

Application Number:	P/FUL/2021/00026
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land At E 386668 N 124209 Littledown Shaftesbury Dorset
Proposal:	Erect 34 No. dwellings with garages, parking, landscaping and amenity space (alternative layout & design of 32 No. dwellings previously approved, plus 2 No. additional dwellings).
Applicant name:	Redrow Homes
Case Officer:	Verity Murphy
Ward Member(s):	Cllr Beer and Cllr Cook

1.0 The application is reported to Committee as Shaftesbury Town Council have objected to the application.

2.0 Summary of recommendation:

Grant subject to conditions and subject to the completion of a satisfactory S106 agreement to secure 2 affordable housing units.

3.0 Reason for the recommendation: as set out in paras 15.0 to 17.0 at end the report

- Para 14 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise
- Absence of 5-year land supply
- The proposal is acceptable in its design, scale, layout and general visual impact.
- There is not considered to be any significant harm to neighbouring residential amenity.
- The proposed development has been designed to limit landscape impact
- There are no material considerations which would warrant refusal of this application

4.0 Key planning issues

Issue	Conclusion
Principle of development	Principle of residential development on the site has previously been accepted Application would contribute towards 5 year housing land supply

Affordable Housing	Two shared ownership properties are provided on site Number and tenure of affordable units is acceptable given the site wide provision of affordable housing
Housing Mix	Housing mix of market houses consistent with previous application
Layout, Scale and Design	Proposal would result in a net gain of 2 additional properties on the site, density is consistent with surrounding properties. Design of properties in keeping with those already built in northern section. Proposed two storey dwellings are considered to be consistent with surrounding development
Impact on Residential Amenity	Proposal not considered to result in any significant harm to neighbouring residential amenity
Impact on landscape	Proposal will not result in significant harm to AONB or Landscape Character Area
Highways Impact	Access to site approved previously Parking in accordance with standards Negligible highway impact associated with two additional dwellings
Biodiversity	The site wide biodiversity enhancements approved under the outline application continue to apply to this site.

5.0 Description of Site

The application site is located on the north-west edge of Shaftesbury, adjacent to Wincombe Business Park to the east and Littledown Business Park to the north. The site is accessed directly from a new roundabout form along the A350.

The site sits within a mixed use residential area, with industrial uses to the east and north of the site. The land mainly slopes down to the west where the land falls steeply away in the form of an escarpment. There is also a gentle variant in levels resulting in a slight drop in levels towards the A350. The site falls within the Northern Scarp Hills Landscape Character Area and falls within the Cranborne Chase Area of Outstanding Natural Beauty (AONB). A public footpath runs across the land.

6.0 Description of Development

This application seeks permission to Erect 34 No. dwellings with garages, parking, landscaping and amenity space (alternative layout & design of 32 No. dwellings previously approved, plus 2 No. additional dwellings).

7.0 Relevant Planning History

2/2015/0598/OUT - Develop land by the erection of up to 170 dwellings, including vehicle access from A350, public open space, play areas, landscaping, car parking, demolition of existing agricultural buildings, including ancillary works and associated infrastructure, (outline application to determine access and scale) Granted 16 March 2017.

2/2018/1418/REM - Erect 170 No. dwellings, form vehicular access from the A350, public open space, play areas, landscaping, car parking, ancillary works and associated infrastructure. (Reserved matters application following grant of Outline Planning Permission No. 2/2015/0598/OUT to determine appearance, landscaping and layout) –Granted 10 June 2019.

2/2018/1254/FUL - Application for Roundabout, connecting roads and car park area –Granted 7 February 2019.

2/2018/1249/FUL - Erect 3 No. dwellings to be used as show home and marketing suite, create new vehicular access and 8 No. car parking spaces –Granted 8 October 2019.

