

REPORT SUMMARY

REFERENCE NO.	3/17/0848/FUL
APPLICATION PROPOSAL	<p>Hybrid planning application comprising:</p> <p>1) Full application for 44 dwellings with associated roads, footways, amenity areas, parking, open space, a drainage pumping station and a sustainable urban drainage system with surface water attenuation ponds in the eastern sector of the site as well as the provision of a principal access road from Leigh road as per the scheme approved under ref 3/14/1097/FUL other than the amended surface water drainage arrangements and</p> <p>2) Outline planning application for a First School of 1.2 hectares in extent with means of access via the road and footway system incorporated in the accompanying full application and other matters reserved :- all as part of the development provided for under Policy WWMC8 of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy (2014)</p>
ADDRESS	Land at Leigh Road Colehill Wimborne BH21 2BZ
RECOMMENDATION	<p>- Grant, subject to conditions: (see Section 9 of the report for the full recommendation)</p>
REASON FOR REFERRAL TO COMMITTEE	<p>The application has been referred to the Eastern Planning Committee by the Head of Service due to objections from the Parish Council and Ward Members and recent changes to flood zone areas</p>
SUMMARY OF REASONS FOR RECOMMENDATION	<ul style="list-style-type: none"> • The delivery of housing on an allocated site to meet the District's needs • The provision of land for a First School on an allocated site to meet the District's needs • The offer of appropriate financial contributions to off-set the proposal's impact in relation to education services, protected heathland and affordable housing • The siting, scale, and design of all buildings are considered appropriate to the site and its surroundings • It is considered that the proposal would not give rise to any significant adverse impacts in any respect, and that the proposal accords with the Development Plan as a whole, and is acceptable in all material respects

INFORMATION ABOUT FINANCIAL BENEFITS OF PROPOSAL

The following are considered to be material to the application:

Contributions to be secured through Section 106 legal agreement:

- Affordable housing - £110,000
- Education - £235,200
- Education Land - £60,000

Contributions to be secured through CIL: nil CIL

Net increase in numbers of jobs: n/a

The following are not considered to be material to the application:

Estimated annual council tax benefit for District: TBC

Estimated annual council tax benefit total: TBC

APPLICANT	Lewis Wyatt (Construction) Ltd	AGENT	Lewis Wyatt (Construction) Ltd
WARD	Colehill West	PARISH/ TOWN COUNCIL	Wimborne Minster
PUBLICITY EXPIRY DATE	7 July 2021	OFFICER SITE VISIT DATE	Visits carried out in 2018, 2019, 2020 & 2021
DECISION DUE DATE	11 July 2017	EXT. OF TIME	3 Nov 2021

RELEVANT PLANNING HISTORY

Relevant Planning History – this site

Application reference	Proposal	Decision	Decision Date
3/14/1097/FUL	Formation of new highway junction	Approve	26/05/2015

Relevant Planning History – other parcels covered by Policy WMC8

Application reference	Proposal	Decision	Decision Date
3/18/3305/FUL	A hybrid application comprising: 1) An outline application for the erection of 174 dwellings, with all matters reserved save for means of access. 2) A full planning application for the	Approve	22/12/2020

	erection of a community sports facility comprising club house, playing pitches, parking and landscaping together with the change of use of the land to leisure.		
3/19/2449/FUL	Replace approved retail unit (not commenced) with 64 bed care home with associated access, car parking, foul and surface water drainage and landscaping.	Refuse	05/10/2020
3/19/2462/RM	Approval of reserved matters application in respect of appearance, layout, scale and landscaping following outline planning application 3/15/0789/COU for residential development of 305 dwellings.	Approve	05/03/2020
3/18/2262/RM	Approval of reserved matters application in respect of appearance, layout scale and landscaping (including pumping station and SUD's) following outline planning application 3/15/0789/COU for residential development of 305 dwellings with associated roads, parking, turning and amenity areas; provision of local centre; provision of public open space and landscaped areas at Land at Park Farm, Leigh Road, Wimborne, Dorset, BH21 2DA.	Approve	23/01/2019
3/15/0789/COU	Hybrid Planning Application comprising 1) Outline planning application for residential development with associated roads, parking, turning and amenity areas; provision of local centre; provision of public open space, landscaped areas and allotments; provision of Rugby Club including clubhouse, parking and pitches; and 2) Full Planning application for change of use of agricultural land to (SANG) Suitable Alternative Natural Greenspace.	Approve	05/01/2018
3/15/0839/FUL	Construction of New Football Pitches with Clubhouse, Stands, Changing Facilities and Parking; 81 Dwellings; Allotments and Teenage Activity Space with Associated Open Space, Landscaping and Highways and Change of Use of Agricultural Land to Sang.	Approve	20/04/2018

MAIN REPORT

1.0 DESCRIPTION OF SITE AND SURROUNDINGS

- 1.1 The application site comprises an irregular shaped area of open agricultural land measuring approximately 4.84ha which is located to the south of the B3074 Leigh Road, 1.5km east of Wimborne.
- 1.2 The application site comprises two distinct land parcels with land to the south-west of Brookside Manor having been designated as land allocated to the Leigh Road New Neighbourhoods and this area is situated to the rear of existing residential development in both Leigh Road to the north and Brookside Road to the west. The other land parcel is located to the east of Brookside Manor and has been designated as land for a first school as set out in Policy WMC8.
- 1.3 Land to the south-west and south-east of the site is also allocated within the Leigh Road New Neighbourhood and planning permission was approved in June 2017 (Planning Ref: 3/15/0839/FUL).
- 1.4 The application site comprises a series of small sub-divided paddocks used for equestrian activities and is fairly level with a slight fall from the west. The site is not known to have public access.
- 1.5 Trees and hedgerow frame most of the common boundaries of the site with an established row of Elm trees as well as an Oak tree on the south-western corner and a along the southern boundary of the site. There is a Category A class oak in the south-west of the application site.
- 1.6 The application site includes an existing access which terminates between the curtilages of Brookside Manor and Nos. 238 Leigh Road.

2.0 PROPOSED DEVELOPMENT

- 2.1 The proposal is a hybrid application comprising:-
 - Full application for 44 dwellings with associated roads, footways, amenity areas, parking, open space, a drainage pumping station and a sustainable urban drainage system with surface water attenuation ponds in the eastern sector of the site as well as the provision of a principal access road from Leigh road as per the scheme approved under ref 3/14/1097/FUL other than the amended surface water drainage arrangements; and
 - Outline planning application for a First School of 1.2 hectares in extent with means of access via the road and footway system incorporated in the accompanying full application and all other matters reserved.

- 2.2 The proposed 44 dwellings comprise a mix of 1.5, 2 and 2.5 storey houses with private front and rear amenity space, and flats with shared amenity spaces. The tenure of all 44 dwellings is for market housing (affordable housing is dealt with later in this report). The proposed vehicular parking includes a mix of on-plot surface parking and garages for the majority of the dwellings. The garages for plots 23-25 and 42-44 incorporate a home office in the roof space. The cluster of smaller dwellings in the centre of the site (plots 8 to 18) is served by surface parking spaces only.

3.0 SUMMARY OF INFORMATION

	Proposed
Application Site Area (approx.)	4.7ha
Number of residential units	44
Number of affordable units (AH)	0 (£110,000 to be secured via S106 contribution as agreed by District Valuer)
Storey heights	1.5-2.5
Parking	134
Access	Leigh Road
Other uses	First School (outline only, illustrative layout only)

4.0 RELEVANT PLANNING CONSTRAINTS

Planning Team Areas - 0.00m
 Local Nature Reserves - 0.00m
 Agricultural Land Classification - 0.00m
 Site of Nature Conservation Interest - 0.00m
 CBC and EDDC Areas - 0.00m
 Groundwater Protection Zone - 0.00m
 MOD Windfarm Consultation Zone - 0.00m
 NATS Technical Sites - 0.00m
 Highways Inspected Network - 0.00m
 Green Belt - 0.00m
 Heathland 5km Consultation Area - 0.00m
 Airport Safeguarding - 0.00m

5.0 POLICY AND OTHER CONSIDERATIONS

5.01 Development Plan:

Christchurch and East Dorset Core Strategy (Part 1) 2014 (CS)

The following policies are of relevance in this case:

The Christchurch and East Dorset Core Strategy (2014) ("the Core Strategy")

KS1	Presumption in favour of sustainable development
KS2	Settlement Hierarchy
KS3	Green Belt
KS11	Transport and Development
KS12	Parking Provision
WMC8	South of Leigh Road New Neighbourhood and Sports Village
LN1	The Size and Type of New Dwellings
LN2	Design, Layout and Density of New Housing Development
LN3	Provision of Affordable Housing
ME1	Safeguarding biodiversity and geodiversity
ME2	Protection of the Dorset Heathlands
ME3	Sustainable development standards for new development
ME4	Renewable energy provision
ME6	Flood Management, Mitigation and Defence
ME7	Protection of Groundwater

5.02 Supplementary Planning Guidance

Dorset Heathlands Planning Framework SPD 2020-2025

5.03 Government Guidance

The National Planning Policy Framework (NPPF) 2019
National Planning Policy Guidance (NPPG)

6.0 LOCAL REPRESENTATIONS

6.01 In addition to letters to neighbouring properties, a site notice was posted outside the site on the 20/04/2017 with an expiry date for consultation 21 days after from the date of the notice. Neighbours were also reconsulted by letter for the revised designs on in December 2020, January 2021 and June 2021.

