail around the northern edge linking to the Leisure Centre, the retention of species-rich hedgerows and any further measures that may be required as part of an approved biodiversity mitigation plan. The layout of the roads and buildings should be orientated to lead out to this trail, with landscaping included to further soften and create an attractive edge with the countryside
- parking spaces, sufficient for the likely future occupants, are conveniently located to the dwellings they serve, and the streets and planting, designed to avoid on-street parking clutter
- the permeable layout of the development, together with any reasonable traffic management measures secured for the wider local road network, ensures that the issues associated with parking along Honeymead Lane are not made worse and facilitates safe pedestrian movements
- the potential for a district heating system, potentially linked with the adjoining education and leisure hub, has been explored and, if feasible, provision made for this within the development

National Planning Policy Framework (NPPF)

As far as this application is concerned the following section(s) of the NPPF are considered to be relevant;

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
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment
17. Facilitating the sustainable use of minerals

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

makers at every level should seek to approve applications for sustainable development where possible.

Other material considerations

Sturminster Newton Town Design Statement
North Dorset Landscape Character Assessment 2008
Bournemouth, Dorset & Poole Residential Parking Guidelines
National Design Guide

12.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property

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

13.0 Public Sector Equalities Duty

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

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

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

The proposed development would result in the provision of up to 114 dwellings, including affordable housing provision within a sustainable location which benefits from access to facilities. The dwellings would be built to the latest building regulations standards with regard to access for people with disabilities or mobility issues.

14.0 Financial benefits

Material benefits of the proposed development
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Housing Nos.	Up to 114 dwellings
Affordable housing Nos	25% of 114 = 28.5 dwellings – precise numbers to be agreed through RM.
Green Infrastructure – natural /semi natural open space	
Allotments	0.11ha on-site or financial contribution
LEAP & LAP play areas	
Sustainable drainage system	
Financial contributions to be secured via S.106 agreement	
Education contribution	£6094 per dwelling with more than one bedroom
Libraries contribution	£75 per dwelling
Surgery provision	£9,120
Destination Play facilities	£967.52 per dwelling
Destination play maintenance	£359.36 per dwelling
Formal outdoor sports provision	£1,318.80 per dwelling
Formal outdoor space maintenance	£128.73 per dwelling
Allotments	£308.16 per dwelling if not provided on-site
Community, leisure & indoor sports facilities	£2,006.97 per dwelling
Sustainable Transport	£100,000
Non-material benefits of the proposed development	
Council Tax	Unknown –outline application only
New Homes Bonus	Unknown –outline application only

15.0 Planning Assessment of key issues

Principle of Development

Sturminster Newton is one of the 4 main towns identified for growth in the core spatial strategy policy 2 LPP1. It is therefore considered a sustainable location for new development. The site is identified to meet local housing needs under Policy 19 Sturminster Newton (LPP1). In addition SNNP policy 29 allocates the site for residential development and policy 8 shows it within the settlement boundary. Therefore in terms of the development plan as a whole the site is within the settlement boundary and allocated for residential development. The principle of residential development is considered to be acceptable, subject to meeting the criteria set out in these and other relevant policies within the development plan.

Access and Highway safety

There were a number of representations expressing concern about the adequacy of the highway network to accommodate the traffic from the development, potential adverse impact on highway safety, particularly in relation to school drop off and pick up times and lack of parking within the scheme.

LPP1 Policy 13 Grey infrastructure requires the submission of Transport Assessments to assess the impact of new developments on the existing highway network, identification of any mitigation measures required and the production and implementation of Travel Plans. NPPF para 108 requires safe and suitable access to the site to be provided for all users.

A Transport Assessment (TA), accompanied the application, which considered the likely impact that the development would have on the highway network in the vicinity of the site. It also considered the sustainability of the development in terms of accessibility to and from the site.