2/2020/0365/REM - Erect 32 No. dwellings. (Reserved matters application to determine appearance, landscaping and layout, following grant of Outline Planning Permission No. 2/2015/0598/OUT) – Granted 25/01/2021

8.0 List of Constraints

NE - AONB: Cranborne Chase & West Wiltshire Downs;

NE - SSSI impact risk zone;

NE - SSSI: Breach Fields ;

NE - SSSI: Fontmell and Melbury Downs ;

NE - SSSI: Gutch Common ;

NE - SSSI: Lower Coombe and Ferne Brook Meadows ;

EA - Groundwater Source Protection Zone

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

9.0 Consultations

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

Consultees

1. Cranborne Chase AONB

- Two storey dwellings will change the character of the relationship with the public parkland and will provide higher and harder edges, resulting in a more enclosed character.
- Two storey nature of development will erode the open character of the parkland
- Concerns over the ownership of car parking area
- LVIA is not detailed enough and downplays significance of AONB
- No evidence submitted to demonstrate the need for two storey dwellings.
- Proposal fails to conserve and enhance the natural beauty of the area

2. Donhead St Mary Parish Council

- Donhead St Mary Parish Council remains concerned about the lack of infrastructure to support the building of so many homes in Shaftesbury.

3. DC Ward Members - Gillingham Ward

- No comments received

4. Motcombe Parish Council

- No comments received

5. Natural England

- No formal comments

6. Open Spaces Society

- No objection to the proposed path creation order, provided the minimum widths are as required by the Highways Act 1990

7. Dorset Police Architectural Liaison Officer

- Suggests recommendations in respect of Building Control Matters.

8. DC Ward Members - Shaftesbury Town Ward

- No comments received

9. Shaftesbury Town Council

- Object to application
- Contrary to Policy SFDH3 of Shaftesbury Neighbourhood Plan
- No updated visibility assessment of heights of planned units
- Too many houses for the site
- The houses are situated too close together
- The plans and designs are not appropriate for an AONB site
- Impact on dark skies
- Contrary to Policy 4 and 13 of North Dorset Local Plan
- Huge demand for bungalows
- Power lines should be underground
- Layout not compliant for the use of solar panels on roofs.
- Concern with 21 visitor spaces
- Loss of open space to the south of the car park
- There needs to be improved access to the site

10. Wessex Water

- An agreement has been made between the applicant and Wessex Water to divert the water main.

11. Wiltshire Council

- No comments received

12. DC - Flood Risk Manager

- As the current consultation relates to a proposed reduction in unit numbers from the initial scheme of 41 to 34 dwellings, there is no objection to the proposed scheme.

13. DC - Highways

- A minimum 0.5m hard surfaced margin with a full height kerb face (125mm) is required where the carriageway is adjacent to areas of soft landscaping

- Questions whether sufficient lateral extent been provided to adequately incorporate all underground apparatus, e.g. drainage, sewers, statutory undertaker's apparatus.
- In order to comply with appropriate British Standards any street lighting needs to be located 0.8m behind a full-face kerb (ie 125mm) or will require protection from vehicle strike with a localised kerb build-out which cannot be constructed within the carriageway.
- Areas of shared space should have a contrasting surface finish to standard estate roads.
- Adequate forward visibility is required around bends/corners in the road.
- No pedestrian routes or comfort space have been provided in the proposed areas of shared space.
- Any areas of footway or comfort space must have a minimum 25mm kerb upstand and be of a contrasting surface finish to the carriageway area.

14. DC - Dorset Waste Partnership

- No comments received

15. DC - Trees (Team B)

- **The proposed amendments are acceptable in principle**
- Suggests that a more detailed landscaping plan is sought and referred to the AONB officer for consultation. A number of the new trees proposed in areas of hard landscaping, may also require further consideration in respect of their planting pit preparation.

16. Dorset & Wiltshire Fire & Rescue Service -Planning

- In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements

17. DC - Policy - Urban Design

- No comments received

18. DC - Housing Enabling Team

- No objection to shared ownership affordable housing provision as the amount of rented was increased on other parts of the development site.

19. DC - Rights OF Way Officer

- No objection to the proposed development, as shown in the plans accompanying the application.

20. DC - Planning Policy

- Application is an intensification of an existing scheme.
- Therefore as the principle has been established, it seems likely that the main issues will be regarding amenity, infrastructure capacity, etc.
- In any case, the area is identified for housing growth in the Local Plan Part 1 (Policy 18(h)).

21. DC - Education Officer

- No comments received

22. DC - Planning Obligations Officer

- The extant consent 2/2015/ 0598 for the site is accompanied by a s106 agreement (Dated 14 March 2017) and DoV (12 October 2020).
- The obligations contained in the original s106s are predicated on the number of houses in the extant consent. As this application proposes additional units any financial per unit obligations will need to be identified in a new S106 agreement.

