

Application Number:	P/OUT/2020/00026		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Land At E 389445 N 108065 North and East of the Blandford Bypass Blandford Forum Dorset		
Proposal:	<p>Hybrid planning application for the phased development for up to 490 No. dwellings and non-residential uses comprising:</p> <p>Outline planning application (to determine access) to develop land by the erection of up to 340 No. dwellings (Use Class C3), local centre with flexible floorspace including Commercial, Business and Services (Use Class E), Drinking Establishments and hot food takeaways (Use Class Sui Generis) and Local Community (Use Class F2); land for a three-form entry primary school and associated playing pitches (Use Class F1 Learning and non-residential institutions); form public open space, replacement allotments including allotment building, new sports pitches, parking, access, infrastructure, landscaping, and carry out ancillary and site preparation works, including demolition of existing buildings and removal of existing allotments.</p> <p>Full planning application to erect 150 No. dwellings (Use Class C3), form public open space, attenuation basins, parking, access, infrastructure, landscaping, and carry out ancillary and site preparation works.</p>		
Applicant name:	Lewis Wyatt (Construction) Ltd.		
Case Officer:	Robert Lennis		
Ward Member(s):	Cllr Jespersen, Cllr Lacey-Clarke, Cllr Quayle		
Publicity expiry date:	6 July 2023	Officer site visit date:	Multiple
Decision due date:	17 June 2022	Ext(s) of time:	17 June 2022

1.0 Pimperne Parish Council has raised objections to this proposal. Following this the Nominated Officer decided that this application should come before this Planning Committee for a decision.

2.0 Summary of recommendation:

Grant conditional planning permission subject to the completion of Section 106 legal agreement signed within six months of a Committee resolution to grant. If the S106

is not signed within that time period, then the application shall be refused unless otherwise agreed in writing by the Head of Planning.

3.0 Reason for the recommendation:

- The development is not considered to comply with the development plan as a whole. However, there are a number of material considerations set out below which outweigh this conflict and so indicate that planning permission should be granted.
- There are material consideration beyond simply providing open market housing that this Council must have regard to which this development would deliver. Amongst other things it would provide: affordable housing, land for a new school, a community building, a public open spaces, self-build plots, footpaths, landscape and ecological enhancements, and financial contributions towards various off site items.
- The government's objective to significantly boost the supply of homes.
- Additional housing would improve the affordability ratio for Dorset and North Dorset DC(as was)
- This is a strategic development in a sustainable location which accords with the aims of the spatial strategy of the Development Plan.
- Phase 1 of the proposal is acceptable in terms of access, layout, scale, landscaping, and appearance.
- There is a clear public interest to locate a new school within the Cranbourne Chase AONB with effective mitigation.
- The proposed landscape mitigation and ecological benefits represent an enhancement to the surrounding landscape including CC AONB.
- There would be no demonstrable adverse impact with respect to the Policy LC of the Pimperne Neighbourhood Plan which is non-strategic and does not preclude development.
- The proposed access arrangements for the outline application are considered to be acceptable.
- A design code has been provided that gives more assurance towards how the quality of development will be maintained throughout the development.
- There is not considered to be any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application.

4.0 Key planning issues

Issue	Conclusion
Principle of development	<p>There is a conflict with the development plan when taken as a whole as part the proposed development site for both the outline and full applications would be located outside of the settlement boundary for Blandford and thereby in the countryside (of Pimperne Parish) where development should be resisted. However, when assessed against the relevant policy in the Pimperne Neighbourhood Plan it is considered the proposed development has been designed sensitively and would not result in any adverse impacts. The benefits of this scheme for which there are many are a material consideration that would justify a departure from the development plan.</p>
Impact on Cranbourne Chase AONB	<p>The B+NP established that there are exceptional circumstances for the proposed location of the school as there is effectively no scope for meeting the need in some other way in or around Blandford. The growing need for a school meets the public interest test for locating the school within the Cranborne Chase AONB(CC AONB).</p> <p>The remainder of the development which would be within the setting of this AONB has mitigated the impact through landscaping, and appropriate lighting having regard to AONB guidance. The reduced scale of buildings and parkland design show sufficient regard to the special qualities of the CC AONB its management plan. Ecological and landscape enhancements also weigh in favour of the development.</p>
Impact on character and appearance	<p>The proposed development has demonstrated through amended plans of both the outline application and full application that account has been taken of the local landscape character and appearance. It is considered that, in the context of this site and having regard to the proposed design and mitigation, the development has been sensitively designed and would not have an adverse impact on the nature of the open gap between Blandford Forum and Pimperne.</p>
Impact on neighbour amenity	<p>During the period of construction there is potential for some short durations of disturbance but not so great to result in a</p>

	statutory nuisance, nor any long-term detrimental harm to amenity.
Impact on heritage assets	The impact on designate and non-designated heritage assets has been assessed. It is considered that the 'less than substantial harm' would be outweighed by the overall public benefits of the scheme.
Benefits	Relate to: employment during and after constructions, affordable housing, a site for a two-form entry school with room to expand to three-form if needed, self-build plots, public open space, community building, public footpaths, ecological and landscape enhancements, financial contributions toward off-site impacts such as footpaths, and community spaces.
Environmental Impact Assessment	EIA is a procedure used to assess the likely significant effects of a proposed development on the environment. The results are written into an Environmental Statement which was submitted with the planning application. The heading of the ES have been considered and there were no findings that would preclude development subject to suitable planning conditions.