Vehicular access would be from North Fields from a new mini-roundabout junction. An uncontrolled crossing point would be provided to the north of the junction and a raised table crossing located to the east of the roundabout. The new junction has been subject to a Stage 1 Road Safety Audit (RSA), the findings of which have been accepted and agreed by the Highway Authority. The exact layout and design of the internal road layout would be agreed at Reserved Matters stage. Precise details of the access road design would be conditioned to be submitted prior to commencement of development.

Pedestrian access into the site would be via 2m footways either side of the access road and new footpaths links are proposed through the open space area connecting to existing track to the east and to facilitate future links in the north west corner to the Leisure centre. Precise locations of these would be agreed at reserved matters stage.

The TA has used TRICS (Trip rate computer system) to provide likely traffic generation of the proposed development. This is national standard for analysis of trip generation and tests various scenarios to calculate vehicular and multi-modal trip rates. In the opinion of the Highway Authority, the assessment complied with the recommendations of the TRICS Good Practice Guide 2013 produced a robust daily trip generation for the proposed development. The results from the modelling show that all of these junctions are expected to operate well within capacity; considering the impact of vehicles on a number of pertinent junctions on the highway network.

At the request of the Highway Authority, the applicant looked in depth at the junction of Honeymead Lane with Bath Road, due to the proximity of the nearby school and the on-street car parking that takes place in close proximity to the junction. Particular consideration was given to the AM peak hour (0800- 0900).

The modelling indicated that this junction would still operate well within operational capacity when the development traffic passes through it (effectively one extra vehicle every two minutes for the hour period).

With regard to sustainable transport from the development site to nearby facilities and the town centre, the applicant has agreed to make a financial contribution towards the improvement of pedestrian and cycle routes identified in the neighbourhood plan i.e. Routes 3 (Town Centre Exchange to Leisure Centre/High School), and 7 (Butts Pond to N Field) identified by the Map 8 in accordance with policy 12 of the SNNP. A further contribution to School Transport Planning would also be provided and a Transport Plan would be developed.

With reference to paragraph 109 of the National Planning Policy Framework (NPPF) - July 2018, consideration must be given to the residual cumulative impact of the development and whether it can be thought of as being "severe". The Highway Authority considers that the submitted Transport Statement is satisfactory and robust and that whilst traffic flows on the roads serving the site would obviously increase as a result of the proposed development, the residual cumulative impact of the development, in terms of highway safety and impact on the operation of the local highway network, cannot be thought to be "severe".

Representations were made concerning the need for a second access for the site onto Manston Road. This is not considered necessary as the proposed access from Northfields is acceptable, as set out above and a second access is not part of the consideration of this proposal.

Concerns were also raised about the level of parking however as this is an outline application with only access to be agreed the amount of parking is not being determined at this stage. It would be part of a reserved matters application and would be provided in accordance with the Bournemouth, Dorset and Poole residential parking guidelines.

Therefore subject to conditions requiring the submission of the detailed design of the access, a cycle parking scheme, implementation of the mini-roundabout, highway improvements, Travel Plan and agreement of construction management plan the proposal is acceptable in highway terms. It therefore conforms to the requirements in NDLP policy 13, SNNP policy 12 and NPPF para 108, & 111.

The proposal also conforms to the requirement in Policy 29 of the SNNP to, Provide a permeable layout that does not exacerbate road safety issues related to parking on Honeymead Lane, and facilitates safe pedestrian movement.

Flood risk and drainage

LPP1 policy 3 Climate Change bullet point e. requires development to avoid areas at risk of flooding from all sources and to incorporate measures to reduce flood risk overall. A Flood Risk Assessment (FRA) and Sustainable Surface Water Drainage Strategy has been prepared for the proposal.

The site is within flood zone 1 (having a less than 1 in 1,000 annual probability flooding) which is the zone at the lowest risk of flooding from river or tidal sources where development should be directed towards. In terms of surface water flooding the majority of the site is considered very low risk with small areas towards the south east classified as being at low risk which is expected due to the topography of the site. An area lying to the east of the site in an area of high surface water flood risk associated with the existing attenuation pond and there is a surface water flow path along the south eastern boundary associated with the existing ditch network.