23. DC – Landscape

- Insufficient evidence to support assertions with regard to landscape and visual impact of the revised proposals
- Revised landscape masterplan is an improvement to the approved scheme.
- Would prefer landscape issues to be addressed and resolved prior to determination, however, suggests conditions to be attached to consent if officer is minded to approve application

Representations received

4 representations have been received, 3 objecting to and 1 comment neither objecting to nor supporting the application. The following material considerations have been raised pertaining to the proposed development.

- Impact of two storey dwellings on privacy of nearby dwellings
- Overlooking impact of the development
- The proposal detracts from the open character of the surrounding area
- Two storey dwellings would be out of keeping with surrounding development

- The landscape impact of the proposed development.

The Rambler's Society comments are as follows:

- Note that the application site is in close proximity to two Public Rights of Way
- Suggest a linking path along the strip of land to the west of the existing Homefield Estate.

Total - Objections	Total - No Objections	Total - Comments
3	1	4

Petitions Objecting	Petitions Supporting
0	0
0	0

10.0 Relevant Policies

Development Plan

North Dorset Local Plan Part 1 (2016)

Policy 1 – Presumption in favour of Sustainable Development
 Policy 2 – Core Spatial Strategy
 Policy 3 - Climate Change
 Policy 4 - The Natural Environment
 Policy 6 - Housing Distribution
 Policy 7 - Delivering Homes
 Policy 8 – Affordable Housing
 Policy 13 - Grey Infrastructure
 Policy 15 - Green Infrastructure
 Policy 18 - Shaftesbury
 Policy 23 - Parking
 Policy 24 - Design
 Policy 25 – Amenity

Shaftesbury Neighbourhood Plan 2019-2031

SFHE 1 – Sustainability of new developments
 SFGI 3 – Ensure development respects and enhances the GI network
 SFDH 1 – Respecting local character
 SFDH 2 – High quality designs
 SFDH 3 – The scale, positioning and orientation of buildings
 SFDH 4 – Creating an attractive public realm
 SFDH 5 – Accommodating vehicles
 SFDH 6 – Building styles and detailing
 SFDH 7 – Building materials

SFCL 3 - Support safe walking and cycling routes that are well connected

Material considerations
NPPF (2021)

1. Introduction
2. Achieving sustainable development
4. Decision-making
6. Building a strong, competitive economy
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well-designed places
15. Conserving and enhancing the natural environment

Other material considerations

Cranborne Chase AONB Management Plan 2019-2

11.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

12.0 Public Sector Equalities Duty

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

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

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. There are no specific issues with this development that would mean that the proposal would give rise to persons with protective characteristics. The development would be accessible with

appropriately designed footways, and offsite highway improvements, that would aid accessibility.

13.0 Financial benefits

The application would result in the provision of the 2 affordable housing units that will be in shared ownership.

14.0 Climate Implications

An objection has been received in relation to the lack of provision of solar panels within the scheme, There is currently no policy requirement for developers to provide renewable energy sources to properties, and whilst this would be an added benefit to the scheme, such a benefit was not considered essential at outline stage to form a requirement of the consent. The absence of renewable energy sources is not thus considered sufficient reason to refuse the application

15.0 Planning Assessment

Principle

The application site is located on the edge of Shaftesbury where the principle of new residential development has been established through the grant of the previous consent. The application site is also located within an area identified for housing growth under Policy 18 of North Dorset Local Plan.

The proposed development would count towards the 5-year housing land supply for the North Dorset Area. Dorset Council, with reference to the area that was North Dorset DC, cannot demonstrate a five-year housing land supply. The supply at this time is 3.3 years. As such, this planning application needs to be considered in the context of the National Planning Policy Framework, paragraph 11 (d) (the presumption in favour of sustainable development). This reads as follows:

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless:

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

Whilst the policies of the Local Plan are considered to be most important in the determination of this application, they are considered to be out of date, however this does not mean they have no weight or relevance. The weight to be given to them is a matter of planning judgement for the decision-maker in a titled balance exercise where the benefits of additional housing will be given due weight as well.