6.02 25 objections and 2 comments were received, raising material planning considerations summarised as follows [summary only, full comments available online]:

- Transport and traffic impacts caused by creation of new junction onto Leigh Road
- Over provision of houses beyond the WMC8 allocation

- Concern regarding cumulative impact of ongoing development on Leigh Road
- Insufficient provision of links to walking, cycling and public transport routes
- Will result in loss of recreational area
- First School will have a detrimental impact on the character of the Green Belt
- School will be overbearing and over-dominant and will impact neighbours negatively
- School will cause noise, disturbance and nuisance
- Lack of temporary parking for school drop off and pick up
- Impact of home office garages on neighbouring properties
- Risk of damage to trees intended to be retained
- Concern over capacity of proposed drainage systems
- Increased risk of flooding to neighbouring properties
- Concerns over reliance on pumping station
- Overlooking of existing properties and their gardens
- Loss of light to neighbouring gardens
- Proposed dwellings are too tall and not in keeping with surrounding
- Overbearing impact of proposed dwellings and garages
- Impact on the setting of Brook Barn
- Information in Transport Statement incorrect or out of date
- Plans submitted do not correctly reflect existing neighbouring properties
- Concerns regarding upkeep of boundary fences
- Concerns regarding the Environment Agency revised flood risk modelling and the risk of increased flooding to adjacent sites
- Pollution of the River Stour due to surface water flooding
- Increased building heights as a result of flood risk mitigation will impact further on existing neighbouring dwellings

7.0 CONSULTATIONS

The following responses were received from consultees in relation to the initially submitted and revised design (summary only, full comments available online)

7.01 - DC Highways

<p>Initial Design (05/06/2017)</p>	<p>No objection, subject to condition</p> <ul style="list-style-type: none"> - No objection subject to conditions relating to estate road construction, provision of the new junction, construction traffic management plan and implementation of the submitted travel plan
<p>Revised</p>	<p>Comments</p> <ul style="list-style-type: none"> - Amendments required to footway and traffic calming measures

Design (11/06/2018, 25/06/2018, 02/07/2018 & 12/07/2018)	- Grampian condition to be amended
Revised Design (14/02/2021 & 05/03/2021)	Comments - Proposed changes to plots 26 & 27 acceptable - Proposed parking is considered acceptable

7.02 – Highways England

Initial Design (27/04/2017)	No objection
-----------------------------------	---------------------

7.02 – Colehill Parish Council

Initial Design (03/05/2017)	No objection
Revised Design (06/06/2018)	No objection
Revised Design (15/12/2020 & 02/02/2021)	Objection - Concerns regarding flood risk - Lack of sufficient parking

7.03 – Wimborne Minster Town Council

Initial Design	Comments
-------------------	-----------------

(03/05/2017)	<ul style="list-style-type: none"> - Interested to know how the common land was acquired to widen the road. We support the bio-diversity comments made by EDEP in their report.
Revised Designs	No further comments received

7.04 - CED Trees and Landscape

Initial Design (24/07/2018)	<p>No objection subject to condition</p> <ul style="list-style-type: none"> - Removal roadside vegetation for access is acceptable however pre-commencement condition required for replanting
Revised Designs	No further comments received

7.05 – Environment Agency

Initial Design	No response received
Revised Info (15/01/2021)	<p>Comments</p> <ul style="list-style-type: none"> - Application site no longer in flood zone 1 and now in flood zone 2 & 3 due to fluvial flood risk remodelling. - Based on the new model data, the Local Planning Authority may wish to reconsider whether any existing Sequential Test undertaken to support this proposal still meets the requirements of the NPPF. - Mitigation required: <ul style="list-style-type: none"> (i) at least 300mm above the existing surrounding ground level (rather than the proposed 150-300mm as set out within the FRA (PFA, Issue 2 dated July 2017)) (ii) 600mm above the 1 in 100 year flood level including the required 40%-85% climate change consideration.
Revised Info	<ul style="list-style-type: none"> - No further comments

(8/10/2021)	
-------------	--

7.06 - Lead Flood Authority

Initial Design (03/01/2018)	<p>Holding objection</p> <ul style="list-style-type: none"> - Submitted information does not provide evidence of a feasible drainage strategy or demonstrate adequate understanding of flood risk
Revised Design (12/06/2018)	<p>Holding objection</p> <ul style="list-style-type: none"> - Revised information raises new concerns in relation to raising ground levels, drainage of the school site, flows from permeable unadopted roads and proposed drainage strategy
Revised Design (16/07/2018)	<p>No objection subject to condition</p> <ul style="list-style-type: none"> - Acceptable subject to conditions relating to final surface water management and maintenance details
Revised Flood Risk Modelling (04/08/2021)	<p>No objection subject to condition</p> <ul style="list-style-type: none"> - Based on revised flood risk information submitted and evidence in response to this, no objection subject to conditions previously detailed. - Informative required in relation to neighbouring properties

7.07 - East Dorset Environment Partnership

Initial Design (02/05/2017)	<p>Comments</p> <ul style="list-style-type: none"> - Link road should be constructed prior to this development - Too many 4 and 5 bed homes - Garages should not be converted - Ditches to be cleared as requested by DWT - Cherry Laurel trees should be removed
Revised Design (16/12/2017)	<p>Comments</p> <ul style="list-style-type: none"> - Concerns regarding non-native plants
Revised Design	<p>Comments</p> <ul style="list-style-type: none"> - Notes planting details deferred and would like to comment on discharge of condition

(24/01/2021)	
--------------	--

7.08 – Dorset NET

Initial Design (24/01/2021)	None received [Officer note : NET approved BMEP submitted dated 26 June 2017]
Revised Information (05/01/2021)	No objection subject to condition - Confirm that the Addendum addresses the minor amendments to the mitigation measures approved in the 2017 BMP and that nothing further is required. Agree that the condition requiring the implementation of the BMP should include the Addendum.

7.09 – Natural England

Initial Design (03/08/2018)	Holding Objection - Further SANG capacity evidence required
Revised Information (13/02/2019)	No objection subject to condition - Sufficient SANG capacity available

7.10 – Dorset Wildlife Trust

Initial Design (26/04/2017)	Comments - Ditches to be managed - Construction Ecological Management Plan required - Cherry laurel to be removed
Revised Information (22/12/2020)	Comments - Concerns raised regarding non-native trees
Revised	Comments - Note detailed planting to be addressed by condition

Information (25/01/2021)	
-----------------------------	--

7.11 – Dorset Waste Partnership

Initial Design	No response received
Revised Information (22/12/2020)	Objection - Concerns regarding plots 8-18 and 34-38

7.12 – Historic England

Initial Design	No comment
Revised Information	Further consultation not required

7.13 – Wessex Water

Initial Design (28/04/2017)	Comments - The applicant has made prior contact with Wessex Water to confirm capacity and point of connection. A copy of the correspondence is included within the Flood Risk Assessment.
Revised Information	Further consultation not required

7.14 – Bournemouth Water

Initial Design (28/04/2017)	Comments - Confirm that from the initial information provided, the highlighted area off Leigh Road, Wimborne appears to have sufficient water infrastructure in place to supply this sized
--------------------------------	--

	development.
Revised Information	Further consultation not required

7.15 – Dorset Council Housing

Initial Design (28/04/2017)	<p>Comments</p> <ul style="list-style-type: none"> - Viability investigations required - Affordable housing should accord with the Authorities Affordable Housing Guidance <p>[Officer note: DV investigations confirm £110,000 contribution is acceptable]</p>
Revised Information	Further consultation not required

