

**Northern Area Planning Committee**  
**18<sup>th</sup> July 2023**  
**Decision List**

**Application Reference:** P/VOC/2022/05646

**Application Site:** 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).

**Recommendation:** Grant, subject to conditions

Decision: **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.

17. Prior to the commencement of development details of foul drainage for the site shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the development will connect to the existing foul sewage system, without overloading capacity and to prevent surcharge of sewage to the public realm and dwellings during times of peak flow. The scheme shall subsequently be implemented prior to the completion of the development.

Reason: To ensure adequate facilities are provided in the interests of flooding and pollution.

18. Prior to the commencement of any development hereby approved, above damp course level, details of the means of enclosure to the drainage features shall be submitted to, and approved in writing, by the Local Planning Authority.

The approved scheme shall be implemented in full prior to first occupation of the development, and thereafter retained.

Reason: In the interest of 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](mailto: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](mailto: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.

**Application Reference:** P/OUT/2023/00627

**Application Site:** Land at E 378776 N 119064 Salisbury Street Marnhull

**Proposal:** Erection of up to 67 dwellings with associated access & drainage attenuation (outline application to determine access only)

**1.0 Recommendation:** To advise the Planning Inspectorate that, if the power to determine the application still rested with the local planning authority, the decision would have been to **refuse** planning permission for the following reasons:

1. The site lies outside the settlement boundary for Marnhull contrary to the spatial strategy of Policies 2, 6 and 20 of the North Dorset Local Plan Part 1. The location of the site has inadequate and unacceptable accessibility for pedestrians and future occupiers with protected characteristics to enable safe access to the majority of services and facilities in Marnhull in terms of walking and cycling, with a lack of sustainable transport alternatives. For those with access to them, there would be reliance on the use of private motor vehicles, leading to harmful exhaust emissions. In the absence of any evidence of essential rural needs or any other 'overriding need' for this type of development, and given number of dwellings proposed, in this location the proposed development would lead to an unsustainable form of development, contrary to Policies 2, 6 and 20 of the North Dorset Local Plan Part 1 2016 and paragraphs 79, 105, 111 and 112 of the National Planning Policy Framework 2021.

2. The proposed drainage strategy fails to indicate the preliminary levels of the attenuation basin and demonstrate that it will be free draining and discharge to a recognised discharge point. The drainage strategy also fails to indicate acceptable exceedance flow routes to demonstrate where surface water can be directed, should the designed system fail or exceed capacity. It therefore cannot be satisfied that the proposed development would avoid risk of flooding downstream from all sources or seek to mitigate it appropriately. The proposal is contrary to Policy 4 of the North Dorset Local Plan Part 1 2016 and paragraphs 159, 167 and 169 of the National Planning Policy Framework 2021.

3. In absence of a completed Section 106 agreement to secure affordable housing and necessary community benefits (infrastructure: grey, social, green) the proposal would be contrary to Policies 8, 13, 14 and 15 of the adopted North Dorset Local Plan Part 1 2016 and paragraph 54 National Planning Policy Framework.

Decision: **Refuse** permission for the following reasons:

1. The site lies outside the settlement boundary for Marnhull and would lead to an unsustainable form of development, contrary to the spatial strategy of Policy 2 of the adopted Local Plan. The location of the site has inadequate and unacceptable

accessibility for pedestrians and future occupiers with protected characteristics to enable safe access to the majority of services and facilities in Marnhull in terms of walking and cycling, with a lack of sustainable transport alternatives. For those with access to them, there would be reliance on the use of private motor vehicles, leading to harmful exhaust emissions. In the absence of any evidence of essential rural needs or any other 'overriding need' for this type of development, and given number of dwellings proposed, in this location the proposed development the proposal would be contrary to Policies 2, 6 and 20 of the North Dorset Local Plan Part 1 2016 and paragraphs 79, 105, 111 and 112 of the National Planning Policy Framework 2021.

2. The proposed drainage strategy fails to indicate the preliminary levels of the attenuation basin and demonstrate that it will be free draining and discharge to a recognised discharge point. The drainage strategy also fails to indicate acceptable exceedance flow routes to demonstrate where surface water can be directed, should the designed system fail or exceed capacity. It therefore cannot be satisfied that the proposed development would avoid risk of flooding downstream from all sources or seek to mitigate it appropriately. The proposal is contrary to Policy 4 of the North Dorset Local Plan Part 1 2016 and paragraphs 159, 167 and 169 of the National Planning Policy Framework 2021.