5.0 Description of Site

The site is comprised of approximately 37 hectares of land located to the north-northeast of Blandford Forum. Generally speaking, the site is bounded to the west by the Blandford by-pass (A350/A354), to the southeast by a field boundary consisting of tall beech trees, hedging and Pimperne Brook, to the east-northeast by agricultural land and the residential dwellings in Letton Close, those of Letton Park, Bolney and Greenbanks, and to the north by agricultural land upon which a waste transfer station is to be built (planning permission has been granted).

The site is bisected by Salisbury Road. On the land north of Salisbury Road (referred to as Area A), part of the site lies within the Cranborne Chase Area of Outstanding Natural Beauty (CCAONB), the land slopes gently from northwest to southeast. Here you will find community allotments and arable land. The land to the south of Salisbury Road (Area B) consists primarily of arable land and slopes more steeply down to Pimperne Brook. The agricultural land grade is split between 3a and 3b quality.

All of the northern parcel (Area A) and most of the southern parcel (Area B) are allocated in the Blandford + Neighbourhood Plan (B+NP) under Policy B2 – Land North & East of Blandford Forum for a mix of residential, education, community and allotment uses. The B+NP amended their settlement boundary to accommodate this allocation.

The eastern portion of Area B is classified as countryside. It is designated as part of an important open gap in the Pimperne Neighbourhood Plan (PNP) under Policy LC – Landscape Character.

The emerging Dorset Local Plan proposes an allocation of this site (including the waste transfer site to the north and the land south of the site to Black Lane) under Policy – BLAN7 for a mix of uses including residential (~680), employment, education and community uses.

There are no designated heritage assets on the application site and it is not within a Conservation Area. The Blandford Conservation Area and a number of listed buildings are within a 1 km search radius, but these were scoped out of the supporting Built Heritage Statement owing to the distance and intervening built form.

There is a grade II listed building located 500m to the NE of the site, Langbourne House. There are also some archaeological non-designated heritage assets identified on the site. Additionally, development on the site could have the potential to affect the setting of non-designated heritage assets adjacent to the site.

Pimperne Brook influences the issue of flood risk. Phases 2, 3 and 4 which form the outline proposal fall entirely within flood zone 1 and as such are considered to have a low risk of fluvial flooding. Phase 1 which is the full details part of the application shows a minor incursion from an attenuation pond in flood zone 2 otherwise the remainder of the development would be in flood zone 1.

6.0 Description of Development

The proposed development would deliver the following:

- Up to 490no. dwellings (including a self-build provision, 5% of the total),
- A new local centre including retail/commercial floorspace,
- Community hall/facility,
- Serviced plot (3ha) for a new primary school and associated playing pitches,
- Formal and informal public open space,
- Landscaping throughout,
- New sports pitches,
- Parking, access and associated infrastructure,
- Replacement allotments (including allotment building),
- Financial contributions as set out in the legal agreement.

This is a hybrid application in so far as full details have been provided for phase 1 of the development which would consist of 153no. dwellings (30% of which would be affordable units) along with the attenuation basin for the development, early structure landscape planting, public open space including equipped play spaces, and access works.

The remainder of the proposed development is presented in outline form with details of access to/from Salisbury Road (A354) the only detail to be considered at the time. Illustrative drawings submitted give an idea of the how the development would look upon completion. This is supported by parameter plans addressing: access and land use, building heights, and open space and landscape which could be conditioned to provide some assurance. Similarly, the applicant has submitted a Design Code for the development which provides more certainty to all aspects of the Parklands theme, particularly in relation to urban design and landscaping.

7.0 Relevant Planning History

2/2018/1386/SCOEIA - Decision: Env Statement required (date: 09/11/2018)

Request for scoping opinion relating to a proposed development of 700 dwellings, Primary School, Convenience Store, Cafe, Care Home, Doctors Surgery, Village/Community Hall and allotments in accordance with Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 (the EIA Regulations).