7.16 – Dorset Council Open Spaces

Initial Design (26/07/2018)	<p>Comments</p> <ul style="list-style-type: none"> - Proposed open space in the western part of the site offers limited amenity value - Attenuation proposed to the east offer little amenity value - Attenuation proposals may impact adjacent developments - SANG capacity to be reviewed by Natural England
Revised Info (18/08/2021)	<ul style="list-style-type: none"> - No further comments

7.17 – Dorset Council Policy

Initial Design (09/08/2018)	<p>Comments</p> <ul style="list-style-type: none"> - Concerns regarding housing mix
Revised Info	Further consultation not required

7.18 – Dorset Council Education

<p>Initial Design (09/08/2018)</p>	<p>Comments</p> <ul style="list-style-type: none"> - Concerns regarding school site drainage
<p>Revised Info</p>	<ul style="list-style-type: none"> - No response [Officer note: A Section 106 Legal Agreement is currently under negotiation where the Dorset Council Education Team have confirmed the site is acceptable]

7.19 – Sport England

<p>Initial Design (09/08/2018)</p>	<p>No comment</p>
--	--------------------------

7.20 The following were also consulted and no response received:

- CPRE
- BCP Council
- Scottish and Southern Energy
- County Archaeologist
- County Rights of Way Officer

8.0 APPRAISAL

8.1 The main planning considerations for this application are:

- Principle of Development and Green Belt
- Masterplan Principles
- Highways and Parking
- Flood Risk and Drainage
- Dorset Heathland
- Biodiversity
- Affordable Housing and Housing Mix
- Design
- Relationship to existing houses

- Impact on the historic environment
- Planning Obligations

8.1 Principle of Development and Green Belt

- 8.1.1 Local Plan Policy WMC8 (South of Leigh Road New Neighbourhood and Sports Village, Wimborne) identifies the area South of Leigh Road as an Allocation Site for a New Neighbourhood. WMC8 sets out that this will include 350 new homes, a Sports Village with new homes for Wimborne Town FC and Wimborne RFC, 8 hectares of other active sports pitches, changing facilities, teenage activity area, allotments, a local centre, land for a First School, and about 37 hectares for a country park.
- 8.1.2 Through Policy WMC8, the Green Belt boundary was amended to enable the residential and educational development proposed through the neighbourhood allocation to be on land outside of the Green Belt. The 8ha of land set aside for sports pitches was to remain in the Green Belt as public open space to maintain the gap between Wimborne and Colehill. Local Plan Map 8.8 provides an illustrative example layout for the site.
- 8.1.3 National Planning Policy Framework (NPPF) (Paragraphs 147-150) set out national policy on proposals affecting the Green Belt. Paragraph 147 sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 8.1.4 Paragraph 149 sets out that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt with some exceptions, including the provision of facilities for outdoor sport and recreation.
- 8.1.5 Paragraph 150 sets out that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes material changes in the use of land.
- 8.1.6 The proposed residential development is located within the Local Plan Allocation Site outside of the Green Belt. As such, the principle of residential development is established in line with Local Plan policies WMC8 and KS3.
- 8.1.7 The proposed First School site is located within the Local Plan Allocation Site but is located both within and outside the Green Belt. The location of the site for the First School is different to that of the illustrative layout provided in Local Plan Map 8.8 which is entirely located outside the Green Belt. The illustrative Local Plan layout is an interpretation of the Masterplan Principles and is intended to demonstrate how the site could be developed in accordance with these principles rather than as a prescriptive layout and it

considered that the first school can be provided in an alternative location subject to its suitability and accordance with the masterplan principles.

- 8.1.8 The submitted Illustrative Masterplan Layout (Drwg. No. 095_DI_28.5) shows how the school site could be developed to provide the school building and staff parking outside the Green Belt and informal soft play, sports pitch, hard courts and drainage within the Green Belt. The Illustrative Layout demonstrates it is possible to limit development within the Green Belt to that which is appropriate and is likely to preserve its openness and the reasons for designation.
- 8.1.9 The principle of a school being placed on this site, adjacent to existing and proposed residential development, was established at the time of allocation. Schools are generally located within residential areas, and many schools within the surrounding area are located in closer proximity to residential properties than as shown on the indicative layout plan. Consequently, while the appearance, landscaping, scale and layout of the school are reserved matters the details of which will need to be considered against para. 138 of the NPPF, officers have sufficient confidence that a suitable design can be achieved.
- 8.1.10 While concerns were raised initially by the Council's education team regarding levels, the proposed site was confirmed to be acceptable by the Education Officer at a meeting dated 9.06.2021 and the legal agreement to secure the school site is being progressed.
- 8.1.11 The proposal also includes part of the proposed principal access route between the proposed housing and the consented (PA 3/14/1097/FUL) highway junction onto Leigh Road. The proposal also includes drainage works in the open area in the east of the Application Site. Both the drainage works and the principal access route are partly within the Green Belt and hence should be assessed against relevant local and national planning policies.
- 8.1.12 NPPF Paragraph 150 sets out that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes criterion (b) (engineering operations) and criterion (c) (local transport infrastructure which can demonstrate a requirement for a Green Belt location).
- 8.1.13 It is considered likely that the principal access route's design and the proposed use of soft landscaping, which could be secured through suitable conditions, could reduce the proposal's visual impact. The likely visual harm would be limited by the flat nature of the proposed road and relatively unobtrusive nature of any associated features such as street lights and signs. The road's use by vehicles would add to its visual impact, although it is not anticipated that vehicles would be permanently present on the road.

- 8.1.14 In line with NPPF Paragraph 138, the vehicular access element of the proposal would likewise not result in unrestricted sprawl, neighbouring towns merging into one another, nor impact on the setting and special character of historic Wimborne Minster. The proposed access would not result in encroachment into the countryside as it will run tightly to the development proposed as part of this application and utilises the consented access to Leigh Road which was described in the committee report for this junction as representing 'its optimum position having regard to all material circumstances'. Urban regeneration is not a relevant factor in this instance.
- 8.1.15 The drainage element of the proposal involves subterranean pipes and attenuation basins. Whilst these could be a comparatively raw feature in the local landscape initially, it is considered that over time as planting matures that these features, where they are visible above ground, would assimilate into the open landscape. As such, the drainage features would preserve the openness of the eastern part of the application site within the Green Belt.
- 8.1.16 In line with NPPF Paragraph 138, the drainage access element of the proposal would likewise not result in unrestricted sprawl, neighbouring towns merging into one another, nor impact on the setting and special character of historic Wimborne Minster, or encroachment into the countryside. Urban regeneration is not a relevant factor in this instance.
- 8.1.17 Given all of these factors, it is considered that the proposed access would not result in harm to the openness of the Green Belt (in line with the LPAs stance with regard to 3/15/0789/COU) and would not conflict with the Green Belt purposes.
- 8.1.18 Overall, the proposed development is acceptable in principle in accordance with Local Plan Policies WMC8 and KS3 and NPPF Paragraphs 143, 144 and 146.

8.2 Masterplan Principles

- 8.2.1 Local Plan Policy WMC8 states that development of the allocated site must be carried out in accordance with the Masterplan Principles. These principles are set out in detail in the East Dorset New Neighbourhoods Masterplan Report 2012. As the proposal only covers part of the WMC8 allocation, compliance is considered against those of the principles that are relevant to this proposal in the following paragraph.
- 8.2.2 The following table considers the Masterplan Principles against the proposed:

	Masterplan Principle	Assessment of Proposed
1	<i>The site also comprises a range of lower, medium and higher</i>	The part of the site that is proposed for development was indicated as

	<i>density residential uses which reduce in density towards the urban edge. A local centre and a new first school have also been included, which, although not previously identified in the Stage 1 Report, could provide local, walkable facilities for the new and existing residents in the area.</i>	delivering a mixture of medium and lower density housing as well as the first school. The proposal delivers the first school, and housing which is of a higher density to the south and centre with lower density along the boundaries. This meets with expectations.
2	<i>The design seeks to ensure that the existing backs of the residential properties on Parmiter Way, Brookside Road and Leigh Road are protected.</i>	The design for this part of the site places housing backing onto the existing dwellings, creating perimeter blocks as far as is possible. Some housing within Brookside Manor will back onto the first school site and this is in line with the expectations as shown on Local Plan Map 8.8.
3	<i>The rest of the site comprises perimeter blocks which permeate from the centre of the development out towards the edge.</i>	This proposal creates half a perimeter block to the south which joins up with the adjacent development permitted under 3/19/2462/RM.
4	<i>In terms of vehicular access, the site is connected into the main road network at Leigh Road, with an access point taken to the east of Brookside Manor.</i>	The proposal is connected to such an access from Leigh Road. Additional pedestrian and cycle access is provided to the west of Brookside Manor.
5	<i>From this main access road, a series of further road connections link into the housing areas, whilst the access road continues down to service the sports clubs and their associated car parks. A further “emergency only” vehicle access point is taken off Parmiter Drive.</i>	A road connection links the proposed housing to the access road.