3. In absence of a completed Section 106 agreement to secure affordable housing and necessary community benefits (infrastructure: grey, social, green) the proposal would be contrary to Policies 8, 13, 14 and 15 of the adopted North Dorset Local Plan Part 1 2016 and paragraph 54 National Planning Policy Framework.

**Application Reference:** P/OUT/2022/07629

**Application Site:** Land at E 377305 N 119775 Strangways Farm Musbury Lane Marnhull

**Proposal:** Outline planning application with all matters reserved except for access for a development of up to nine dwellings and associated infrastructure.

**Recommendation:** To advise the Planning Inspectorate that, if the power to determine the application still rested with the local planning authority, the decision would have been to grant planning permission subject to conditions.

**Decision:** To advise the Planning Inspectorate that, if the power to determine the application still rested with the local planning authority, the decision would have been to grant planning permission subject to conditions.

**Conditions:**

1. No part of the development hereby approved shall commence until details of all reserved matters (layout, scale, appearance and landscaping) have been submitted to and approved in writing by the Local Planning Authority.

Reason: This is an outline permission with these matters reserved for subsequent approval.

2. An application for approval of any 'reserved matter' must be made not later than the expiration of three years beginning with the date of this permission.

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

3. The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

4. Prior to commencement of development hereby approved a Construction Traffic Management Plan and programme of works shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include

- a) Delivery hours.
- b) Hours of construction (which shall exclude weekends and public/bank holidays and anytime between 18.00 and 07.00).
- c) Contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities).

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

Reason: In the interests of the residential amenity of adjoining occupiers and residents of other dwellings on Musbury Lane with dwellings that adjoin the carriageway.

5. No part of the development hereby approved shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out,



- a) Measures for the controlling of movements of plant and machinery within the site during the construction phase.
- b) The setting out and protection of exclusion zones within 5m of watercourses within and abutting the site and root protection areas of retained trees.
- c) The hours when mechanised plant and machinery will be used on site and the specification for any lighting to be used during the construction phase.
- d) Pollution spillage avoidance measures.

The development shall be carried out in full accordance with the approved CEMP at all times.

Reason: To secure the necessary biodiversity impact avoidance and mitigation measures.

6. No development shall commence until details have been submitted to and approved in writing by the local planning authority of a scheme for surface water drainage for the development. The scheme shall include a timetable for its implementation relative to the development's construction and shall be implemented in accordance with that approved timetable. The said drainage shall be retained thereafter for the lifetime of the development.

Reason: To ensure that the risk of flooding within and off the site does not increase as a result of the development, factoring in increases in rainwater events as a result of climate change.

7. Before any of the dwellings hereby approved are first occupied, the access including the visibility splay detailed on the approved plans shall be completed. The said access and visibility splays shall be retained thereafter for the lifetime of the development with the visibility splays free of operational development and vegetation exceeding 0.6 metres above the relative level of the adjacent carriageway.

Reason: In the interests of highway safety.

8. Before any of the dwellings hereby approved are first occupied 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. 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.

**Decision:** That if the power to determine the application still rested with the local planning authority, the decision would have been to refuse permission for the following reasons: -

1. Pond Farmhouse is a grade II listed building. The setting contributes significantly to the significance of this designated heritage asset. The application site is an important element of this setting providing clear legibility to the historic use of the farmhouse, its link to farming the land. The importance is enhanced by the ability to experience this setting from the well-trodden public right of way that traverses the application site and the openness of the boundary between the site and the farmhouse's garden. The application fails to evidence how this setting will be preserved, the proposal resulting in the loss of the final undeveloped and farmed land within the building's setting. There will be less than substantial harm to the significance, this harm not outweighed by the public benefits from the proposal which are tempered by the fact that the number of dwellings proposed are modest in quantum and all for open market housing with no affordable units. The proposal would conflict with policy 4 of the North Dorset Local Plan Part 1 (2016) as a result.
2. The quantum of development proposed would necessitate a non-frontage development which would be discordant with the prevailing frontage development of vernacular cottages along Musbury Lane. The application would be contrary to policy 4 24 of the North Dorset Local Plan Part 1 (2016).
3. The proposal would lead to a significant adverse change to the character and appearance of the area, the adversity increased due to the elevation of the site, the existence of the public right of way and the proximity of it to dwellings of a traditional vernacular architecture at road level opposite the site. It would impact on public views of the countryside, and diminish the tranquillity of the lane, which would be contrary to policies 4, and 24 of the North Dorset Local Plan Part 1 (2016). The adverse impacts would significantly and demonstrably outweigh the benefits of providing 7 dwellings when assessed against the National Planning Policy Framework (2021) taken as a whole.