In considering all sources of flood risk (fluvial, tidal, surface water, groundwater, sewer and artificial) the FRA concluded that the site is at low risk of flooding. This is in terms of present day and future climate change considerations would not change this classification.

The SUD's drainage Strategy aims to control runoff from impermeable areas at sources and attenuate through SUD's features following the SUD's hierarchy. The preferred method of discharge is to the existing drainage ditch located towards the south east of the site and the following features would be incorporated;

- Permeable paving
- Filter drains
- Swales
- Dry swales/ detention basin

Drainage basins are proposed located within the open space areas around the northern and eastern edges of the site and swales along internal road network.

Foul drainage would connect into the existing Wessex Water public foul sewer at the south east corner of the site. Wessex Water has confirmed that a 150mm connection to the public foul sewer is acceptable for the foul flows from the development.

Foul sewers in the vicinity of the site drain to the Field Close pumping station and Wessex Water would appraise the receiving foul sewers following the grant of planning consent and identify and construct any necessary improvement to accommodate the development. Therefore Wessex Water has no objection to the proposal.

Dorset LLFA consider that the necessary detail has been provided to substantiate the proposed surface water strategy and so has no objection subject

to conditions. These would require a detailed surface water management scheme and the maintenance and management of both the surface water sustainable drainage scheme and any receiving system to be submitted, agreed and implemented.

A number of representations raised concern regarding flood risk and surface water drainage. Following the submission of the FRA, agreed Sustainable surface water drainage strategy and no objection from the LLFA or Wessex Water I am content that the scheme complies with NDLP policy 3 point e. that the scheme avoids areas at risk of flooding from all sources and incorporates measures to reduce flood risk overall.

Trees and Landscape

An Arboriculture survey and Landscape Visual Impact Assessment (LVIA) were undertaken to support the application.

The Arboriculture survey describes three groups of trees within the site. The first extending along the eastern boundary predominantly made up of English Elm with some coppiced Hazel and Hawthorn. The second a group extending along the western boundary predominately made up of Blackthorn and Elder with an individual mature Elm tree and the third a linear group of semi-mature, mixed species trees forming a belt along northern boundary of field. Silver Birch, Cherry, and Field maple and the density of the original planting has resulted in suppression and misshaped canopies.

All the trees on site are described as being within category C, low quality however the mature nature of the hedgerows and trees make a positive contribution to the landscape structure and character of the site. The group on the eastern boundary was found to contain ancient woodland indicators during the site survey.

There are no Tree Preservation Orders (TPO's) or Groups within the site however TPO 54/8/02 (Wooded Green Lane to North of Sturminster Newton) abuts the southern part of the eastern boundary, with some trees overhanging the site. This wooded TPO area is also designated as part of an Important Open/Wooded Area (IOWA) in saved Policy 1.9 of the NDDLDP and SNNP policy 6 area 4 identifies it as part a tree coverage area where trees make a significant positive contribution to the character of the area.

This important tree cover area abuts the proposed openspace area running along the eastern boundary thereby preventing adverse impact on the trees. Concerns were raised about the impact of the proposed mini roundabout on TPO'd trees however the roundabout would be located further to the west and the road and footways close to the TPO'd trees are already in existence. Therefore it is considered that the proposal would not have an adverse impact on trees.

The LVIA describes Sturminster Newton as being situated in a broad undulating area known as the Blackwater Vale, at the end of a scarp running north/south containing the River Stour. Hambledon Hill (6km away) features prominently in views from the town and Cranborne Chase AONB lies over 5km to the north east of the site but locally landform provides containment as it gently rises to the northwest, towards the distinctive Yewstock Plantation/ Twinwood Coppice.

The majority of visual effects are assessed as Minor adverse or Negligible adverse. There would be one Moderate adverse visual effect from North Fields adjacent to the site, where short term construction activities and the new housing would be dominant in the view. Over time the proposed housing in this view would be softened by maturing tree planting and the visual effect would reduce to Minor adverse.