6	<i>Overall, the street network around the site is highly permeable, with development fronting on.</i>	The proposal provides two access points to the southern part of the site. Proposed housing fronts onto the access road.
7	<i>A network of pedestrian footpaths are provided across the site. Wider connections into the site are provided at Parmiter Way, Brookside Road and the new access road as well as across the A31 to the proposed new country park to the south. Further links are provided down to the south of the sewage treatment works and to the adjacent employment areas.</i>	The proposal provides pedestrian links into the site from Leigh Road to the north and the adjoining development parcel to the south.
8	<i>The site has little existing vegetation. The design shows additional planting throughout to create a greener and more varied landscape.</i>	The submitted Landscape Strategy shows the planting of landscape features within open spaces, and a new tree belt to the south of the access road. Details of planting will be secured by condition.
9	<i>Of key importance is the north-south linear planting along the eastern edge of the development. This helps to buffer the development from the wider landscape and help retain a soft edge to what is a critical gap within the Green Belt.</i>	The Council's Tree Officer has requested that planting of trees in the vicinity of the Leigh Road access is resolved through condition once the details of the drainage layout are known and it is considered that this requirement can be addressed at this point.

8.2.3 Overall, it is considered that the masterplan principles have been addressed so far as they are relevant to this application.

8.3 Highways and Parking

8.3.1 Local Plan Policy WMC8 sets out that vehicular access (for the Allocation Site) is to come from Leigh Road to the east of Brookside Manor. Pedestrian and cycling access is to be provided throughout the New Neighbourhood.

Pedestrian and cycle improvements should be provided to the town centre and Castleman Trailway.

- 8.3.2 Local Plan Policy KS9 sets out that in accordance with the Local Transport Plan (LTP3) development will be located along and at the end of the Prime Transport Corridors (PTC) in the most accessible locations and supported by transport improvements that will benefit existing and future communities. Improvements will be made to PTC to include junction improvements, traffic management, enhanced public transport services and improvements to walking and cycling. PTC proposed for improvement include the B3073 (Leigh Road) from Wimborne town centre to Ferndown via Wimborne Road East and West. Local Plan Policy KS11 sets out a number of general requirements in relation to new development, including that it be designed to provide safe access onto the highway network. Local Plan Policy KS12 sets out that adequate vehicle and bicycle parking should be provided to serve new development.
- 8.3.3 Third party concerns have been raised that the proposed will impact negatively on the existing highways network and insufficient parking has been provided.
- 8.3.4 Highways England have been consulted and raise no objection to the proposed and the proposed junction has been approved under PA 3/14/1097/FUL.
- 8.3.5 The Dorset Council Highways Team has been consulted and has raised no objection, subject to conditions.
- 8.3.6 Specifically related to parking additional information has been provided by the applicant which compares proposed parking to Dorset Council guidelines as follows:

	DC Calculator	Proposed Layout
Allocated	83	129
Unallocated	34	0
Visitor	9	5
Total	126	134

- 8.3.7 While the under provision of visitor and unallocated parking is acknowledged there is a total over provision of spaces by 6%. The Highways Officer has advised there is ample opportunity for on-street parking to take place safely and without obstructing traffic flows. It is also noted that a number of private

driveways are capable of parking at least one additional vehicle above the identified number required.

- 8.3.8 The Highways Team raises no objection to the proposal on highways terms subject to suitable conditions and informatives. The Transport Assessment (TA) is considered to be robust and satisfactory. The estate road is well designed and suitable for adoption. There would be no severe impact on the wider highway network. The access strategy is suitable. On site vehicular parking is acceptable. The submitted Travel Plan is acceptable.
- 8.3.9 The Highways Team recommends across their responses received by the LPA, four highways conditions relating to estate road construction (adopted or private), construction traffic management plan, travel plan, and highways works (Grampian) and three highways informatives. The LPA considered that these conditions are acceptable.
- 8.3.10 Therefore, subject to suitable conditions and informatives, the proposal accords with Local Plan Policy WMC8, KS9, KS11 and KS12.

8.4 Flood Risk and Drainage

- 8.4.1 Local Plan Policy ME6 (Flood Management, Mitigation and Defence) sets out inter alia that all developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk. Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels of run-off overall. This will primarily be through the use of Sustainable Drainage Systems (SUDS) and a range of flood resistance and resilience measures. Space for such measures should be set aside within larger developments.
- 8.4.2 Third party concerns have been raised that the proposed would result in increased flood risk to the surrounding area.
- 8.4.3 The Environment Agency (EA) (to advise on fluvial flooding); Dorset Council Local Lead Flood Authority (LLFA) (to advise on surface water flooding and drainage), and Wessex Water (to advise on foul drainage) were consulted on the application as statutory consultees.

Flood Risk

- 8.4.4 At the time of submission in 2017, the Environment Agency's (EA) online flood zone maps show the site to be entirely within Flood Zone 1 and an initial Flood Risk Assessment (FRA) was submitted to reflect this. However, in their consultation response submitted 15/01/2021, the EA has confirmed that the

most up to date flood modelling data for the region indicates that the application site is now partially within Flood Zone 2 under the 85% climate change allowances scenario. This information was published in June 2021 and the EA confirms that the updated 2020 Lower River Stour flood model provides the most up to date information for the site and should be incorporated within the Flood Risk Assessment (FRA).

- 8.4.3 A FRA addendum was submitted in May 2021 to reflect the changes to flood zone modelling, which shows the site is partially within the updated Flood Zone 2 extent under the 85% climate change allowances scenario. Parts of the site within flood zone 2 includes all of the east of the site and approximately two thirds of the remainder of the site to the west.
- 8.4.4 The nearest Main River is the River Stour which runs to the south of the site. The site is circa 800m from this watercourse.

Sequential Test

- 8.4.5 Paragraph 160 of the NPPF requires Local Plans to:

'apply a sequential, risk-based approach to the location of development – taking into account the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property.'

- 8.4.6 It is noted that the application site is allocated under WMC8, however as the site was within FZ1 at the time of allocation and no evidence of a sequential test can be found, it is assumed no sequential test previously took place. Therefore, based on the revised flood zone modelling, the LPA consider a sequential test is now required.
- 8.4.7 The proposed development is considered to be within the 'more vulnerable' category as set out in the Planning Practice Guidance as the proposed uses are residential and an educational establishment. A sequential test is required given the flood zones and vulnerability category. The applicant submitted a sequential test with the application in June 2021 which assessed both the housing and school use together given the residential use is part of the policy allocation WMC8, which is considered to be enabling development for the education use. The sequential test concluded that there are no alternative available sites for the development.
- 8.4.8 A development proposal would only fail to pass the sequential test if alternative sites are identified within the search area that are at lower risk of flooding, would be appropriate for the proposed development and are 'reasonably available' for development. A site is only considered to be reasonably available if it is both 'deliverable' and 'developable'.
- 8.4.9 The area of search was agreed in advance and comprised an area within a 1.5 mile radius of the site.

- 8.4.10 In total 50 potential sites were tested through an initial assessment (stage 1) process to consider the capacity and availability of the sites. This resulted in two sites progressing to the more detailed stage 2 assessment process, Leigh Park on Gordon Road and 92-104A Wimborne Road. The outcome of the stage 2 assessment is that whilst each of the two potential alternative sites can be considered sequentially preferable in terms of flood risk, neither of these sites are available in the short term for development and one of the sites (Leigh Park) is not suitable for the proposed development.
- 8.4.11 The Sequential Test Assessment for Flood Risk has therefore confirmed that there are no alternative development sites that are suitable and available for the proposed development of 44 dwellings and a new first school. On this basis, the application site must be considered to be the most sequentially preferable site for the proposed development
- 8.4.12 As noted, the proposed development is classed by the PPG as 'more vulnerable' development, but also in accordance with the PPG these uses are considered to be appropriate within Flood Zone 2 and no 'Exception Testing' is required to be carried out.
- 8.4.13 The EA advise minimum finished floor levels are secured through an appropriate planning condition at set at no lower than 19.22mAOD as stated in the FRA, which is 600mm above the 1 in 100 year event plus an 85% allowance for climate change. A condition is imposed to secure finished floor levels.