**Application Reference:** P/FUL/2022/07513

**Application Site:** Frog Lane Farm Frog Lane Motcombe SP7 9NY

**Proposal:** Retain the change of use of existing agricultural building to allow the cutting and preparation of building stone, including the siting of a steel container & generator

**Recommendation:** Grant permission subject to conditions, the latter relating to delivery and collection routes to and from the site and hours of working.

Decision: Grant planning permission subject to the following conditions.

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
  - IP/MBC/01 Location plan
  - IP/MBC/02 Proposed site plan
  - IP/MBC/03 Proposed floor plans & elevations

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

2. No preparation of the equipment using powered machinery for the stone cutting use hereby approved, or use of the generator shall take place outside of the hours 08:30 – 16:30hrs Monday – Friday (excluding Bank and Public Holidays).

Reason: In the interests of residential amenity.

3. The areas shown on Drawing Number IP/MBC/02 for the manoeuvring, parking, loading and unloading of vehicles must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

4. Deliveries to and collections from the site for the use hereby approved shall be via Church Road, Bittles Green and the part of Frog Lane from the site southwards only, unless there are road closures in place affecting this route.

Reason: In the interests of highway safety.

5. Within 3 months of the date of this permission details of a surface water drainage scheme shall be submitted to the local planning authority. The scheme shall be implemented in full within 3 months from the approval in writing by the local planning authority of this scheme and retained thereafter for the remaining lifetime of the development.

Reason: To ensure no increase in the risk of flooding.

**Application Reference:** P/FUL/2022/02397

**Application Site:** Former Coop Store and Car Park High Street Gillingham SP8 4AG

**Proposal:** Demolition of existing former co-op store & redevelopment of the site to provide 42no. residential units, comprising 4no. houses (C3), 30no. apartments (C3) and 8no. assisted living apartments (C2), 83sqm of commercial space (Class E) allotments, landscaping & other associated works

**Recommendation:** Recommendation A: Minded to **GRANT**, subject to the completion of a legal agreement under section 106 of the town and country planning act 1990 (as amended) in a form to be agreed by the legal services manager to secure primary & secondary education contributions, off-site open space maintenance, outdoor open space provision, healthcare contribution and arrangements for management of open space and landscaping on site.

Recommendation B; **Refuse** permission for failing to secure the obligations above if the agreement is not completed by 31<sup>st</sup> August 2023 or such extended time as agreed by the Head of Planning.

Decision: Approve subject to the following conditions:

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

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

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

21035-0100-P Rev 2 - Location Plan

21035-0100-P Rev 2 - Site Plan

21035-2100-P Rev F - Masterplan Ground Floor Plan – Proposed

21035-2101-P Rev C - Masterplan First Floor Plan – Proposed

21035-2102-P Rev C - Masterplan Second Floor Plan – Proposed

21035-2103-P Rev C - Masterplan Third Floor Plan – Proposed

21035-2104-P Rev C - Masterplan Fourth Floor Plan - Proposed  
 21035-2201-P Rev 2 - Masterplan Section/Elevation - Proposed  
 21035-2110-P Rev B - Block A - Ground Floor Plan – Proposed  
 21035-2111-P Rev B - Block A - First Floor Plan – Proposed  
 21035-2112-P Rev B - Block A - Second Floor Plan – Proposed  
 21035-2113-P Rev B - Block A - Third Floor Plan – Proposed  
 21035-2114-P Rev B - Block A - Fourth Floor Plan - Proposed  
 21035-2211-P Rev 1 - Block A - Section A1/C1 – Proposed  
 21035-2212-P Rev 1 - Block A - Section A2 – Proposed  
 21035-2213-P Rev 1 - Block A - Section A3/C4 – Proposed  
 21035-2214-P Rev 1 - Block A - Section A4/C3 – Proposed  
 21035-2215-P Rev 1 - Block A - Section A5/C5 – Proposed  
 21035-2216-P Rev 1 - Block A - Section A6 – Proposed  
 21035-2311-P Rev C - Block A - North Elevation – Proposed  
 21035-2312-P Rev C - Block A - East Elevation – Proposed  
 21035-2313-P Rev C - Block A - South Elevation – Proposed  
 21035-2314-P Rev C - Block A - West Elevation - Proposed  
 21035-2120-P Rev A - Block B - Floor Plans – Proposed  
 21035-2217-P Rev 1 - Block B - Section B1 – Proposed  
 21035-2218-P Rev 1 - Block B - Section B2 - Proposed  
 21035-2219-P Rev 1 - Block B - Section B3 – Proposed  
 21035-2321-P Rev 1 - Block B - North and East Elevation – Proposed  
 21035-2323-P Rev 1 - Block B - South and West Elevation – Proposed  
 21035-2130-P Rev A - Block C - Floor Plans – Proposed  
 21035-2220-P Rev 1 - Block C - Section C2 – Proposed  
 21035-2331-P Rev A - Block C - North, East, South and West Elevation –  
 Proposed  
 21035-5000 - Proposed Bin Store 1  
 21035-5001 - Proposed Bin Store 2  
 21035-5002 - Proposed Cycle Store

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

3. Prior to development above damp proof course level, details and samples of all external facing materials for the walls and roofs 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.

4. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number 21035-2100-P Rev D 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.

5. Before the development is occupied or utilised the first 10.00 metres of the vehicle access from the High Street, 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.

6. Before the development is occupied or utilised the first 5.00 metres of each vehicle access from Buckingham Road, 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 suitably surfaced and constructed accesses to the site are provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

7. Before the development is occupied or utilised, the first 5.00 metres of any access, access crossing and drive must be constructed to a gradient not exceeding 1 in 12.

Reason: To ensure that the public highway can be entered safely.

8. Before the development is occupied or utilised the cycle parking facilities shown on Drawing Numbers 21035-2100-P Rev D and 21035-5002 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.

9. The development hereby permitted must not be occupied or utilised until the precise technical details of the electric vehicle charging points and parking bays shown on Drawing Number 21035- 2100-P Rev D are submitted to the Planning Authority. These details require approval to be obtained in writing from the Planning Authority. The approved scheme must be constructed before the development is occupied or utilised and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of plugin and ultra-low emission vehicles.

10. Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods
- a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

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

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

11. Before the development hereby approved is occupied or utilised, a Travel Plan must be submitted to and approved in writing by the Planning Authority. The Travel Plan, as submitted, will include:

- Targets for sustainable travel arrangements.
- Effective measures for the on-going monitoring of the Travel Plan.
- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers of the development

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

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

- 12.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.

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

- 13.No development shall take place until details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

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

- 14.The development hereby approved must be carried out in full accordance with the terms and findings of the Phase 1 Desk Study by AG Geo-Consultants Ltd dated 7th March 2022, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from soil contamination to the future occupants of the development and neighbouring occupiers are minimised, having regard to the National Planning Policy Framework March 2012.

- 15.In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk



assessment shall be submitted to and approved by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from soil contamination to the future occupants of the development and neighbouring occupiers are minimised, having regard to the National Planning Policy Framework March 2012.

16. Due to the close vicinity of existing residential dwellings to this site, demolition and construction works should have regard to the following to protect residents from nuisance:

- Hours of work are to be limited to Monday – Friday 0700 – 1900, Saturday 0800 – 1300 and no noisy activity on Sundays or Bank Holidays. No bonfires

Reason: To protect the amenity of adjoining residents during the course of construction

17. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan or Landscape Ecological Management Plan (LEMP) certified by the Dorset Council Natural Environment Team on XX must be implemented in accordance with any specified timetable and completed in full (including photographic evidence of compliance being submitted to the Local Planning Authority in accordance with section J of the Biodiversity Plan/ the LEMP) 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 and 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.