The LVIA recommends the following mitigation measures;

- retention of the existing trees and hedgerows;
- public parkland to wrap around the proposed housing, providing a soft, gradual transition to the countryside, linking the existing North Fields Open Space to the wider countryside;
- provision of a mix of native and ornamental tree planting, shrubs and hedges throughout the site to integrate new housing and parking courts in their surrounds;
- building heights limited on higher areas of the site to the west; and • management and maintenance of retained trees and vegetation in the longer term.

With the implementation of these measures it is considered that the proposal would maintain landscape character and not have an adverse impact on Cranborne Chase AONB or views from Hambledon Hill. It is therefore in accordance with LPP1 policy 4 and SNNP policy 2 and 6.

Biodiversity

Ecological surveys were undertaken for the site and a Biodiversity Mitigation and Enhancement Plan developed. This plan proposes;

- Areas of retained woodland and hedgerow & proposed enhancement measures. Including retention of the broad leaf plantation woodland to be managed to maintain its long term value, including sensitive thinning and an agreed design and route of a new woodland walk.
- Buffer zones to the high quality boundary habitat along the northern and eastern boundaries.

- Approximately 6550 sqm of public open space incorporating native trees and shrub planting with known wildlife benefits together with Sustainable drainage features and species rich grassland.
- Bat roosting and bird nesting features
- Installation of a reptile hibernaculum
- Hedgehog nest boxes
- Approx 260 sqm of a zone provided for landscape, public realm and play
- Sensitive lighting strategy to protect features of ecological value from impacts of artificial light.

Dorset Council Natural Environment Team has agreed the BMEP. Therefore provided conditions are imposed requiring the implementation of the BMEP and future retention and maintenance the proposal is considered acceptable in relation to protection and enhancement of biodiversity.

Green Infrastructure

The landscape and biodiversity mitigation together with the sustainable drainage features would form the overall green infrastructure framework for the site. Greater detail would be developed at the reserved matters stage where other elements of green infrastructure such; as street trees, amenity landscaping, verges etc would be provided to enhance the scheme. It is important that the green infrastructure within the site is well linked to the overall green infrastructure network of the wider area.

SNNP policy 4 identifies local green spaces including the wooded area to the east and open space to the south east. It also highlights the importance of linking areas of open space and wildlife with green corridors including to Butts Pond local nature reserve and Green Lane and the countryside beyond. One of the criteria with policy 29 requires *'an area of green public open space to be provided that extends the North Fields Open Space to the wider countryside Other smaller areas of amenity green space should also be provided. Where opportunities arise, the hedgerows and tree coverage in this area should be extended'*

Under policy 15 of the LPP1 a development of this nature would be expected to provide a local area of play (LAP) and local equipped area of play (LEAP) on-site. Allotments would also be required preferably on-site or via a financial contribution. These on-site elements would be secured through a section 106 agreement along with other off-site contributions to other community infrastructure.

It is considered that the proposal through the provision of landscape and biodiversity mitigation, sustainable drainage features, footpath links, play and allotments provision would provide all the elements necessary to create a well linked multifunctional green infrastructure network as required by LPP1 policy 15 and SNNP policies 4, 5 & 6. It would also meet the criteria in SNNP policy 29 in terms of ;

- *Provision of landscaped recreation trail around the northern edge linking to the Leisure centre, biodiversity mitigation, layout to lead out to the trail, and create an attractive edge to the with the countryside*
- *Provision of public open space that extends the North Fields open space to the wider countryside, smaller areas of green space and extension of hedgerows and tree cover*

Affordable Housing

Within the settlement boundary of Sturminster Newton and any urban extension to the towns, 25% of the total number of dwellings should be affordable. 70% to 85% of the affordable housing should be provided as affordable rented and/or social rented housing. The remaining 15% to 30% should be provided as intermediate housing.

The Housing Enabling Officer has commented that there is a high level of need for affordable rented and social rented housing in North Dorset evidenced by the current households registered on Dorset Home Choice.

