

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

### 1.0 Reason application is going to committee

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

### 2.0 Summary of recommendation:

Grant subject to conditions as set out in this report.

### 3.0 Reason for the recommendation:

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

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

#### 4.0 Key planning issues

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

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

## 5.0 Description of Site

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

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

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

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

## 6.0 Description of Development

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

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

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

### Market Housing

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

### Affordable Housing

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

### All Housing

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

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

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

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

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

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

## **7.0 Relevant Planning History**

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

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

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

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

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

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

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

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

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

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

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

The relevant planning history is summarised below:

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

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

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

Within Defined Development Boundary (DDB)

Within Dorset Area of Outstanding Natural Beauty (AONB)

Landscape Character: Ridge and Vale

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

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

Contaminated Land

SSSI Impact Risk Zone

## 9.0 Consultations

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



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

## **Consultees**

### **Natural England**

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

**Dorset Wildlife Trust** – No comments submitted.

### **Dorset AONB Partnership**

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

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

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

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

### **Wessex Water**

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

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

**National Grid Plant Protection** – No comments submitted.

### **Scotia Gas Network**

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

**Open Spaces Society** – No comments submitted.

**Dorset Planning Policy** – No comments submitted.

### **Dorset Housing Enabling Team**

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

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

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

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

### **Dorset Urban Design**

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

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

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

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

### **Dorset Highways**

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

### **Dorset Street Lighting Team**

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

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

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

### **Dorset Landscape**

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

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

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

### **Dorset Natural Environment Team**

NET provided comments in relation to:

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

## **Dorset Trees**

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

## **Dorset Flood Risk Management**

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

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

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

**Dorset Rights of Way Officer** – No comments submitted.

## **Dorset Building Control**

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

**Dorset Police Architectural Liaison Officer** – No comments submitted.

**Dorset Minerals & Waste Policy** – No comments submitted.

## **Dorset Environmental Services: Protection**

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

## **Dorset Waste Partnership**

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

**Dorset Economic Development and Tourism** – No comments submitted.

### **Bincombe Parish Council**

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

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

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

### **Weymouth Town Council**

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

WTC subsequently withdrew its objection in September 2022.

### **Winterborne and Broadmayne Ward Councillor**

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

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

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

**Littlemoor and Preston Ward Councillors** – No comments submitted.

### **Representations received**

#### **Weymouth and Portland Access Group**

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

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

#### **Weymouth Civic Society**

Weymouth Civic Society provided comments raising concerns with:

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

#### **Local Residents**

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

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

## **10.0 Relevant Policies**

### **Development Plan**

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

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



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

- INT1 - Presumption in favour of Sustainable Development
- ENV1 - Landscape, seascape & sites of other geological interest
- ENV2 - Wildlife and habitats
- ENV5 - Flood risk
- ENV9 - Pollution and Contaminated Land
- ENV10 - The landscape and townscape setting
- ENV11 - The pattern of streets and spaces
- ENV12 - The design and positioning of buildings
- ENV13 - Achieving high levels of environmental performance
- ENV15 - Efficient and appropriate use of land
- ENV 16 - Amenity
- SUS1 - The level of economic and housing growth
- SUS2 - Distribution of development
- HOUS1 - Affordable housing
- HOUS3 - Open market housing mix
- HOUS4 - Development of flats, hostels and houses in multiple occupation
- COM1 - Making sure new development makes suitable provision of community infrastructure
- COM4 - New or improved local recreational facilities
- COM7 - Creating a safe & efficient transport network
- COM9 - Parking provision
- COM10 - The provision of utilities service infrastructure
- LITT1 - Littlemoor Urban Extension

### **Other Material Considerations**

#### **Emerging Plans**

##### **Dorset Council Local Plan**

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

##### **Weymouth Neighbourhood Plan**

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

##### **National Planning Policy Framework (NPPF)**

Relevant NPPF sections include:

- Section 4. Decision taking: Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' outlines the government's objective in respect of land supply.
- Section 8 'Promoting healthy and safe communities' aims to make places healthy, inclusive and safe.
- Section 9 'Promoting sustainable transport' requires appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location, safe and suitable access to the site can be achieved for all users, the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46 and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- Section 11 'Making effective use of land'. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- Section 12 'Achieving well designed places.