Surface Water

- 8.4.14 The proposed development would increase the area of hard surfacing, and if not properly drained, could increase surface water runoff with potential flooding impacts for land downstream of the site.
- 8.4.15 The Local Lead Flood Authority (LLFA) set out in their 16/07/2018 response that sufficiently detailed information has been provided in respect of both the residential area and proposed access road, and raised no objection to the drainage strategies for these areas subject to conditions.
- 8.4.15 The LLFA also advised in their 16/07/2018 response that the need for ground raising to facilitate a positive fall from the school site to the attenuation basin outside the water course may require ground raising. At that time the degree of ground raising required and extent was not well understood. The applicant submitted further information including a strategy for raising ground levels on the school site.
- 8.4.16 Following this submission the LFA have confirmed that the applicant has provided the amount of detail required to substantiate and enable the creation of a detailed drainage strategy for the First School site. As such, the Lead

Flood Authority had no objection subject to suitable pre-commencement conditions and informatives.

8.4.17 Further to flood zone remodelling, the LLFA have been reconsulted and advise it is their view the issue of the sequential test is of paramount importance and should be determined before any further work regarding management and mitigation of flood risk and drainage proposals. Until the sequential test has been successfully passed, the LFA will maintain an objection to the application. As noted above the sequential test has been passed and the exception test is not required.

8.4.18 The LLFA have reviewed the submitted FRA addendum and advised that while FRA appears to address the increased flood risk to the development site itself, the LFA require further information regarding the potential fluvial impact to the pluvial attenuation.

8.4.19 Further information was submitted in July 2021 and the LLFA confirmed that on the basis of the information submitted, they have no objection to the application, subject to the conditions previously recommended. However, a further informative was suggested in relation to neighbouring properties as follows and has been added to this report:

Given the proximity of some of the proposed gardens to neighbouring houses (which are not positively drained) and the required land raising to achieve finished floor levels, the applicant should ensure that over compaction of land near to these areas is prevented so that runoff into neighbouring gardens does not increase post construction . The Detailed Drainage Strategy (DDS) required in condition 16 should discuss how this will be managed during the construction phase as part of the Surface Water Construction Management Plan requested via this condition.

Foul Drainage

8.4.20 The foul water from the site will discharge into the existing foul water network maintained by Wessex Water. The site will utilise new connections into the sewer.

8.4.21 Wessex Water has been consulted and has advised the applicant has made prior contact with Wessex Water to confirm capacity and point of connection and has no further comment to make.

Flood Risk and Drainage Conclusion

8.4.22 Based on the above, the proposed is considered to accord with the Policy ME6 of the Christchurch and East Dorset Local Plan: Part 1 (2014).

8.5 Dorset Heathland

- 8.5.1 The application site lies within 5km but beyond 400m of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for a 44 net increase in residential units, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.
- 8.5.2 The appropriate assessment has concluded that the mitigation measures set out in the Dorset Heathlands 2020-2025 SPD and Policy WMC8 can prevent adverse impacts on the integrity of the site. The SPD strategy includes Heathland Infrastructure Projects (HIPs) and notes SANG is now collected via CIL. In relation to this development, suitable Dorset Heathland mitigation would be provided through the identified residual capacity in the SANG brought forward by the applicants in conjunction with a prior application (Ref: 3/15/0839/FUL) within the Local Plan Allocation Site.
- 8.5.3 Natural England is satisfied that the proposal is sufficient to meet the requirements of the SPD, has sufficient capacity and that the SANG is useable by those who will occupy the proposed development. The proposed SANG is within walking distance of the proposed development (approximately 450m).
- 8.5.4 An Appropriate Assessment of the proposal concluded that, with the above mitigation secured the development will not result in an adverse effect on the integrity of the designated sites so in accordance with regulation 70 of the Habitats Regulations 2017 planning permission can be granted.
- 8.5.5 Based on the above, the proposed is considered to accord with Policy ME2 and WMC8 of the Christchurch and East Dorset Local Plan: Part 1 (2014).

8.6 Biodiversity

- 8.6.1 Local Plan Policy ME1 sets out inter alia that the Core Strategy aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including designated sites and priority species (as set out). Where development is considered likely to impact upon particular sites, habitats or species as set out within the Dorset Biodiversity Protocol, it will need to be demonstrated that the development will not result in adverse impacts.
- 8.6.2 The application includes a Biodiversity Mitigation Plan (BMP) (June 2017) which has been endorsed by DCC's Natural Environment Team (NET) in a

certificate of approval dated 26 June 2017. The mitigation identified in the Biodiversity Mitigation Plan can be secured through a suitable condition.

8.6.3 As the BMP is now out of date, an addendum of Biodiversity related information was submitted by the applicant to NET. NET has advised that the addendum addresses the minor amendments to the mitigation measures approved in the 2017 BMP and that nothing further is required. NET agreed that the condition requiring the implementation of the BMP should include the submitted addendum. This has been included in the condition.

8.6.4 Based on the above, the proposed is considered to accord with the Policy ME1 of the Christchurch and East Dorset Local Plan: Part 1 (2014).

8.7 Housing Delivery, Affordable Housing and Housing Mix

8.7.1 Local Plan Policy KS2 (Settlement Hierarchy) sets out that Wimborne Minster is one of the plan area's main settlements and hence will provide a major focus for new development including residential units. Local Plan Policy KS4 (Housing Provision in Christchurch and East Dorset) sets out that approximately 8,500 new homes will be provided in the plan area between 2013 and 2028. This will comprise 5,000 homes within the existing urban areas and a further 3,465 provided as new neighbourhoods.

8.7.2 Policy LN1 of the Local Plan requires sites for housing to reflect local housing needs as identified in the Strategic Housing Market Assessment (SHMA), subject to site specific circumstances and the character of the local area. The Eastern Dorset SHMA (2015) (Tables 50 and 51, p.139) sets out that for market housing in East Dorset the estimated housing mix is circa 8% (1 bed), 49% (2 bed), 43% (3 bed) and 0% (4 bed). For affordable housing in East Dorset the estimated housing mix is circa 33% (1 bed), 42% (2 bed), 23% (3 bed) and 2% (4 bed). The SHMA therefore sets a clear requirement in East Dorset for market housing to provide a predominant (80%+) mix of 2 and 3 bedroom dwellings, and for affordable housing to provide a predominant (75%) mix of 1 and 2 bedroom dwellings.

8.7.3 Local Plan Policy LN3 requires the provision of up to 50% affordable housing on 'greenfield' sites such as Allocation Site WMC8. Where a lower level of affordable housing is offered, this must be supported by clear and robust evidence that will be subject to verification. Objective 6 of the Core strategy allows for 35% affordable as an average across the plan area and para 4.17 of the Local Plan states that:

The need to provide affordable housing is a key objective of the Core Strategy and a target that 35% of all housing should be affordable is set. This is below the percentage requirements for affordable housing set in Policy LN3 as an

acknowledgement that not all sites will be able to meet these requirements due to financial viability.

- 8.7.4 A key objective of national planning policy is to significantly boost the supply of housing. The NPPF (Paragraph 119) sets out that planning decisions should promote an effective use of land in meeting the need for homes and (Paragraph 121) that LPAs should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs. This should include identifying opportunities to, inter alia, secure better development outcomes.
- 8.7.5 The proposed quantum of residential development within the Allocation Site, by virtue of this application, those already consented and others yet to be determined would clearly be in excess of the 350 new homes set out in the supporting criteria of Local Plan Policy WMC8. However, Local Plan Policy WMC8 specifically allocates residential development to this part of the site and imposed no overall maximum cap on the number of residential dwellings to be provided within the Allocation Site. Also the proposed development is considered acceptable in relation to other planning considerations.
- 8.7.6 The proposal sets out a zero Affordable Housing provision. The proposal has been subject to independent review by the District Valuation Office who concluded that although not viable with any on site affordable a contribution of up to £110,000 could be negotiated before finance. The District Valuer recommended that site viability be reviewed should the site not be developed swiftly. A S106 agreement will secure the affordable housing contribution as well as a review of viability should the site not be completed within four years of the granting of consent.
- 8.7.7 The proposal includes the following all market housing mix:
- 4 x 1 bed (9.1%)
 - 6 x 2 bed (13.6%)
 - 15 x 3 bed (34.1%)
 - 19 x 4+ bed (43.2%)
- 8.7.8 The proposed housing mix does not comply with policy, however, it formed part of the viability assessment, which has been accepted by officers and which was found by the District Valuer to be on the margins of viability. It is unlikely that a scheme which reduced the number of 4 bedroom properties would increase site viability. Regard has been had to the housing mix secured on other parts of this allocated site, and in particular at Parmiter Drive which has been delivered by the same applicant. On balance it is considered that the proposed housing mix can be accepted in this instance.