The application benefits from the protections of paragraph 14 of the NPPF, therefore, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits. In relation to this proposal, the application site is allocated for housing within Shaftesbury Neighbourhood Plan, therefore, there is no in-principle conflict with the development proposal.

Notwithstanding this, the principle of residential development has already been established under applications 2/2015/0598/OUT and 2/2018/1418/REM, which permitted 170 dwellings on the site. In regard to this particular section of the application site, application 2/2020/0365/REM is pertinent as it approved 32 dwellings in a similar layout as proposed under this application.

The assessment of the application in relation to the Development Plan policies is set out below.

Affordable Housing

Objections have been received in relation to the impact of the proposed development on affordable housing provision across the site. To clarify, planning permission was secured for the wider Littledown development under 2/2015/0598/OUT for 170 dwellings. This permission included a policy compliant level of affordable housing at 30% equating to 51 dwellings.

The northern part of planning permission 2/2018/1418/REM / 2/2015/0598/OUT is currently under construction. The part of the site under construction will deliver 143 dwellings of the total 170 dwellings that achieved planning permission. Of these 143 dwellings under construction, 51 dwellings will be affordable (42 dwellings as affordable rent and 9 dwellings as shared ownership). This represents the entire affordable housing offer secured under the planning permission for 170 dwellings. Therefore, upon completion, this part of the Littledown development will have delivered 35.7% affordable of the 143 dwellings constructed – an excess of 8 properties above the 30% required under Policy 8 of the North Dorset Local Plan.

The revised layout now includes for the provision of 34 dwellings, including an additional 2 affordable dwellings on land previously proposing 32 dwellings under planning permission 2/2018/1418/REM and 2/2019/1816/FUL. This results in a total of 177 dwellings being proposed across the wider Littledown development, a net increase of 2 dwellings against the level of development currently approved on the site.

The additional 2 affordable dwellings proposed within this current application will therefore deliver an overall affordable housing provision of 53 dwellings out of the 177 dwellings proposed. This results in a total of 30% affordable housing being proposed across the site in line with the requirements of Policy 8 of the North Dorset Local Plan (Part 1).

The proposed affordable units will be provided as shared ownership properties which will be secured via a separate S106 agreement. A consultation with Dorset Council Housing Enabling Team raises no objection to the tenure of the affordable housing. Application 2/2020/0365/REM changed the tenure of one block of flats from shared ownership to

affordable rented, therefore, the additional affordable homes proposed are identified as shared ownership properties.

Housing Mix

National policy encourages local planning authorities to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive mixed communities. The proposed development will provide 32 market houses comprising 8 x 3 bed and 24 x 4 bed dwellings on site in addition to 2 x 2 bed shared ownership houses. The majority of dwellings on site will be in the form of 3 and 4 bedroom dwellings, whilst this would be a higher number than stipulated under Policy 7 of the Local Plan, it is consistent with the mix of housing previously accepted under applications 2/2018/1418/REM and 2/2020/0365/REM.

Layout, Scale and Design

The proposed dwellings largely reflect the layout of the 32 dwellings approved under application 2/2020/0365/REM. There is one main road connecting the proposed dwellings with the already built development to the north of the site, this clearly reads as a continuation of the primary route through the site, following good design principles. The road is straight in design and the end of street is framed by views of the countryside which is considered to be an attractive way of terminating the end vista of the street.

A central landscaped square is proposed in the centre of the site between plots 171 and 174. This will be framed by trees and is orientated in a north-south axis to provide a physical and visual link to the area of public open space to the north of the site. It is considered that the proposed development will incorporate a clear hierarchy of routes within and around the site and will have a strong legibility for users to orientate themselves and find their way around the development. The proposal complies with Policy SFDH4 of Shaftesbury Neighbourhood Plan as the proposal will include areas of open space and legible pedestrian routes.

The proposed dwellings along the southern section of the site have a fine grain and are developed in a linear nature, resulting in them addressing the street scene well with access from the front of the properties. Dwellings within the northern section of the site are accessed from smaller roads off the main route, and will be slightly lower in density with larger gardens. This will provide a successful interface with the green corridor to the north of the site. Furthermore, in recognition of the Cranborne Chase Area of Outstanding Natural Beauty (AONB), open areas are retained within the centre of the site and development is pulled away from the open escarpment to the west of the site.