18. Prior to the commencement of development on the site, a Construction Environmental Management Plan (CEMP) (Biodiversity) must be submitted to and approved in writing by the local Planning Authority. The CEMP must include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".

- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs

The development shall take place strictly in accordance with the approved CEMP.

Reason: To protect biodiversity during the construction phase.

19. Prior to the commencement of any development hereby approved, above damp course level, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include where relevant:

- (i) proposed finished levels or contours;
- (ii) means of enclosure;
- (iii) car parking layouts;
- (iv) other vehicle and pedestrian access and circulation areas;
- (v) hard surfacing materials;
- (vi) minor artefacts and structures (eg street furniture, play equipment, refuse or other storage units, signs, lighting, etc);
- (vii) proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines, etc indicating lines, manholes, supports, etc);
- (viii) the species, size, number and spacing of planting, including heavy standards, raised planters and details of the green roofs
- (ix) retained landscape features and proposals for their continued retention.

If within a period of 5 years from the date of completion of the development any tree or plant is removed, uprooted or destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) another tree/plant of the same species and size as that originally planted shall be replanted in the first available planting season unless the Local Planning Authority agrees in writing to any variation.

Reason: Landscaping is considered essential in order to preserve and enhance the visual amenities of the locality.

20.A Landscape Management Plan, including long term design objectives, management responsibilities, maintenance schedules and a timetable for implementation and/or phasing; for all landscape areas (other than small, privately owned domestic gardens,) shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner. Thereafter the Landscape Management Plan shall be implemented as approved.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

**Informative Notes:**

1. The applicant is advised that, notwithstanding this consent, the Town Police Clauses Act 1847 requires that the projecting sign must be not less than 2.44 metres above ground level. Provision of the sign at a lesser height could give rise to complaint, inconvenience or actual injury and, furthermore, might render the owner of the site and/or the sign liable to prosecution.
2. As the new road layout does not meet with the Highway Authority's road adoption standards it will remain private and its maintenance will remain the responsibility of the developer, residents or housing company.
3. Dorset Highways advise that 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](mailto: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. The Council's Lead Flood Authority advise the applicant that the following items should be updated/addressed for future detailed design and discharge of conditions.
  - The latest climate uplift for the upper end 2070s epoch is 45%. This allowance should be used for the detailed design (discharge of conditions stage) of the attenuation feature.
  - At discharge of conditions stage we will expect to see evidence of infiltration testing and whether the ground conditions will support infiltration. If infiltration testing alone proves that a soakaway is unfeasible, then this will be adequate information. If infiltration testing indicates that a soakaway may be feasible then the applicant should go onto to undertake groundwater testing and monitoring to determine if ground water conditions will also support infiltration. If this

additional information is not provided at detailed design stage, then we will request it at that time; it should be noted that the testing required may have a significant lead in time.

- If the applicant wishes to offer for adoption any highways drainage to DC, they should contact DC Highway's Development team at [DLI@dorsetcouncil.gov.uk](mailto:DLI@dorsetcouncil.gov.uk) as soon as possible to ensure that any highways drainage proposals meet DCC's design requirements.

#### 5. Wessex Water offers the following informatives:

##### Existing Services

The following Wessex Water Assets are located within the proposed site boundary: -

225mm diameter public foul sewer

225mm diameter public surface water sewer

300mm diameter public surface water sewer

150mm diameter private surface water sewer.

In accordance with Wessex Water Policy, there must be no buildings within a minimum of 3m either side of the public foul and surface water sewers and no tree planting within a minimum of 6m. This includes no surface water attenuation features and associated earthworks in the easement strip. The public sewers must not run through enclosed private rear gardens, they must be within a 6m (3m either side) open access easement strip or roads. Wessex Water require unrestricted access to maintain and repair our apparatus. The applicant will need to agree protection arrangements for the existing public foul and surface water sewers which crosses the site (easement requirements detailed above). Any damage to our apparatus by third parties will result in a compensation claim. All apparatus must be accurately located on site and marked on deposited drawings.

