

Application Number:	P/VOC/2022/05646		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Frogmore Lane Sixpenny Handley Dorset SP5 5NY		
Proposal:	Residential development comprising 7 new dwellings with ancillary car parking. (As amended 25/02/21 by Flood Risk Assessment and Surface Water Strategy and revisions to Plot 1). (Variation of Condition Nos. 2 and 10 of Planning Permission No. P/VOC/2022/02389 to substitute approved plans for a revised layout, and revised house and garage types and designs).		
Applicant name:	Nord Homes		
Case Officer:	Jim Bennett		
Ward Member(s):	Cllr Brown		
Publicity expiry date:	21 October 2022	Officer site visit date:	
Decision due date:	8 November 2022	Ext(s) of time:	20 July 2023

1.0 The application is presented to committee as the officer recommendation is contrary to the Parish Council's comments.

2.0 Summary of recommendation:

Grant, subject to conditions

3.0 Reason for the recommendation:

Section 38(6) of the Planning and Compensation Act 2004 provides that determinations must be made in accordance with the development plan unless material considerations indicate otherwise.

The location is considered to be sustainable and the proposal is acceptable in its design and general visual impact and there would not be any significant harm to the landscape character of the AONB or on neighbouring residential amenity. The development can manage its own water run-off and would not increase the risk of flooding elsewhere. The development proposals accord with the development plan

and there are no material considerations which would warrant refusal of this application.

4.0 Key planning issues

Issue	Conclusion
Principle of development	The principle was established under the previous planning applications, namely 3/20/1328/FUL.
Flooding	The development can attenuate its own floodwater and not exceed pre-development levels. There would be no increase in the risk of flooding elsewhere.
Access and parking	Parking provision meets the standards and the access onto Red Lane is considered safe.
Impact on landscape and design	The design of the dwellings and proposed materials are appropriate for the area. Where visible, it would be seen against the adjacent existing development and would not harm the character of the AONB.
Impact on neighbour amenity	The layout is considered to be acceptable and not be overbearing or overshadowing on adjacent dwellings. The bungalows would not give rise to undue overlooking.
Biodiversity	A biodiversity mitigation plan has been agreed by the natural environment team.

5.0 Description of Site

The application site is located to the south of the village of Sixpenny Handley and comprises a paddock of land on the edge of the village. The site is within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) and is located at a lower level to the rest of the village.

6.0 Description of Development

The application proposes the erection of seven bungalows in a cul-de-sac formation off a new access to be formed on Red Lane.

7.0 Relevant Planning History

Application Ref.	Description	Decision	Decision Date
P/NMA/2022/93774	Non material amendment against planning application P/VOC/2022/02389 to allow	Granted	22/06/2022

	Condition No. 2 drawing numbers to be corrected.		
P/VOC/2022/02389	Residential development comprising 7 new dwellings with ancillary car parking. (As amended 25/02/21 by Flood Risk Assessment and Surface Water Strategy and revisions to Plot 1). (Variation of Condition No. 2 against planning permission 3/20/1328/FUL to allow substitution of plans to include an office over garage to houses 1, 4 and 7).	Granted	17/06/2022
3/20/1328/FUL	Residential development comprising 7 new dwellings with ancillary car parking. (As amended 25/02/21 by Flood Risk Assessment and Surface Water Strategy and revisions to Plot 1).	Granted	11/02/2022
3/19/2047/FUL	Residential development comprising 9 new dwellings with ancillary car parking and drainage improvement works.	Withdrawn	06/08/2020

8.0 List of Constraints

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

Type: Grade 3

Location: Sixpenny Handley, Policy: CHASE8(SP), LN2

Risk: High Risk of Foul Sewer Inundation

Groundwater Source Protection Zones

9.0 Consultations

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

Consultees

1. **DC - Highways** - No objection
2. **DC - Dorset Waste Team** - No comments received
3. **W - Cranborne Chase Ward** - No comments received
4. **P - Sixpenny Handley & Pentridge Parish Council** - Objection:
 - Significant variation to original plans in layout and property type
 - Change to bungalows – increase in impermeable surfaces
 - Reduces sight lines for two houses in Paddock Close
 - Frogmore Lane predisposed to flooding – previous development avoided flood lines
5. **DC - Building Control North Team** - No comments received
6. **Local Lead Flood Authority** - No objections subject to conditions requiring:
 - a detailed surface water management scheme for the site
 - details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system
 - Dwelling floor levels as per plans
 - A detailed design for the channel and crossing to be submitted to, and approved by, the Local Planning Authority

Representations received

Total - Objections	Total - No Objections	Total - Comments
7	0	0

- Substantial departure from original plans in proposing bungalows
- Flooding and drainage
- Garage now close to culvert
- Changes to layout
- Loss of privacy
- Overbearing impact
- Loss of outlook