In providing 25% affordable dwellings with a tenure split of 70/30 affordable rent/shared ownership this development would make a contribution to meeting the affordable provision across the North Dorset area. The affordable element would need to be secured in perpetuity by a S106 agreement which is the customary method operated across the Dorset Council area. Affordable housing should be designed to be indistinguishable from other housing on a development site and be pepper-potted amongst the market housing.

Therefore provided the 25% affordable housing in a 70/30 rented/shared ownership tenure split is secured through the Section 106 agreement the proposal would comply with policy 8 of the LPP1.

Heritage Assets

There are no designated heritage assets within 200m of the site. The nearest Listed Buildings are within Sturminster Newton 450 m to the southwest and the

edge of Hinton St Mary, over 800 m to the north. Hambleton Hill Camp, a Scheduled Monument lies on higher ground over 5 km to the southeast.

Though not formally designated, the sites' southeast boundary hedgerow contains ancient woodland indicators and could therefore be considered as a non-designated heritage asset. In addition, there is an historic record of a medieval ridge and furrow near Yewstock 160m from the site.

Local Plan policy 5 states that great weight should be given to conservation of designated heritage assets and there must be clear and convincing justification for any harm to the significance, whether through direct physical impact or by change to its setting. Similarly for any harm to the significance of a non-designated heritage assets regard should be given to the desirability of sustaining and enhancing the significance of the asset; the scale of any harm or loss; and the significance of the heritage asset.

Given the distances from any designated heritage assets it is not considered that the development of the site would cause harm to the significance of the assets or their setting.

Dorset Council Archaeologist has commented that Dorset Historic Environment Record refers to ridge-and-furrow being recorded in the field to the north and north-west of the present site. Ridge-and-furrow are earthworks resulting from the type of ploughing employed in the Middle Ages. The field and site of present proposal have been ploughed in recent times. Hence these earthworks would have been lost and he does not believe that anything of great archaeological importance associated with them would survive beneath the ploughsoil. Therefore there is no requirement for any further archaeological investigation for this site.

The ancient woodland indicators within the south east boundary hedgerow would be retained and enhanced through the landscape and biodiversity mitigation proposals including the provision of buffers and open space areas to provide substantial separation from the built development. Therefore it is considered that the proposal would not cause harm to the non-designated asset or its setting.

Design and amenity

This is an outline application with only access to be determined at this stage and so layout, scale, appearance, and landscaping would be submitted as reserved matters at a later date.

The application however is accompanied by an illustrative layout to demonstrate how up to 114 units could be accommodated on the site. The layout incorporates all the elements of the green infrastructure framework described above and is laid out in a perimeter block form with positive frontages over

looking the open space areas and footpaths to provide natural surveillance. The road hierarchy consists of traditional roads with footways on both sides and shared surfaces. There is a mix of detached, semi-detached, terraced and flatted properties with garages, on-plot parking or parking courts.

The density equates to 30 dph and this scheme shows:

- 13 No one bed flats
- 7 No two bed flats
- 44 No two bed houses
- 37 No three bed houses
- 8 No four bed houses
- 5 No five bed houses

DC Urban Design Officer is content that the illustrative layout demonstrates that 114 dwellings could be accommodated on the site in an acceptable manner that would conform to NDDL policy 24. 114 dwellings is in excess of the 100 dwelling figure (depending on the type and layout) suggested in the supporting text of SNNP policy 29 however the number is an up to figure and so the precise number would be determined at the reserved matters stage.

The Town Council and others were concerned about the density of the proposal however I consider that the density is appropriate for the site and the illustrative layout shows that up to 114 dwellings could be accommodated satisfactorily. Comparatively the development at Northfields has a density of 42.5 dph, Dashwood Close 25.7, and combined 30 dph.

A number of representations were concerned about the loss of privacy, particularly where properties were shown backing onto the southern boundary. The layout is for illustrative purposes only and the distances between properties and positioning of windows that would effect privacy would be dealt with at reserved matters. However the distances between existing and proposed properties on the southern boundary appear to be generally acceptable and unlikely to cause a serious loss of privacy the proposal would therefore conform to policy 25 of the LPP1.