A map showing all known Wessex Water Assets within the area of the proposed site is available to view on the Council's website. Additional maps can be obtained from our website Mapping enquiries ([wessexwater.co.uk](http://wessexwater.co.uk))

##### Foul Drainage

Wessex Water will accommodate domestic type foul flows in the public foul sewer with connections made on a size for size basis, Developers fund the cost of connecting to the nearest 'size for size' sewer and Wessex Water will manage the sewer network to accommodate foul flows from granted development. We fund this through our infrastructure charging arrangements.

Wessex water has capacity to accept the proposed domestic type flows into the public network. Connection should be made to the network located on High Street to the north of the site. The point of connection to the public network is

by application and agreement with Wessex Water and subject to satisfactory engineering proposals constructed to current adoptable standards. The developer should contact the

local development team [development.south@wessexwater.co.uk](mailto:development.south@wessexwater.co.uk) to agree proposals for the Section 104 adoption and submit details for technical review prior to construction. Please Note: No surface water runoff or land drainage will be accepted into the foul sewer either directly or indirectly.

### Surface Water Drainage

The applicant has proposed a connection to the existing public surface water sewer and has agreed a discharge rate of 46.2 l/s for all storm events up to and including the 1 in 100 year event plus CC, with Wessex Water.

### Adoption

Wessex Water can adopt SuDS features as part of a surface water sewer network, SuDS schemes will be required to have full S104 technical approval and full planning approval before construction work begins. All drainage design requirements for the site (discharge rates, attenuation, climate change etc.) must be agreed, in consultation with the Local Planning Authority / Lead Local Flood Authority, prior to the submission of a formal S104 application. Adoption is by agreement with Wessex Water and subject to satisfactory engineering proposals constructed to current adoptable standards. More detailed information and guidance for adoptable standards can be found on our Developer Services Web Pages Sector guidance on sewerage and water adoption agreements ([wessexwater.co.uk](http://wessexwater.co.uk)) Please Note: No surface water runoff or land drainage will be accepted into the public foul sewer either directly or indirectly.

### Water Infrastructure

Wessex Water will provide a point of connection for new water mains to be laid into the development site, either through a Section 41 agreement or a self-lay arrangement. Developers may connect to our water network on a size for size basis at their cost and Wessex Water will undertake any network reinforcement that may be required to accommodate granted development, this is funded through our infrastructure charging arrangements. Upon grant of planning Wessex Water will undertake a modelling exercise to determine the impact on our network and manage any necessary improvements.

Please note: On site private storage and pump systems will be required for buildings greater than 2 storeys high. No guarantee can be given on a specific pressure or to maintaining that pressure. Normally it will be no less than 10m head of water. (1 bar pressure at 9 litres a minute) on the property boundary. For more details and guidance for applying to connect to our networks please see our website:

<https://www.wessexwater.co.uk/services/building-and-developing/building-multiple-properties-or-largeddevelopments>

**Decision:** Refuse planning permission for the following reasons:

1. The proposal is for a major development which would fail to deliver any affordable housing. There is a high level of recorded need for affordable housing across Dorset and the failure to provide any would be contrary to Policy 8 of the North Dorset Local Plan and paragraph 65 of the National Planning Policy Framework.
2. The proposal would result in the loss of retail floorspace from the town centre to the detriment of its viability and vitality, contrary to Policy 12 of the North Dorset Local Plan, Policy 7 of the Gillingham Neighbourhood Plan and paragraph 86 of the National Planning Policy Framework. This demonstrable harm would not be outweighed by the benefits of the proposal.

**Application Reference:** P/FUL/2022/06530

**Application Site:** Middle Farm Lurmer Street Fontmell Magna Shaftesbury SP7 0NT

**Proposal:** Demolish existing barn and erect dwelling with associated landscaping

**Recommendation:** GRANT, subject to conditions

Decision: Grant, subject to the following conditions:

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

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

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

P22-023 02-02-001 A Location Plan

P22-023-02-02-02 A Proposed site plan

P22-023-02-03-01 A Proposed ground floor plan

P22-023-02-03-02 A Proposed first floor plan

1049-MP-01 A Landscape Masterplan

P22-023-01-03-03 Proposed Garage

P22-023-01-05-01 A Proposed Front Elevation

P22-023-01-05-02 A Proposed Elevations

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

3. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan or Landscape Ecological Management Plan (LEMP) certified by the Dorset Council Natural Environment Team on 10/05/2023 must be implemented in accordance with any specified timetable and completed in full (including photographic evidence of compliance being submitted to the Local Planning Authority in accordance with section J of the Biodiversity Plan/ the LEMP) 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 and 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.