10.0 Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

11.0 Relevant Policies

Christchurch and East Dorset Part 1 Core Strategy (2014)

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

- Policy KS1 – Presumption in favour of sustainable development
- Policy KS2 – Settlement hierarchy
- Policy KS12 – Parking provision
- Policy ME1 – Safeguarding biodiversity and geodiversity
- Policy ME3 – Sustainable development standards for new development
- Policy ME6 – Flood management, mitigation, and defence
- Policy HE2 – Design of new development
- Policy HE3 – Landscape quality
- Policy LN1 – The site and type of new dwellings
- Policy LN2 – Design, layout and density of new housing development

Material Considerations

National Planning Policy Framework (NPPF) 2021:

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole or specific policies in the NPPF indicate development should be refused.

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 with subsection 'Rural housing' at paragraphs 78-79 reflecting the requirement for development in rural areas.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 126 – 136 advise that:
 - The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
 - It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
 - Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.
- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- In Areas of Outstanding Natural Beauty 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.

Other material considerations

National Planning Practice Guidance

The Bournemouth, Poole and Dorset Residential Car Parking Study Residential Car Parking Provision, Local Guidance for Dorset (May 2011)

Cranborne Chase and West Wiltshire Downs AONB Management Plan 2019-2024

12.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

13.0 Public Sector Equalities Duty

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

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

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

Officers are not aware of any specific impact on persons with protected characteristics.

14.0 Planning Assessment

Principle of development

The principle of residential development totalling 7 dwellings was established under the original planning application ref. 3/20/1328/FUL. Nevertheless, the current submission is subject to the material planning considerations outlined in the following sections.

Flood Risk

A winterbourne stream runs southwards through the site with natural attenuation ponds, a larger pond is found on the opposite side of Back Lane. The area suffers from surface water flooding leading to regular flooding of Back Lane to a height of about 600mm above the road. The land rises to the north-east and as such there is a higher plateau of land within the site, set above the area that floods.

Paragraph 167 of the NPPF requires local planning authorities to ensure that flood risk is not increased elsewhere. Policy ME6 of the Local Plan requires post-development surface water run-off must not exceed pre-development levels. The application is accompanied by a site-specific flood risk assessment and drainage strategy and on 7th June 2023 the applicant submitted the updated and additional

drainage/flooding documents in response to concerns raised by the LLFA, Parish Council and local residents.

The proposed houses are sited in the northern part of the field within Flood Zone 1. The access for the development is also to the north-east of the site onto Red Lane, providing a safe egress for future residents if the surrounding land to the west and south flooded. However, the FRA recognises the western part of the site is shown to be at risk of surface water flooding from the ditch/ordinary watercourse which flows along the west of the site down to the south. To mitigate this, it is proposed to re-align the ditch so it flows along the western boundary before sweeping to the south and tying back into the existing ditch to the south-west. Swales would also be created along the northern and part of the north-eastern boundary, to tie into the realigned watercourse and provide flood defence for the affected plots. The watercourses will not reduce the current capacity post development and a culvert is proposed where the pedestrian access onto Frogmore Lane is.

Having reviewed the drainage and flood information submitted with the application and the updated information received on 6th June, the LLFA have considered the two main issues, being flood risk from and to the site, as follows:

1) Flood risk from the site – channel diversion

- There is no in-principal objection from the LLFA to a channel diversion. This is common practice where a minor drainage line traverses a development site. The applicant has provided a conceptual channel design and supporting calculations. The proposed channel length and gradient are almost the same as the existing channel. The proposed channel has a greater flow conveyance capacity than the existing channel and has an equal capacity for storage of surface water.
- The pedestrian culvert crossing is shown as a box culvert. The upstream culverts discharging runoff into the existing channel are two x 400mm diameter pipes. These have a calculated discharge rate of 270l/s. The proposed channel has a capacity of 933l/s. Therefore, it is reasonably anticipated that a) the proposed channel section will have adequate capacity for the design flow, and 2) that an oversized box culvert can be installed for the pedestrian culvert crossing that will not restrict flow.
- The applicant's technical note provides an analysis of the surface water flood characteristics at the head of the existing channel and area of the western bungalow. They have used a digital terrain model of the surveyed site levels and the levels of Frogmore Lane to facilitate their analysis. They summarise by stating that due to ground and channel levels, this area would not flood to the extents shown on the broadscale mapping and therefore there is no loss of surface water storage in this area (non-worsening). This is not an unusual analysis and outcome as the EA's mapping is based on broadscale LiDAR data

and the applicant's revised mapping is based on more accurate surveyed site levels.