The number of units originally proposed has been reduced from 41 to 34, resulting in a net increase of 2 dwellings as approved under application 2/2020/0365/REM. Objections have been received in relation to the height of the dwellings. 32 single storey dwellings were approved previously as it was considered that single storey dwellings would be in keeping with the development to south of the site at Homefield and would reduce the impact of the development on the AONB.

Whilst single storey bungalows were approved previously, it is not considered that the proposed two storey dwellings would have a significantly harmful impact on the character

and appearance of the area. It is a material consideration in this case that although the site has permission for single storey dwellings, it is located, sandwiched between the existing two storey built form of the northern section of the Littledown development site and a mix of chalet style and single storey bungalows to the south. Therefore, the proposal is considered to accord with Policy SFDH3 of Shaftesbury Neighbourhood Plan as the proposal would respect the scale of adjoining development. Furthermore, there is an established employment site to the north, which is characterised by larger, industrial buildings.

The proposed two storey dwellings are in keeping in terms of scale and design with those houses already constructed within the northern section of the site and would be of very similar forms and styles. The proposal, therefore, accords with Policy SFDH1 of Shaftesbury Local Plan as it responds to the existing character of this particular part of Shaftesbury. The proposed material palette would also be the same, being render and brick. Officers therefore accept that the overall design of the properties would not detract from the character of the area, which comprises a range of property heights, styles and types.

Objections have been received in relation to the number and density of properties proposed under this application. In response to initial concerns, the number of dwellings has been reduced from 41 originally proposed to 34, resulting in a density of 12.4 dwellings per hectare which is consistent with the surrounding development.

Therefore, it is considered that the layout and design of the dwellings, which has resulted in their design responding to their specific context and site constraints, reflects the character, scale and form of the surrounding development. The design and layout of the scheme is therefore considered to be acceptable and in accordance with Policies 24 and 25 of North Dorset Local Plan and Policies SFDH1, SFDH2, SFDH3 of Shaftesbury Neighbourhood Plan.

Impact on Residential Amenity

Objections have been received in relation to the impact of the development on neighbouring amenity, namely the increase in number and height of the dwellings. In order to reduce the impact of the development on neighbouring amenity, the distance between the proposed development and the existing dwellings within Homefield (to the south) is maintained as previously approved. 12 meters from the proposed dwellings to the rear boundary gardens is therefore proposed, supported by a minimum distance of at least 17.4m from dwellings to dwellings. The relationship of the properties within the existing development has therefore been maintained in this iteration of the layout.

The closest dwellings to the proposed application site are Number 16, 25 and 28 Homefield. Plot 163 is the closest proposed dwelling to Number 16 and 17 Homefield. The rear of number 163 does not directly face the boundary, instead a side elevation would be presented along the boundary which does not contain any first floor windows; therefore the overlooking impact to Numbers 16 and 17 Homefields is not considered to be significant. The rear garden of proposed plot 163 will adjoin the rear garden of Number 25 Homefield; again, the dwellings are not directly opposite to each other. Whilst it is accepted that there will be some oblique views towards the private amenity of Number 25 Homefield, the main views from the rear of proposed dwelling 163 will be focused eastwards towards proposed dwelling 162.

Proposed plot 158 and 157 are closest to Number 28 Homefield, whilst there will be some overlooking impact from the upper floor rear windows of the proposed dwellings, it is not considered to be significant enough to warrant a reason for refusal on this basis, given the distance between the buildings and the existing and enhanced planting along the southern boundary.

The dwellings located within Homefield along the southern boundary of the application site are chalet style dwellings with accommodation over two floors. Therefore, it is not considered that the introduction of two storey dwellings within the application site would result in an overbearing form of the development to these neighbouring properties. The proposal is considered to accord with Policy 25 of the Local Plan.

Landscape Impact

The application site lies with Cranborne Chase AONB, and any development must conserve and enhance the natural beauty of the AONB landscape under the National Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000, and NPPF paragraph 15.

The application site adjoins the existing urban area on the northern side of Shaftesbury, to the west of the application site is open countryside and there are two mature sections of ancient woodland that extend around the north-west and south-west sides of the development site. These woodlands have SNCI value. Along the northern, southern and eastern boundaries of the site is a mix of residential and commercial uses. The site is also located within Shaftesbury Greensands Ridges Area.