4. Prior to the commencement of any development hereby approved, all existing trees and hedges shown on approved plan P22-023-02-02 Rev A to be retained, shall be fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity

5. The soft landscaping works detailed on approved drawing 1049-MP-01 Rev A must be carried out in full during the first planting season (November to March) following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The soft landscaping shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

6. Prior to development above damp proof course level, details (including colour photographs) of all external facing materials for the wall(s) and roof(s) shall have been 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.

7. 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 dwellinghouse 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 amenity and the character of the area.

8. No external lighting shall be installed until details of the lighting scheme have been submitted to and agreed in writing by the Local Planning Authority. Thereafter the lighting scheme shall be installed operated and maintained in accordance with the agreed details.

Reason: To protect visual amenities and avoid nuisance to adjoining properties.

9. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number P22-023 02-02-02 A must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

### **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.
- The applicant was provided with pre-application advice.



**Application Reference:** P/FUL/2023/02983

**Application Site:** Cheselbourne Village School Drakes Lane Cheselbourne Dorset DT2 7NT

**Proposal:** Demolition of existing prefabricated mobile classroom & the erection of 2 no. detached buildings to be used as a classroom & learning hub along with the formation of a covered decked area.

**Recommendation:** Grant, subject to conditions

Decision: **Grant, subject to conditions**

**Recommendation:** Approve subject to the following conditions:

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

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

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

4788-BB-XX-XXX-DR-A-P001 2 Location plan

4788-BB-XX-XXX-DR-A-P001 1 Proposed site plan

4788-BB-XX-XXX-DR-A-P003 3 Proposed floor plan & roof plan

4788-BB-XX-XXX-DR-A-P004 3 Proposed elevations

4788 P010 1 Existing site plan

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

3. Prior to first use the development shall be completed in accordance with the proposed works detailed in the Flood Risk Assessment on page 17 of the Flood Risk Assessment submitted by WSP dated April 2023 and shall be maintained as such thereafter.

Reason: In order to safeguard the buildings from unnecessary flood risk.

4. Prior to first occupation or use of the development hereby approved the mitigation measures as detailed in the Biodiversity Mitigation Plan in section H and section I agreed by the Dorset Natural Environment Team dated

16.05.2023 shall be completed in full. Thereafter, the mitigation measures shall be maintained and retained for the perpetuity of the development.

Reason: To minimise impacts on biodiversity.

5. Prior to development above foundation level, details and samples of all external facing materials for the wall(s) and roof(s) 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.

**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 application was acceptable as submitted and no further assistance was required.

2. The applicant is advised that bats are protected in the UK by Schedule 5 of the Wildlife and Countryside Act 1981 and Part 3 of Conservation of Habitats and Species Regulations 2017 (as amended). Work should proceed with caution and if any bats are found, all work should cease, the area in which the bats have been found should be made secure and advice sought from Natural England (tel: 0300 060 3900), website [www.naturalengland.org.uk](http://www.naturalengland.org.uk) before proceeding.

Further information about the law and bats may be found on the following website <https://www.gov.uk/guidance/bats-protection-surveys-and-licences>

**Application Reference:** P/HOU/2023/02594

**Application Site:** 35 Alexandra Road Dorchester DT1 2LZ

**Proposal:** Demolish conservatory, erect single storey extension and install rear dormer window

**Recommendation:** GRANT, subject to conditions

Decision: GRANT, subject to conditions

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

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

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

TQRQM23114174205654 Location Plan

TQRQM23114174346698 Block Plan

21 100 08 Proposed Floor Plans

21 100 09 Proposed Elevations and Section - Option C.pdf

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

3. At least one bird box shall be erected, and thereafter retained, prior to first occupation or use of the development hereby approved.

Reason: To enhance or protect biodiversity.

**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 application was acceptable as submitted and no further assistance was required.