In addition, the detailed design would need to be in compliance with criteria listed in SNNP policy 29 including:

- *there are no 2½ storey or taller, or otherwise conspicuous (e.g. through light coloured rendering), buildings either on the higher ground to the west or on land close to the countryside edge*
- *parking spaces, sufficient for the likely future occupants, are conveniently located to the dwellings they serve, and the streets and planting, designed to avoid on-street parking clutter*

- *it is for housing or other uses that are compatible with a quiet, largely residential area. A mix of housing more suitable to families would be appropriate in this location*

Further criteria in policy 29 requires developers to explore the potential for a district heating system, potentially linked with the adjoining education and leisure hub, and, if feasible, provision made for this within the development. The applicant has considered this and makes the following assessment concluding that it is not feasible given the costs involved for a relatively small housing development.

Community Combined Heat and Power (CHP), or district heating systems, is a form of decentralised heating which is ideally suited for large, mixed-use developments where there is a diversity of energy uses and ongoing demand. These features allow electricity to be generated for extended periods and minimise the risk of an over-generation of heat.

The size of the proposed development, up to 114 units, makes the establishment of a site-wide heat distribution network impractical and exorbitantly expensive. The cost of pipe runs alone is in the region of £500 per metre and therefore the total cost of the community heating would be significant and likely affect the viability of the site.

In light of the current economic conditions, it is more appropriate for the development to implement more cost effective measures to achieve a sustainable reduction in energy demand and subsequent carbon emissions. There are also concerns that the operation of any CHP engine would create noise emissions which could disturb local residents and adversely affect amenity. It is also possible that the installation of a CHP network in the locality could have a detrimental effect on air quality standards.

For these reasons it is deemed inappropriate and overly expensive to accommodate such a system at the application site.

Community Infrastructure via section 106

A number of representations were concerned that the development would place an unacceptable strain on existing services and facilities including school places in the town. LPP1 Policies 13, 14 and 15 Grey, Green & Social infrastructure set out general infrastructure requirements for new developments and Policy 19 Sturminster Newton identifies the needs within the town itself. In addition, SNNP policies 11, 12, 29, provide more detail of specific facilities and projects.

Consultees have responded with requests for financial contributions to community infrastructure as a result of the impact of the development and discussions have taken place with the town council regarding provision of facilities on-site or through financial contributions. From this information a list of Section 106 requirements has been developed and agreed with the applicant.

In order for the Council to require the applicant to enter into a section 106 obligation to make such payments, the contributions must meet the requirements of Regulation 122 (2) of the Community Infrastructure Levy Regulations 2010 (as amended) which are also reflected in government policy in the NPPF at paragraph 56 and the NPPG.

Regulation 122 (2) provides that:

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

It is considered that all the Section 106 contributions set out in the table below meet these CIL tests. With these provisions the development meets the requirements of NDDLDP policies 13,14,15 & 19 and SNNP policies 11,12, and 29 and so would not adversely effect existing services and facilities.

Community Infrastructure	On-site provision/ financial contribution
Local Area of Play (LAP)	On-site provision
Local Equipped Area of Play (LEAP)	On-site provision
Destination Play Facilities - Multi-use games area and / or Skate park in Sturminster Newton	£967.52 per dwelling
Destination play maintenance	£359.36 per dwelling
Formal Outdoor Sports - Improvements to the training and all weather pitches in Sturminster Newton	£1,318.80 per dwelling and/or provision of land in lieu of contribution.
Maintenance	£128.73 per dwelling
Allotments One 250 sqm plot for every 60 people	0.11ha on-site provision or £308.16 per dwelling
Community, Leisure & Indoor Sports Facilities - Improvements to Honeymead Lane Education and Leisure hub	£2,006.97 per dwelling

Sustainable Transport	
School Travel Planning	£30,000 Total contribution
Cycle and Pedestrian routes	£70,000 Total contribution
Education	£6094 per dwelling (with more than one bedroom)
Libraries	£75 per dwelling
Clinical Commissioning Group - Surgery provision in Sturminster Newton	£9,120 total contribution
All contributions are index linked using RPI from the date of this committee report	

Salisbury NHS Foundation Hospital Trust has made representations seeking £213,945 in respect of the impacts they contend arise from the proposed development. These representations constitute material considerations in principle. However, such contributions may only be required if they meet all legal/policy tests relevant to seeking such contributions.