8.8 Design

- 8.8.1 The proposed dwellings include a range of residential typologies and a visually interesting mix of architectural vernaculars. The proposal includes some slightly more unusual typologies, for example the one and half storey dwelling in plot 24, which it is considered adds positively to the wider street scene. The various scale, height and massing of the proposed dwellings are considered suitable for the site. The proposed materials include brick, clay and slate roof tiles, timber cladding and render amongst others. The materials are considered satisfactory and can be secured through suitable conditions.
- 8.8.2 The size of rear private amenity spaces is generally satisfactory. Each rear garden has a side or rear gate, sometimes accessed via a hard-surface path. This is considered to be one of the stronger elements of the site layout. Each dwelling has adequate capacity for bin storage.
- 8.8.3 Sufficient distance is provided between proposed dwellings within the site to prevent any concerns regarding amenity impacts, subject to a condition securing obscure glazing to some of the bathrooms. Habitable rooms within the proposed dwellings are provided with windows which achieve adequate views out providing a good level of outlook for residents.
- 8.8.4 The built density of the development equates to approximately 25 dwellings per hectare (dph). Local Plan Policy LN2 sets out that a minimum density of net 30 dph will be encouraged unless this would conflict with the local character and distinctiveness of an area where a lower density is more appropriate. The DAS argues that the proposed density is appropriate for the location given the edge of settlement location.
- 8.8.5 The development would not be located on the edge of the settlement but would instead be located in the northernmost portion of a Local Plan allocation site. When the Local Plan Allocation Site is built out, the application site would be surrounded by other residential development. However, this part of the site was identified within the Masterplan Principles as suitable for the provision of low density housing adjacent to the existing dwellings to the north and west, with scope for medium density housing to the south and centre of this part of the allocated site.
- 8.8.6 The orientation of the proposed dwellings is generally satisfactory. In particular, the dwellings which turn corners (plots 4, 25, 30 and 31) are well designed providing suitable surveillance of the street through overlooking windows. Plots 22, 14-15 and 12-13 include fenestration to the southern elevations which will provide activity to the street scene on the adjoining development parcel to the south.

8.9 Relationship to existing houses

- 8.9.1 Third party concerns have been raised that the proposed would have a negative impact on neighbouring amenity where some plot types were considered to be overbearing. This is then considered to be exacerbated further by the need to increase floor levels by 600mm given the mitigation requirements within for the specified flood zone area.
- 8.9.2 While proposed development maybe adjacent to some neighbouring boundaries, this is generally single storey garages. Existing dwellings are some 3-50m from the site boundary and changes have been made to the proposed layout in response to concerns raised by some of the closest neighbouring dwellings as set out below.
- 8.9.3 Proposed dwellings are up to approx 8m in height with eaves of approx. 5m. This is not untypical of a two storey dwelling and is in keeping with existing two storey dwellings in the surrounding area. Proposed dwellings in closer proximity to neighbouring boundaries generally have roofscapes which slope away from neighbouring reducing the impact of these dwellings. In general the proposed residential dwellings are situated an acceptable distance from existing boundaries (4-10m) and are not considered to result in any unacceptable overlooking or shadowing, even with an increased floor level of 600mm.
- 8.9.4 Although some of the proposed garages are located closer to the boundaries of existing properties the height of the single story garages will not have a significant over-shadowing effect. It is acknowledged that the 'home office garages' at 1 ½ storeys will have a greater impact than the standard garage types on neighbouring amenity, however, this garage type has been placed to the south of gardens that are of a considerable size, and so will not lead to an unacceptable loss of amenity.
- 8.9.5 During the process of this application, new bungalows were built to the north of the site at The Paddocks. The new bungalows have very small gardens and the proposed double garages on the boundary of no. 2B The Paddocks would have created overshadowing of the outdoor amenity space of this dwelling. Following negotiations, the double garages at plots 27 and 36 have been replaced with single garages. This is considered acceptable subject to a condition removing permitted development rights from these properties in relation to the extension of the single garages or the construction of new outbuildings.
- 8.9.6 Further concerns have been raised that the increase in floor levels due to the revised flood zone modelling would again impact negatively on neighbouring amenity. In response to this the ground level here has been reduced by 300m, which is considered acceptable in flood risk terms where the garage is not a habitable space. While concerns are acknowledged the proposed garage is

not considered to impact amenity to an extent that would warrant refusal as the eaves height is 2.43m, the ridge height is 4.28m , the proposed roof slopes away and the garage is 3.5m from the neighbouring boundary. Flood risk concerns have been addressed above an informative has been added as requested by the Lead Flood Authority officer.

- 8.9.7 The same neighbour has also raised a concern that the proposed dwelling at plot 27 would be overbearing with the required increase in floor levels given the proximity to the neighbouring boundary. In response to this the dwelling type has been amended to include a half hipped roof, which slopes away from the neighbouring boundary. With the changes to the roof design and adjacent garage, the neighbour in question no longer objects to the proposed development.
- 8.9.8 Concerns were also raised by a neighbour regarding the garage at plot 26 and this has been moved to the south of this plot in response to neighbouring concerns. The relocation of the garage has been agreed by the Highways Team.
- 8.9.9 The relationship between the First School and the existing dwellings to the north at Brookside Manor will be considered in detail at the reserved matter stage. The ground levels on this part of the site will be raised by up to 1m in order to accommodate site drainage. However, taking into consideration that the First School is expected to be single story, the relatively large rear gardens of the dwellings to the north, and that noise emanating from the school would be limited to set times during weekdays in term time, it is considered that the relationship between the school and existing dwellings can be designed in a way that is acceptable.

8.10 Open Space and Landscaping

- 8.10.1 Three small pockets of open space are proposed within the development, totalling approx. 700sqm. These will be landscaped and will assist in providing a setting to the built form as well as and meeting the on-site requirement for amenity green space.
- 8.10.2 The concerns raised by the open space team back in 2018 is acknowledged, however residents will also be able to make use of new open spaces to be provided in other parts of the allocated site including spaces for children and young people. It is also noted the proposed housing is also in close proximity to existing open space to the north of Leigh Road. This view was expressed to the open space officer who responded by email on 18.08.2021 to advise they had no further comments.

8.10.3 The three small open areas within this site are proposed to be transferred alongside the sustainable urban drainage system (SUDS) to a management company. This is considered acceptable subject to securing their long term retention of the open spaces through a S106 legal agreement.

8.11 Servicing

8.11.1 Waste is proposed to be serviced by Dorset Waste Team who have been consulted.

8.11.2 DWP have advised they have concerns regarding collection from certain properties as follows:

I have two issues and this is at 8 - 18 and 34 - 38, although these show the collections can take place. When the residents who live at the end properties say they are not able to get their bins to the collection point the Council then have the problem to resolve with no ability to turn a vehicle round at the end. Vehicle access / turning heads are preferred for this reason.

8.11.3 Paragraph 5.1 of the DWP guidance notes to developers:

Householders should not have to carry waste more than 30 metres from their property to the bin storage area.

8.11.4 While turning heads may be preferred it is noted residents will not have to carry waste more than 30 metres to the collection point. Therefore the proposed servicing is in line with the DWP guidance.

8.12 Impact on the historic environment

8.12.1 The impact of development on this site on Brookside Farmhouse & Barn, located to the north of the site, is not considered significant. Although these buildings may have some historic interest, they are not listed and it is not considered that their setting is of such historic interest that its safeguarding is required. Historic England have been consulted and advised they had no comment on the application.