2) Flood risk to the site from surface water

- The applicant's revised surface water flood mapping shows the proposed location of the two western bungalows to be outside of the revised mapped surface water flood risk areas. This area is therefore considered to be at very low risk of surface water flooding (less than 1 in 1,000 probability of flooding in any year), and in the lowest flood risk area. Thus, the sequential approach to the development layout has been observed by locating the built development in the areas of lowest flood risk.
- Design levels shown on the submitted plans are to a local datum. The commentary provided indicates that the local datum point (0m) is at a level of 65.00m AOD. The drawing, 'Proposed Drainage Strategy, shows the proposed floor levels of the bungalows and garages. The western most property, and nearest to the channel, has a proposed floor level of 10.75m (75.75m AOD); this level is 400mm above the estimated upstream (and therefore highest) surface water flood level during the 1 in 1,000 year rainfall event (75.35mAOD). This is acceptable freeboard considering the minimum 16m+ distance from the channel and flood water contained within it. The western most garage has a proposed floor level of 10.60m (75.60m AOD); this level provides 250mm freeboard to the estimated upstream (and therefore highest) surface water flood level during the 1 in 1,000-year rainfall event (75.35mAOD). This is acceptable.

The LLFA raises no objection to the proposal subject to conditions to address surface water management and maintenance, dwelling floor levels and a detailed design for the channel and crossing to be submitted to the Local Planning Authority for approval.

In light of the above the proposal would not result in an increase in the risk of flooding elsewhere, is shown to be appropriately flood resilient and residual risk is safely managed. It thereby accords with the relevant policies,

Impact on highways

Vehicular access would be on to Red Lane and the boundary here would be altered to provide suitable visibility splays. A pedestrian access would be provided onto Frogmore Lane providing a culverted linkage towards the village. There is sufficient off-road parking for each dwelling that meets the residential parking standards. The highways officer has considered the proposal and raises no objection to the scheme on highway safety grounds. Highway conditions from the original application would be reimposed.

Impact on visual amenity and AONB landscape

Section 15 of the NPPF requires that planning decision should contribute to and enhance the local environment by protecting valued landscapes. Great weight should be given to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty.

The proposed dwellings are hipped-roof bungalows. The materials vary across the dwellings but are from a mix of brick, brick and flint, and clay tiles for the roofs. These materials provide interest and appeal and are appropriate for the character of the area and the wider AONB landscape. Whilst bungalows are not a feature nearby to the site, with surrounding properties a mix of 1¾ and 2 storeys, they would not appear out of character nor unduly overbearing or bulky.

When viewed from the south/south-east, there would be a line of mature trees within the site that would obscure some of the development. The site is also bounded by a mature hedge that is shown to be reinforced by the vehicular entrance to the site. Nevertheless, where visible, and particularly during the winter months when the leaves have dropped, the proposal would be seen against the backdrop of the existing built development of Sixpenny Handley and would not appear as an incongruous feature.

It is therefore considered that the proposal does would not result in harm to the character of the area or to the AONB landscape, complying with the relevant policies in the Local Plan and AONB management plan.

Impact on neighbour amenity

Much of the development is sited away from neighbouring properties, however plots 6 and 7 abut the boundaries of 12, 14, 25, and 27 Paddock Close. The dwelling for plot 7 would be sited a minimum of 6m from the boundary, with the wall to wall distance approximately 16m. Given that single storey bungalows are being proposed, this is considered to be an acceptable distance, which would not introduce overlooking, overbearing impact, overshadowing or loss of outlook to properties to the north from high level windows. In order to ensure the privacy of dwellings on Paddock Close is maintained, it is proposed to remove permitted development rights, to prevent the insertion of windows in the roofslopes of the approved dwellings. As such there would not be a detrimental impact on neighbour amenity.

Dwellings on Paddock Close have benefitted from the undeveloped nature of the proposal site for some years and consequently have not sought the need for high fencing to the south to preserve privacy. Such fencing is typically found around residential curtilages to define ownership and protect privacy. However, in the interests of maintaining privacy a landscaping and boundary treatment condition is proposed in order to ensure appropriate treatment is forthcoming, particularly in respect of the boundary with Paddock Close.

It is not considered that there would be any significant additional noise or disturbance to the neighbouring properties above typical levels for a residential area and therefore no concerns are raised on this ground.

Biodiversity

A biodiversity mitigation plan has been submitted and agreed by the Natural Environment Team. The biodiversity mitigation and enhancements shall be secured via the reimposition of the condition on the original application.

15.0 Conclusion

The location is considered to be sustainable and the proposal is acceptable in its design and general visual impact and there would not be any significant harm to neighbouring residential amenity. The development can manage its own water run-off and would not increase the risk of flooding elsewhere. The application complies with the relevant national and local policies and there are no material considerations which would warrant refusal of this application.

The applicant agreed to the following pre-commencement conditions on 23/06/2023.