Objections have been received in relation to the proposed landscape impact of the development, with reference to the increase in height of dwellings and their visual impact from longer views of the application site. It is important to note that the impact of 32 dwellings on the site in relation to the AONB and surrounding landscape character has already been found to be acceptable under the previous application. Therefore, the main landscape issues relating to this application are the impact of two additional dwellings and the change from single storey bungalows to two storey dwellings.

Concerns have been expressed regarding views of the site from Castle Hill. When standing on Castle Hill, there are views towards the wooded escarpment which adjoins the site to the west. Views from Castle Hill are directed towards this wooded area, however, there are already existing views of the construction activity within the northern section of the site, and the roofs of the two storey dwellings already constructed can be seen.

A LVIA has been submitted and concludes that whilst the proposals for 34 dwellings will slightly increase the built form in the wide panorama, the vast majority of the proposed built form will continue to be screened by the intervening wooded scarp face. There are also views of the rooflines and elevations of the dwellings within Homefield and buildings within Littledown Business Park. It is not considered that the construction of 34 two storey dwellings would result in a significant visual impact over and beyond that associated with the surrounding development to the application site. The slight increase in the amount of development in this view will be in the context of the existing built form in the view, scarcely changing the viewers perception, and will therefore result in a negligible visual effect.

The LVIA further concludes that the proposed development has potential to impact on long range views Blackmore Vale. This is because viewpoint locations on locally higher ground within Blackmore Vale typically reveal the site more clearly, because the ridge line formed by the upper greensand escarpment can be seen more clearly as a strong linear feature in the landscape. The proposed layout of the scheme addresses this impact, by restricting the height of the houses to two storey and by maintaining open space within the centre and northern section of the site to ensure the development does not present as one continuous block of built form. Furthermore, there is no development proposed in the in the far western section of the site; this area is undoubtedly the most sensitive part of the site in relation to medium and long-range views back into the development from the Blackmore Vale.

In relation to the impact of the development on the landscape character area (Shaftesbury Greensands Ridges Area), it is important to understand the existing contribution of the application site. The site lies within the AONB, therefore is highly valued and due regard must be paid to the national recognition of that value. However, there are construction activities to north of the site, power lines which cross the site and there is a mixed urban character of residential and commercial activities which surround the site. It is not considered that 34 dwellings on the site, situated between two existing bands of residential development, would lead to the loss of any areas of landscape that make an important contribution to the distinctive character of the Shaftesbury Greensands Ridges Landscape Character Area.

Of particular concern to Cranborne AONB Officer, is the impact of the two storey dwellings on the public parkland in the northern section of the site. Permission has already been granted for bungalows in this location, therefore users of the public parkland would already experience views of built form when using this space. It is not considered that the addition of a second floor on the properties nearest to the public parkland would significantly alter the relationship between the application site and the public parkland nor would it significantly detract from the open character of it.

The overall landscape strategy for the site follows the principles of the extant planning permissions for the site. The existing boundary features and woodland blocks are to be retained. This application proposes a number of additional of landscaping features involving a new area of public open space with visitor car parking spaces and footpaths to a new public viewpoint with views across Blackmore Vale.

The proposal involves a significant amount of street planting over that approved under the previous applications. The proposed street tree planting creates green corridors on a north to south and east to west axis and focuses around a central square. The central square is framed by trees, hedgerows, shrub planting and a pedestrian route, with separation between pedestrians and the highway.

There will be native tree and hedgerow planting along the southern boundary, bolstering the existing hedgerows and diversifying the mix with new species. There will also be enhancements to the approved woodland blocks, with an increased density of trees, an increase in the number of larger species such as oaks and the addition of understorey planting within the central section of the woodland. These enhancements will further improve the woodland, strengthen the density of the canopy and will increase the process of growth. This enhancement to woodland planting along the western edge of the site will further reduce the medium and long range views within the Blackmore Vale .