Having carefully reviewed the consultation responses provided by the Salisbury NHS Foundation Hospital Trust officers do not consider that information provided demonstrates that the need for the contributions has been clearly justified or evidenced as being directly related to the development or fairly and reasonably related in scale and kind to the development. It cannot be concluded that it is necessary to make the development acceptable in planning terms. A number of appeal decisions were submitted as part of the justification for the contribution however these are regarded as superficial and not a material consideration given the circumstances of the scheme.

16.0 Conclusion

Para 11 c) of the NPPF, the presumption in favour of sustainable development, requires decision takers to approve development proposals that accord with an up to date development plan without delay. This site is identified for growth in the NDDLDP and allocated for residential development in the SNNP. A list of criteria is attached to policy 29 that allocates the site for residential development and it is considered that the outline proposal meets those criteria that are to be determined at this stage.

The proposal is acceptable in terms of access and highways safety, flood risk and drainage, impact on trees, landscape character, biodiversity, and heritage assets. It would make appropriate provision for affordable housing, green and

other community infrastructure through a section 106 planning obligations and is therefore acceptable in planning terms and so should be approved.

17.0

RECOMMENDATION

Recommendation A: Delegate authority to the Head of Planning to grant planning permission subject to conditions and the completion of a S106 legal agreement to secure the contributions listed above.

Planning Conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Location Plan received on 17th December 2018
 - Means of Access Plan No 183862 A01 Rev A dated 30.04.18.
 - Landscape Biodiversity Parameter Plan dated 8th November 2019.

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

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

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

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

Reason: To ensure the satisfactory development of the site.

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

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

5. The development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities is submitted to the Local Planning Authority. Any such scheme requires approval to be obtained in writing from the Local Planning Authority. The approved scheme must be constructed before the development is

commenced and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

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

6. Prior to occupation of the development hereby approved the following works must have been constructed to the specification of the Local Planning Authority:
 - The provision of a mini-roundabout as shown on Dwg No 183862_A01 Rev A

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

7. Prior to commencement of the development a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Local Planning Authority. The CTMP must include:
 - construction vehicle details (number, size, type and frequency of movement)
 - a programme of construction works and anticipated deliveries
 - timings of deliveries so as to avoid, where possible, peak traffic periods
 - a framework for managing abnormal loads
 - contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
 - wheel cleaning facilities
 - vehicle cleaning facilities
 - a scheme of appropriate signing of vehicle route to the site
 - a route plan for all contractors and suppliers to be advised on
 - temporary traffic management measures where necessary

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

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

8. Prior to occupation of the development hereby approved, a Travel Plan must be submitted to and approved in writing by the Planning Authority. The Travel Plan, as submitted, will include:
 - Targets for sustainable travel arrangements.
 - Effective measures for the on-going monitoring of the Travel Plan.

- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers of the development

The development must be implemented only in accordance with the approved Travel Plan.

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

9. As part of the reserved matters application footpath links shall be provided through the development up to the boundary with the football ground site in the north-west corner to facilitate future pedestrian access to the Leisure Centre, and at three points through the eastern open space area to the track located to the east of the site.

Reason: To ensure satisfactory pedestrian permeability and linkage with the surrounding area.

10. Prior to commencement of the development hereby approved a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed.

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

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

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

12. Prior to occupation of the development hereby approved the mitigation measures as detailed in the Biodiversity Mitigation Plan dated 8 November 2019 shall be completed in full.

Reason: To minimise impacts on biodiversity.