16.0 Recommendation

Grant, subject to the following conditions:

1. The development to which this permission relates must be begun not later than the 11 February 2025.

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

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

9627/110 A Proposed Garages
9627/109 A Indicative Site Scene
9627/100 B Site, Block & Location Plan
9627/104 B Unit 3 Proposed Floor Plans & Elevations
9627/105 B Unit 4 Proposed Floor Plans & Elevations
9627/106 B Unit 5 Proposed Floor Plans & Elevations
9627/107 B Unit 6 Proposed Floor Plans & Elevations
9627/108 B Unit 7 Proposed Floor Plans & Elevations
9627/102 B Unit 1 Proposed Floor Plans & Elevations
9627/103 B Unit 2 Proposed Floor Plans & Elevations
C2391_P2_100 P2 Proposed Drainage Strategy
C2391_P2_200 P2 Proposed Contributing Area
C2391_P2_300 P2 Exceedance Flow Routes
C2391_502 PL2 Alignments and long sections
C2391_503 PL2 Ditch storage and cross sections
C2391 501 PL2 Flood Extent Comparison.

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

3. There shall be no surface water connections into the foul sewer network.

Reason: To prevent the increase of the risk of sewer flooding and pollution.

4. No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed. The surface water management scheme is to be generally in accordance with the drawing 'Proposed Drainage Strategy, by cgs civils, ref C2391, drawing no.100, rev P2 and dated 20/02/23'.

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

5. The surface water management scheme shall be implemented in accordance with the details contained within section 5 of the Storm and Foul Water Drainage Report Technical Note prepared by Cgs Civils dated 03.01.2023.

Reason: To prevent the increased risk of flooding and to protect water quality.

6. The minimum floor level of dwellings and garages are to be in accordance with the levels shown on the drawing 'Proposed Drainage Strategy, by cgs civils, ref C2391, drawing no.100, rev P2 and dated 20/02/23'.

Reason: To ensure that development is safe from flooding for its intended lifespan.

7. No development shall take place until a detailed design for the channel and crossing is submitted to, and approved by, the Local Planning Authority. The design of the channel and crossing are to be generally in accordance with the drawings, 'Alignments and Longitudinal Sections, by cgs civils, ref C2391, drawing no. 502, rev 2 and dated 06/06/23' & 'Ditch Storage and Cross Sections, by cgs civils, ref C2391, drawing no. 503, rev 2 and dated 06/05/23'.

Reason: To prevent the increased risk of flooding.

8. Before the development is occupied or utilised the first 10.00 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing - see the Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

9. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number 17199.36 must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

10. Before the development is occupied or utilised the cycle parking facilities shown on Drawing Number 17199.36 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

11. There must be no gates hung so as to form obstruction to the vehicular access serving the site.

Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

12. Before the development hereby approved is occupied or utilised the visibility splay areas as shown on Drawing Number 17199.36 must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

13. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 5 November 2021 must be implemented in accordance with any specified timetable and completed in full prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved details. Thereafter, unless otherwise agreed in writing by the local planning authority, the mitigation, compensation and enhancement/net gain measures shall be permanently maintained and retained.

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

14. Prior to development above damp proof course level, details and samples of all external facing materials for the walls and roofs (including a sample panel of the flint) shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

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

15. 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 alterations of the roofs of the dwellinghouses or garages hereby approved, permitted by Classes B and C of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

Reason: To protect amenity and the character, including the dark skies, of the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.

16. Prior to the commencement of any development hereby approved, above damp course level, a soft landscaping and planting scheme, including means of enclosure shall be submitted to, and approved in writing, by the Local Planning Authority. The approved scheme shall be implemented in full during the planting season November - March following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The scheme shall include provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 5 years.

Reason: In the interest of visual and adjoining residential amenity.

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/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

2. NOTE: An ordinary watercourse crosses your site. If you intend to obstruct the flow in the watercourse (permanently or temporarily and including culverting) you will require prior Land Drainage Consent from Dorset Council as the Lead Local Flood Authority. You are advised to contact the Flood Risk Management team by email at: floodriskmanagement@dorsetcc.gov.uk to discuss requirements.

3. The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
4. As the new road layout does not meet with the Highway Authority's road adoption standards or is not offered for public adoption under Section 38 of the Highways Act 1980, it will remain private and its maintenance will remain the responsibility of the developer, residents or housing company.
5. The applicant is reminded of their responsibility to submit evidence of compliance with the Biodiversity Plan to Dorset Natural Environment Team in order to comply fully with requirements of condition 11.
6. Please check that any plans approved under the building regulations match the plans approved in this planning permission. Do not start work until revisions are secured to either of the two approvals to ensure that the development has the required planning permission or listed building consent.