In summary, the proposed development of 34 two storey dwellings is not considered to result in a level of significant visual harm to the key viewpoints surrounding the site and the overall landscape character of the area, over and beyond that associated with the previous planning permission for 32 single storey dwellings. In relation to the Cranborne Chase AONB, the proposal would not lead to the loss of any areas of landscape that make an important contribution to the distinctive character of the Shaftesbury Greensands Ridges LCA. The direct physical impact on the AONB would be very small and development would not be perceived as a major intrusion into the AONB. The proposal accords with Policy 4 of The Local Plan.

Highways

The application site will be accessed from the wider A350 from a four armed roundabout, the access road into the southern part of the site intersects with the main access road at a priority junction immediately to the north (the 'main' site access road being the 'minor' / eastern arm).

Dorset Council Highways Engineers raised some concerns with the layout of the development, in response to these concerns a landscape buffer has been incorporated between the dwellings along the southern boundary and the street itself allowing for a road kerb separating pedestrians from the highway. The areas of shared space will be demarcated from the standard roads by block paving. However, this planning application differs very little from the access arrangements approved previously for 32 dwellings, there will be an additional two dwellings within the south western section of the site. The access arrangement will remain unchanged, whilst the street layout will remain largely as already permitted.

The proposed layout of the development will ensure that two allocated spaces are provided to each dwelling, with garages also provided at 32 of the 34 dwellings. In addition, 8 visitor's spaces are provided on street, with 21 spaces at the adjacent car park. This approach does not differ materially from that which was previously accepted by Dorset Council. Furthermore, the parking spaces accord with the required measurements set out within Dorset Council's Residential Car Parking Provision.

In accordance with section 8.2 of Manual for Streets, cycle parking will be provided within garages or sheds that can be accessed from street. There is no change from the previous application.

Swept path analysis diagrams have been submitted with the application and confirm that the internal site layout can accommodate the turning movements of a refuse vehicle within site layout. There are, however, several properties that a refuse vehicle cannot access, however these properties will be given a bin collection point and are situated in accordance with Manual for Streets guidance on bin carry distances; and residents will not be required to carry waste more than 30 metres to the collection point. The swept path analysis drawing confirms that the proposals accord with Building Regulations in respect of fire tender access.

Concerns have been expressed in relation to the increase in traffic associated with the proposal. There are 2 additional dwellings proposed under this application. The submitted

transport statement demonstrates that the proposal will result in a negligible additional impact on the operation of the local highway when compared with the outline application (approximately one vehicle every hour), which was previously considered acceptable to Dorset County Council. The additional traffic will be well below the 'severe' threshold set out by the NPPF.

The site layout has been designed to ensure that service vehicles can gain access to, turn and exit streets within the site in a forward gear as necessary, having due regard to guidance on bin carry distances and fire hose 'drag' distances. Parking is provided in accordance with the residential car parking standards and the proposal will not result in a significant level of additional traffic. The proposed development accords with paragraphs 108 and 109 of the NPPF and Development Plan policy 23 and SFDH5 of Shaftesbury Neighbourhood Plan.

Biodiversity

Impact on the biodiversity of the whole site was a principle matter considered at the outline stage. In this regard an Ecological Impact Assessment and certified Biodiversity Mitigation Plan offer a number of site wide mitigation measures which will continue to apply to this section of the site. It is considered this would continue to satisfactorily mitigate the impacts of the development and result in a bio-diversity net gain on site.

16.0 Conclusion

The principle of residential development on the site has been established under the previous applications. The application site is identified for housing growth under Policy 18 of North Dorset Local Plan and would contribute towards the five-year housing supply for the area. It would also provide 2 additional on-site affordable housing units.

The proposal is sensitive to its setting within the AONB and to the character and appearance of the surrounding development. The proposed dwellings are not considered to result in a significant landscape impact over and beyond that associated with the previous applications. The proposed landscape strategy follows the principles of the original masterplan for the site and will result in additional tree planting and links with the open space to the north of the site.

The proposed dwellings have been orientated and designed to limit adverse impacts on the character of the area and on neighbouring residential properties. Parking is provided for each unit in accordance with the relevant standards.

Overall, on balance, the proposed development is found to be acceptable and accords with relevant policies of The Development Plan, Shaftesbury Neighbourhood Plan, NPPF, Non-Residential Car Parking Standards and Planning Practice Guidance.