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

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

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

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

### **Supplementary Planning Documents/Guidance**

Dorset AONB Landscape Character Assessment

Dorset AONB Management Plan 2019-2024

West Dorset Design & Sustainable Development Planning Guidelines (2009)

Landscape Character Assessment February 2009 (West Dorset)

Landscape Character Assessment February 2013 (Weymouth and Portland)

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

West Dorset Design and Sustainable Development Planning Guidelines (2009)

Weymouth and Portland Urban Design Supplementary Planning Guidance (2002)

## **11.0 Human rights**

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

## **12.0 Public Sector Equalities Duty**

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

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

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the

merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. In particular;

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

### 13.0 Financial benefits

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

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

### 14.0 Climate Implications

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

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

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

A Building Regulations initial notice related to the development was submitted by an Approved Inspector in late May 2022 before the amended Building Regulations<sup>1</sup> came into force on 15 June. In accordance with transitional arrangements, and subject to reserve matters approval and discharge of relevant pre-commencement conditions, any plots which commence before 15 June 2023 will be required to follow the previous Building Regulations. Any plots commenced after this date must comply with the new 2021 Approved Documents. As a minimum, all plots would therefore comply with the Building Regulations in force prior to 15 June 2022.

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

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

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

## **15.0 Planning Assessment**

### **Principle of Development**

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

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<sup>1</sup> The Building Regulations Etc. (Amended) (England) Regulations 2021

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

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

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

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

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

#### *Land Use Parameter Plan*

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

#### *Building Height Parameter Plan*

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

#### *Density Parameter Plan*

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

### *Access and Movement Parameter Plan*

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

### *Ecology and Landscape Parameter Plan*

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

### *Illustrative Masterplan*

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

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

The key principles developed from the outline stage include:

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

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

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

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

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

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

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

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

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



The reserved matters are considered in turn below.

### **Access**

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

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

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

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

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

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

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

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

### **Layout**

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

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

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

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

### **Layout of housing**

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

#### ***Urban Character Area***

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

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

### *Rural Character Area*

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

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

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

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

### Layout of affordable housing

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

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

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

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

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

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

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

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

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

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

#### Layout of open space and community infrastructure

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

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

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

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

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

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

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

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

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

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

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

#### Layout of roads, footpaths and cycle paths

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Scale**

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

Paragraph 130 of the NPPF says:

*“Planning policies and decisions should ensure that developments:*

*f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>49</sup>;*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Appearance**

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

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

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

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

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

Relevant design features for the two character areas include:

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

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

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

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

#### *Urban Character Area*

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

#### *Rural Character Area*

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

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

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

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

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

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

### **Landscaping**

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Other Matters**

#### **Community Infrastructure Levy**

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

#### **Kimmeridge Clay and Blackstone**

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

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

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

#### **Ecological Impacts of Drainage**

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

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

## **16.0 Conclusion**

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

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

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

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

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

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

## **17.0 Recommendation**

Grant subject to the following conditions:

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

### **Location Plan prepared by Boyle and Summers Architects**

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

### **Topographical Survey prepared by RPS Group**

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

### **Master Plans and supporting schedules prepared by Boyle and Summers Architects**

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

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

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

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

### **House type plans and drawings prepared by Boyle and Summers Architects**

#### ***Type A***

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

#### ***Type B***

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

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

### **Type C**

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

### **Type D**

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

### **Type E**

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

### **Type F**

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

**Type G**

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

**Type H**

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

**Type J**

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

**Type K**

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

**Type L**

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

**Type P**

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

**Type Q**

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



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

### ***Apartment Block 1***

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

### ***Apartment Block 2***

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

### ***Apartment Block 3***

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

### ***Apartment Block 4***

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

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

### **Garages**

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

### **Landscape Drawings prepared by *Richard Sneesby Landscape Architects***

#### ***Landscape planting zones***

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

#### ***Tree Plans***

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

#### ***Neighbourhood Equipped Area for Play***

- NEAP Ref: 201 (dated 23.09.2022)

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

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

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

Reason: To safeguard the character of the locality.

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

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

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

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

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

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

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

Reason: In the interests of residential amenity.

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

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

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

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

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

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

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

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

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

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

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

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

#### **Informative Notes:**

1. Informative: National Planning Policy Framework Statement

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

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

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

In this case:

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

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

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

4. Informative: The highway improvement(s) referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Development team. They can be reached by email at [dli@dorsetcc.gov.uk](mailto:dli@dorsetcc.gov.uk), or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.

5. Informative: Street Naming and Numbering

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