8.13 Renewable Energy

8.13.1 Policy ME4 of the Core Strategy states that 10% of the total regulated energy used in major residential development should be from renewable, low-carbon, and decentralised energy sources. It is also stated that, for the New

Neighbourhoods, district heating and/or power facilities should be investigated.

8.13.2 A condition requiring the approval of details, and their implementation, to ensure that the requirements of Policy ME4 would be achieved has been imposed. A condition regarding water efficiency has also been added.

8.14 Planning Obligations

8.14.1 This development will secure land for the First School, which is required to support the new homes proposed across the WMC8 allocation. The Council will purchase the serviced and levelled school site from the developer for an agreed price of £600k, which is funded through contributions from this and other development parcels within the WMC8 area.

8.14.2 Provision will also be made within a S106 Legal Agreement to secure the following financial contributions:

- Affordable housing - £110k
- Education - £235,200
- Education Land - £60,000

9 HUMAN RIGHTS

9.1 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.

9.2 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.

10 PUBLIC SECTOR EQUALITIES DUTY

10.1 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.

10.2 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.

11 CLIMATE IMPLICATIONS

- 11.1 The proposed development will result in an increased number of vehicle trips to the site, however, this is expected with residential development.
- 11.2 The proposed development provides biodiversity enhancements and has been conditioned to implement renewable energy sources and water efficiency schemes.
- 11.3 The proposed development is considered acceptable in terms of climate implications subject to these conditions.

12 CONCLUSION

- 12.1 Having had regard to material planning considerations, representations of objection and support and the advice of the various consulted parties, Officers consider that the benefits of the scheme outweigh the impacts

13.0 RECOMMENDATION –

(A) Grant permission 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:

- **Affordable housing - £110k**
- **Education - £235,200**
- **Education Land - £60,000**

And the following conditions:

[Pre-commencement conditions to be agreed in advance of Planning Committee]

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

Drawing No.	Drawing title
095_DI_08.4	Site Location Plan
095_DI_23.20	Planning Application Site Layout
095_DI_24.9	Parking Layout
095_DI_25.12	Boundary Materials Layout
095_DI_26.16	Landscape Strategy
095_DI_27.8	Site Sections
095_DI_38.4	Plot 2b The Paddocks
W511/07	Leigh Road Junction
W511/06L	Proposed Drainage Arrangements
W511/24	School Site Levels and Access
Spe-B-C rev A	Spetisbury Plans and Elevations (Plots 1, 41, 42 & 43)
Spe-B-C-V	Spetisbury Variant Plans and Elevations (Plot 27)
Chi-B-C	Chickerell Cottage Plans and Elevations (Plots 2/3 & 32/33)

Planning Committee

Reg-B-C	Regis Cottage Plans and Elevations (Plot 4)
Ibb-R-C rev A	Ibberton Cottage Plans and Elevations (Plot 5)
Gla-B-C rev A	Glanville Cottage Plans and Elevations (Plots 6, 7 & 34)
Bea-B-C	Beaminster Cottage Plans and Elevations (Plots 8/9)
Bea-R-C rev A	Beaminster Cottage Plans and Elevations (Plots 10/11)
FBT 3-B rev A	Flat Block Type 3B Plans and Elevations (Plots 12/13)
Bea-R-C-FBT4 rev A	Beaminster Cottage & Flat Block Type 4 Plans and Elevations (Plots 14/15/16)
Dew-B-C	Dewlish Cottage Plans and Elevations (Plots 17/18)
Gla-B-C-V	Glanville Cottage Variant Plans and Elevations (Plot 19)
Ibb-R-C-V & Gla-B-C-H-V	Ibberton Cottage and Glanville Cottage Plans and Elevations (Plots 20/21)
Man-B-I2 rev A	Mannington Informal2 Plans and Elevations (Plot 22)
Upw-B-I	Upwey Informal Plans and Elevations (Plot 23)
2036-P-210	Plans and Elevations Plot 24 LR-H-B-4
2036-P-211	Plans and Elevations Plot 25 LR-N-B-5
Ibb-R-C-V rev A	Ibberton Cottage Variant Plans and Elevations (Plot 26)
Osm-B-C rev A	Osmington Cottage Plans and Elevations (Plot 28)
Eve-B-C2	Evershot Cottage2 Plans and Elevations (Plot 29)
Sha-B-C-V rev A	Shaftesbury Cottage Variant Plans and Elevations (Plots 30/31)
Lyt-B-C	Lytchett Cottage Plans and Elevations (Plot 35)
Pul-B-C-V	Pulham Cottage Variant Plans and Elevations (Plot 36)

Reg-B-C-V	Regis Cottage Variant Plans and Elevations (Plot 37)
Gla-R-C	Glanville Cottage Plans and Elevations (Plot 38)
Net-B-C	Netherbury Cottage Plans and Elevations (Plots 39/40)
Upw-B-I-V	Upwey Informal Variant Plans and Elevations (Plot 44)
DBO-B	Double Garage with Home Office Plans and Elevations
2036-P401	Plans and Elevations - Single Garages
2033-P403	Plans and Elevations – Twin / Double Garages
2036-P404	Plans and Elevations – Triple Garages
2036-P406	Plans and Elevations – Double 90 Degree Garage

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

2. Before the development of the first school hereby approved is occupied an traffic calming scheme shall be constructed along the access road to the south of the proposed school site, between the two speed reducing bends, in accordance with a specification first agreed in writing with the Local Planning Authority.

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

3. Before the development hereby approved is occupied or utilised the following works must have been constructed in accordance with schemes that have been submitted to the Local Planning Authority and approved in writing:
 - The construction of a new junction on Leigh Road which incorporates the needs of vehicle, cycles and pedestrians, to be agreed in writing with the Local Planning Authority.
 - The diversion of the existing watercourse that runs along the south side of Leigh Road, in accordance with a scheme to be agreed in writing with the Local Planning Authority.

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

4. Before the development hereby approved is occupied or utilised, the submitted Travel Plan (March 2017) must be implemented and operational.

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.

5. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plan 18009-BT5 before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason: In order to prevent damage during construction to trees that are shown to be retained on the site.

6. No construction work in relation to the development, including preparation prior to operations, shall take place other than between the hours of 07.30 hours to 18.00 hours Monday to Friday and 07.30 hours to 13.00 hours on Saturdays and at no time on Sundays or Public or Bank Holidays.

Reason: To safeguard the amenity of existing residents having regard to Local Plan Policy HE2.

7. The proposed surface water drainage for the site shall be carried out in accordance with the preliminary strategy documents as follows:
- W511-15B
 - W511-06 Rev G
 - W511-25
 - 3-17-0848-FUL_Other+documents_FRA_Part_1
 - 3-17-0848-FUL_Other+documents_FRA_Part_2
 - 3-17-0848-FUL_Supporting Document_W511-FN02 FRA Supplementary Note
 - 180315 RESPONSE W511-FN01 FULL
 - Leigh Road W511-FN05 FRA Further Supplementary Note Oct 18

Reason: To prevent the increased risk of flooding or overwhelming of existing drainage infrastructure, and to protect water quality.

Conditions related to development phase permitted in full (residential)

8. The development phase hereby permitted in full, namely the 44 dwellings with associated roads, footways, amenity areas, parking, open space, foul

drainage pumping station, sustainable urban drainage system with surface water attenuation ponds and principle access road from Leigh Road, shall be begun before the expiration of three years from the date of this permission.

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

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

Reason: To prevent the increased risk of flooding or overwhelming of existing drainage infrastructure, and to protect water quality.

10. No development shall take place in relation to the development phase permitted in full until details of maintenance and management of the surface water sustainable drainage scheme for that part of the site have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. The details should be for the lifetime of the development and include 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 increase risk of flooding.

11. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number 095_DA_23.20 (Site Layout) must be constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

12. Prior to commencement of the development phase permitted in full and access road connecting it to the development permitted under application 3/14/1097/FUL, a Construction Traffic Management Plan (CTMP) for the residential development, access road and first school site levelling and access points 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
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

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

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

13. The development phase permitted in full shall not be first brought into use unless and until the protected species mitigation measures as detailed in the approved mitigation plan dated 19 June 2017 and subsequent addendum documents 'Leigh Rd Ecology Report Addendum' submitted 9 December 2020, have been completed in full unless any modifications to the agreed mitigation plan as a result of the requirements of a European Protected Species Licence or the results of subsequent bat surveys are required and have first been submitted to and agreed in writing by the Local Planning Authority.