13. Prior to the commencement of the development hereby approved, an Arboricultural Method Statement (AMS) prepared by a qualified arboriculturalist providing comprehensive details of construction works in relation to trees that have the potential to be affected by the development must be submitted to, and agreed in writing by the Council. All works must be carried out in accordance with the approved details. In particular, the method statement must provide the following:

- a) a specification for protective fencing to trees and hedges during construction phases which complies with BS5837 (2012) and a plan indicating the alignment of the protective fencing;
- b) a specification for scaffolding of building works and ground protection within the tree protection zones in accordance with BS5837 (2012);
- c) a schedule of tree work conforming to BS3998;
- d) details of the area for storage of materials, concrete mixing and any bonfires;
- e) plans and particulars showing proposed cables, pipes and ducts above and below ground as well as the location of any soakaway or water or sewerage storage facility;
- f) details of any no-dig specification for all works within the root protection area for retained trees;
- g) details of the supervision to be carried out by the developers tree specialist;

Reason: This information is required to be submitted and agreed before any work starts on site to ensure that the trees and hedges deemed worthy of retention on-site will not be damaged prior to, or during the construction works.

14. Prior to the occupation of the development hereby approved a lighting strategy to reduce the use of artificial light sources and in accordance with 'Guidance note 08/18 Bats and Artificial Light in the UK' shall be submitted to and agreed by the local planning authority. The development shall be carried out in accordance with the agreed strategy.

Reason: To protect biodiversity.

15. Landscape mitigation measures outlined in Landscape and Visual Impact Assessment by The Landmark Trust dated November 2018 shall be included in the reserved matters application.

Reason: To preserve landscape character within the locality.

16. Prior to the submission of reserved matters a Landscape and Ecology Management Plan (LEMP), prepared by a qualified ecologist, shall be submitted to and agreed in writing by the local planning authority. It shall include long term management prescriptions for; retained and proposed hedgerows and woodland, open spaces and SUDs features. The agreed management regimes shall be implemented in accordance with the agreed LEMP.

Reason: To ensure the management, maintenance, and long-term landscape and ecological objectives are met.

Informatives:

Informative note: Development team.

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, Infrastructure Service, Dorset Council, Hall, Dorchester, DT1 1XJ.

Informative note: Grampian

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

Informative note:

- 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 DC's design requirements.

- Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquires can be sent to floodriskmanagement@dorsetcouncil.gov.uk.

Informative note:

The Dorset and Wiltshire Fire and Rescue Service would recommend that you look to provide at least a 32mm minimum diameter water main which would enable the installation of sprinkler systems within the approved dwelling(s). The Council considers this to be a key element in reducing the impact of fires. The Council believes there is compelling evidence that sprinklers systems are a cost effective way of not only reducing the number of fire deaths and injuries, but also reducing the economic, social and environmental impact of fires.

Recommendation B: Refuse permission for the reasons set out below if the S106 agreement is not completed within 6 months of the date of the committee resolution or such extended time as agreed by the Head of Planning.

1. Policy 8 of the adopted North Dorset District Local Plan Part 1 2016 requires a minimum on-site provision of 25% of the units as affordable housing. In the absence of a planning obligation to secure these affordable units the scheme would fail to meet the substantial unmet need for affordable housing in the district and the proposal would therefore be contrary to Policy 8 of the adopted Local Plan.

2. Policies 13,14 and 15 of the adopted North Dorset District Local Plan Part 1 2016 sets out that where new development will generate the need for new or improved community infrastructure. In the absence of a planning obligation to secure the required community infrastructure the scheme would fail to mitigate the increase in demand for the necessary infrastructure to support the development. It would namely fail to provide for:

- Education;
- Libraries;
- Health facilities;
- Children's play provision;
- Maintenance of play provision;
- Destination play facilities;
- Maintenance of Destination play facilities
- Formal outdoor Sports;
- Maintenance of outdoor sports facilities;
- Allotments;
- Community, Leisure and Indoor Sports Facilities;
- Sustainable Transport;

In the absence of a planning obligation to secure the required community infrastructure, the proposal(s) would fail to meet the provisions of, and be contrary to, Policies 13,14,15 of the North Dorset District Local Plan Part 1 2016 and the National Planning Policy Framework (2019).