17.0 Recommendation

A) Grant, subject to the completion of a legal agreement under section 106 of the town and country planning act 1990 (as amended) in a form to be agreed by the Head of Legal Services to secure the following:

1. On site affordable housing provision of two shared ownership dwellings
2. Developer financial contributions towards:
 - Education
 - Off-site highways contribution
 - Community Hall and Leisure Facilities
 - Health

B) Refuse permission if the agreement is not completed within 6 months of the date of decision or such extended time as agreed by the Head of Planning.

Recommendation: Approve subject to the following conditions:

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

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

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

Site Location Plan P20-2039-09 Rev A

Site Layout P20-2039_02 Rev E

Adoptable Areas Plan P20-2039-04 Rev C

Refuse Strategy Plan P20-2039-05 Rev C

Parking Strategy Plan P20-2039-06 Rev C

Materials Plan P20-2039-07 Rev C

Enclosure Details – Sheet 1 P20-2039-15 Rev B

Boundaries and Surface Plan P20-2039-08 Rev C

Tenure Plan P20-2039-10 Rev C

Sections D2895 FAB 00 XX DR L 0400 PL03

Colour Landscape Masterplan D2895 FAB XX XX DR L 0100 PL05

Combined Landscape Hard and Soft Legends D2895-FAB-XX-XX-DR-L-0101 – PL02

Hard and Soft General Arrangement Sheet 1 of 2	D2895-FAB-XX-XX-
DR-L-0102 – PL05	
Hard and Soft General Arrangement Sheet 2 of 2	D2895-FAB-XX-XX-
DR-L-0103 – PL05	
Illustrative Sections	D2895-FAB-XX-XX-DR-L-0400– PL02
Housetype Pack	P20-2039_13B
Landscape Strategy	D2895 Rev 06 – June 2021
Proposed Levels Plan	18-115/1205 Rev B
Refuse Vehicle Strategy	ITB16246-GA-002 REV E
Private Car Vehicle Strategy	18-115/1204 Rev B
General Arrangement	18-115/1201 Rev B
Preliminary Engineering Layout	18-115/1200 Rev C
Surface Water Exceedance Routes	18-115/1206 Rev B
Fire Tender Vehicle Strategy	ITB16246-GA-001 Rev E
Tree Pit Details	2895-FAB-00-XX-DR-L-0403

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

3. No development shall take place, until details and samples of all external materials for the dwellings, hereby permitted, are submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

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

4. No development shall commence until a hard and soft landscape scheme has been submitted to and approved in writing by the Local Planning Authority showing details of all trees and other planting to be retained; a planting specification to include numbers, size, species and positions of all new trees and shrubs, details of existing and proposed levels, walls, fences and other boundary treatment and surface treatment of the open parts of the site together with any lighting, street furniture and underground services and a programme of implementation.

The works shall be carried out before the use hereby permitted is commenced and prior to the completion of the development or in accordance with the programme agreed with the Local Planning Authority. If within a period of five years after planting any tree or plant is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, defective or diseased another tree or plant of the same species and size as that originally approved shall be planted at the same place, within the next planting season, unless the Local Planning Authority gives its written consent to any variation.

Any trees or other plants indicated in the approved scheme which, within a period of five years from the date of the development being completed, die, are removed or become seriously damaged or diseased shall be replaced during the next planting season with other trees or plants of a species and size to be first approved in writing by the Local Planning Authority. Hard landscape features will be maintained in perpetuity

Reason: to ensure that adequate mitigation for the landscape and visual impact of the proposals, the provision of an appropriate hard and soft landscape scheme, and the coordination of that scheme with lighting and services provision has been agreed prior to the commencement of the development.

5. No development shall take place until details of any proposed street lighting and other external lighting (including appearance, supporting columns, siting, technical details, power, intensity, orientation and screening of the lamps) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved lighting scheme shall be implemented before the development is first occupied and shall be permanently maintained thereafter. No additional external lighting shall be installed on site without the prior written consent from the Local Planning Authority.

Reason: To protect the dark skies and scenic beauty of the Cranborne Chase AONB landscape.

6. No development shall take place until a detailed scheme to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations within the development has been submitted and approved in writing with the local planning authority. The scheme shall include a timetable for implementation. Thereafter the development shall be carried out in accordance with such details as have been approved by the Local Planning Authority including the timetable for implementation.

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