Thereafter approved mitigation measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: This information is required prior to the commencement of development to ensure that bat/barn owl species are protected and their habitat enhanced, in accordance with the Wildlife and Countryside Act 1981 as amended, the Conservation of Habitats and Species Regulations 2010 and policy ME1 of the Christchurch and East Dorset Core Strategy.

14. No residential development above DCP (damp proof course) shall take place until full details of soft landscape works based on drawing 095_DI_26.16 (Landscape Strategy) have been submitted to and approved in writing by the local planning authority. The development shall be carried in accordance with the approved details. These details shall include soft landscaping design; details of tree planting to replace trees lost during the creation of the Leigh Road access; details of boundary planting, schedules of plants (noting species, plant sizes and proposed numbers/densities where appropriate).

All hard and soft landscape works including boundary treatments shall be carried out in accordance with the approved plans and details. The works shall be carried out prior to the occupation of the development to which they relate or in accordance with a programme agreed in writing by the local planning authority. Any planting found damaged, dead or dying in the first five years following their planting are to be duly replaced with appropriate species.

Reason: This information is required prior to above ground work commencing as the long term establishment, maintenance and landscaping of the site is necessary to preserve the amenity of the locality. This decision has also had regard to Policies HE2 and HE3 of the Local Plan and Government Guidance contained in the National Planning Policy Framework.

15. No residential development above DPC (damp proof course) shall take place until details and samples of all external facing and roofing materials have been provided on site, and approved in writing by the Local Planning Authority (LPA). All works shall be undertaken strictly in accordance with the details as approved, unless otherwise agreed in writing with the LPA.

Reason: This information is required prior to above ground work commencing to ensure satisfactory visual relationship of the new development to the existing.

16. The window(s) on the:
- * Southern elevation of Plot 2
 - * South-western elevation of Plot 7
 - * North-eastern elevation of Plot 19
 - * North-western elevation of Plot 27
 - * South-eastern elevation of Plot 29
 - * North-western elevation of Plot 30
 - * North-eastern elevation of Plot 31
 - * South-western elevation of Plot 32
 - * North-eastern elevation of Plot 33

shall be glazed with obscure glass to Level 5 Obscurity and shall either be a fixed light or hung in such a way as to prevent the effect of obscure glazing being negated by reason of overlooking and these shall be retained for the lifetime of the development. Furthermore, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any subsequent re-enactment, no further fenestration or door shall be installed in the said elevation without express planning permission.

Reason: To preserve the amenity and privacy of the adjoining properties.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any subsequent re-enactment, the proposed single garages for plots 27 and 36 shall not be altered or extended, nor shall any new outbuilding be constructed within the curtilage of these dwellings, without express planning permission.

Reason: to protect the amenity of the neighbouring property 2B The Paddocks.

18. Works relating to site levels and finished floor levels for the residential development shall be undertaken strictly in accordance with the details as set out in drawing 'W511/28 Rev B Contours and finished Floor Levels'.

Reason: To ensure details of the proposal having regard to the existing site levels, flood risk mitigation and those adjacent hereto.

19. No residential development above DPC (damp proof course) shall take place until details are submitted to and approved in writing by the local planning authority which demonstrate:

- how the development shall achieve at least 10% of the total regulated energy (used for space heating, hot water provision, fixed lighting and ventilation) used in the dwellings in each phase from renewable sources, unless otherwise agreed in writing with the local planning authority
- that options for district heating, and/or power facilities to serve the development have been investigated
- Where it is possible to do so the development should be connected to a district heating and/or power facility in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.

The development must be carried out strictly in accordance with the approved details.

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME4 of the Christchurch and East Dorset Core Strategy.

20. No residential development above DPC (damp proof course) shall take place until a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate a standard of a maximum of 110 litres per person per day is applied for all residential development. The scheme shall be implemented in accordance with the agreed details.

Reason: This condition contributes to sustainable development and meeting the demands of climate change. Increased water efficiency for all new developments also enables more growth with the same water resources.

Conditions related to development phase permitted in outline (first school)

21. The development phase hereby permitted in outline, namely the construction of a first school, shall be begun either before the expiration of three years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters.

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

22. (a) With the exception of site levelling and access connections, prior to commencement of development of the first school details of 'Reserved Matters', (that is any matters in respect of which details have not been given in the application and which concern the siting, design or external appearance of the building(s) to which this permission and the application relates, or to the means of access to the building(s) or the landscaping of the site) shall be submitted to and approved in writing by the Local Planning Authority.
- (b) An 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.
- (c) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: (a) This condition is required to be imposed by the provisions of Article 5(1) of the Town and Country Planning (Development Management Procedure) Order 2015: (1) of the (b) and (c) These conditions are required to be imposed by Section 92 of the Town and Country Planning Act 1990.

23. With the exception of site levelling and access connections, prior to commencement of the first school development hereby approved in outline a Construction Traffic Management Plan (CTMP) for that part of the development 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
 - Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
 - a scheme of appropriate signing of vehicle route to the site
 - a route plan for all contractors and suppliers to be advised on
 - temporary traffic management measures where necessary

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

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

24. The first school development phase hereby approved shall not be first brought into use unless and until the protected species mitigation measures as detailed in the approved mitigation plan dated 19 June 2017 and subsequent addendum documents 'Leigh Rd Ecology Report Addendum' submitted 9 December 2020, have been completed in full unless any modifications to the agreed mitigation plan as a result of the requirements of a European Protected Species Licence or the results of subsequent bat surveys are required and have first been submitted to and agreed in writing by the Local Planning Authority.

Thereafter approved mitigation measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: This information is required prior to the commencement of development to ensure that bat/barn owl species are protected and their habitat enhanced, in accordance with the Wildlife and Countryside Act 1981 as amended, the Conservation of Habitats and Species Regulations 2010 and policy ME1 of the Christchurch and East Dorset Core Strategy.

25. With the exception of site levelling and access connections no development shall take place in relation to the first school site until a detailed surface water management scheme for that part of the site, based upon the hydrological and hydrogeological context of the development has been submitted to and agreed in writing by the local planning authority. The surface water scheme shall be implemented in accordance with the agreed details before the development of the school site is completed.

Reason: To prevent the increased risk of flooding or overwhelming of existing drainage infrastructure, and to protect water quality.

26. With the exception of site levelling and access connections no development hereby approved shall take place in relation to the first school site until details of maintenance and management of the surface water sustainable drainage scheme for that part of the site have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. The details 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 increase risk of flooding.

Informatives:

1. Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to the Environment Agency's Pollution Prevention Guidelines, which can be found at:
<https://www.gov.uk/guidance/pollution-prevention-for-businesses>
2. If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant require more specific guidance it is available on the Environment Agency's website <https://www.gov.uk/how-to-classify-different-types-of-waste>
3. The highway improvement(s) referred to in the recommended condition above shall be carried out to the specification and satisfaction of the Local 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 (or "Minor Works Agreement"), with the Local Highway Authority, before any works commence on the site.
4. 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 County 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.
5. 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,

Dorset Highways, Environment and the Economy, Dorset Council, County Hall, Dorchester, DT1 1XJ.

6. Given the proximity of some of the proposed gardens to neighbouring houses (which are not positively drained) and the required land raising to achieve finished floor levels, the applicant should ensure that over compaction of land near to these areas is prevented so that runoff into neighbouring gardens does not increase post construction . The Detailed Drainage Strategy (DDS) required in condition 16 should discuss how this will be managed during the construction phase as part of the Surface Water Construction Management Plan requested via this condition.
7. If the applicant wishes to offer for adoption any SW drainage to Wessex Water (WW) for adoption, they should contact WW as soon as possible. As we will expect to see evidence of a section 104 agreement in respect of any Discharge of Conditions application.
8. Prior Land Drainage Consent (LDC) may be required from DCC'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 enquiries can be sent to floodriskmanagement@dorsetcc.gov.uk.
9. No ground raising or buildings must be located outside of the green belt and the 1 in 1000 year SW flood extents along the northern boundary of the school site. Due to the likely loss of pluvial and/or fluvial storage and subsequent displacement of flood risk. Any layout or drainage strategy which does take a sequential approach to this area is likely to meet with an objection from the LFA at Discharge of Conditions / Reserved Matter stage.

or

(B) Refuse permission if the legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) is not completed by (6 months from the date of committee) or such extended time as agreed by the Head of Planning.

Background Documents:

Case Officer: Naomi Shinkins

Planning Committee

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.