8.0 List of Constraints

Tree Preservation Orders - TPO (0312/85), (NDDC/TPO-43/1/55), (NDDC/TPO-3/12(b)/85), (TPO/2022/0061)

Nort Dorset Local Plan Part 1; Settlement Boundary; Blandford Forum

North Dorset District-Wide Local Plan (1994-2011); Saved Policies; Groundwater Source Protection Area; 1.16;

North Dorset District-Wide Local Plan (1994-2011); Saved Policies; Important Open or Wooded Area; 1.9;

Neighbourhood Plan - Made; Name: Pimperne NP; Status 'Made' 01/11/2022

Neighbourhood Plan - Made; Name: Blandford + NP; Status 'Made' 22/06/2021

SGN - Medium pressure gas pipeline 25m or less from Medium Pressure Pipelines (75mbar - 2 bar); - Distance: 3.15

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

Site of nature conservation interests (SNCIS): ST80/045 - Blandford Bypass;

Wildlife Present: S41 - West European Hedgehog

Wildlife Present: flowering plant

Wildlife Present: Common Ragwort

Site of Special Scientific Interest (SSSI) impact risk zone
Main River Consultation Zone
Flood Zone 3 (record ID)
Flood Zone 2 (record ID)
Groundwater Source Protection Zone
Radon: Class: Less than 1%

9.0 Consultations

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

National and external - consultees

Historic England – no comment.

Environment Agency – no objections subject to conditions.

Wessex Water – has no objection in principle.

Natural England – has raised no objection in principle subject to the comments from AONB's, impact on international sites, and biodiversity net gain.

Cranborne Chase AONB – has made multiple representations over the course of the application responding to consultations. They have raised concerns and, or, objections relating to the following:

- relationship to CC AONB,
- strategic scale,
- failure to comply with the NPPF paragraphs 176 and 177,
- lack of sustainability,
- poor planning,
- landform and landscape,
- light pollution,
- renewable energy and Dorset Council's Climate Emergency,
- the CC AONB Management Plan Policies 14 and 15,
- and the development proposals would neither conserve nor enhance the landscape or scenic beauty of the AONB.

National Planning Casework Unit – no response.

Southern Gas Networks (was Transco) – has no objections.

Sport England – no objections. They have noted "...their layout has a lot of merit and potential to create a lot of informal activity, and does include several of our Active Design Principles..."

Dorset & Wiltshire Fire and Rescue Services – no objections

Dorset Clinical Commissioning Group 1 – no objections subject to financial contributions being secured by S106 legal agreement.

NHS Dorset (Dorset Integrated Care Board) ICB – no response.

Dorset Police Architectural Liaison Officer – no response.

Dorset Wildlife Trust – no response.

Internal – Consultees

Landscape Officer – no objections subject to conditions.

Urban Design - no objections subject to conditions.

Lead Local Flood Authority – no objection subject to conditions.

Flood Risk Manager – has no objection subject to conditions.

Conservation Officer – no objection in principle subject to conditions.

County Archaeology – no objection in principle subject to condition(s).

Transport Development Management – no objections in principle subject to conditions.

Transport Planner – no objection subject to conditions and S106 contribution towards off-site pedestrian and cyclist movement items and a signage strategy plan.

Planning Obligations – no objections subject to details of S106 legal agreement set out in their response.

Dorset Waste Team – no response.

Environmental Health – no objections subject to conditions.

Principal Technical Officer – no response.

Travel Plan Co-Ordinator – no comment.

Housing Enabling Team – no objection subject to design considerations.

Rights OF Way Officer - no objection subject to financial contributions to support the local network of public paths and community spaces

Natural Environment Team – no objections subject to conditions.

Trees – no objection in principle subject to conditions.

Street Lighting

Local Education Authority – no objection subject to contributions being secured by S106 legal agreement. They have noted:

“...that the 490 dwellings proposed will generate up to 99 primary aged children and 88 secondary/Post 16 children.

Primary – the three current primary schools are full and there is still continued need for the LA to have the strategic allocation of a school site as detailed in the application. This will be brought forward at an appropriate time to ensure the LA can fulfil its sufficiency duty.

Secondary – The Blandford School is already having to add additional places (60 places in September 2023 alone) and this amount of housing alongside other allocations will require this increase to be rolled out through all year groups. The allocated site for the school is consistent with previous discussions and is of an appropriate size and shape. In addition to the land (which is not appropriate for or was ever considered for housing) the developer is expected to deliver services to the boundaries and also provide both primary and secondary contributions based on £6,094.34 per house...”

Planning Policy – no objection in principle.

They have noted that with regards to the principle of development on the site, it is considered that the part of the proposed development within the Blandford + Neighbourhood Area complies with Policy B2 in the B+ NP. However, with regards to the part of the proposal within Pimperne Parish there is a conflict with a section of part (g) of Policy LC and part (c) of Policy MHN.

Town Councils, Parishes, and Wards - consultees

Blandford Forum TC – BFTC welcomes the changes to the previous plan and has no objection to this planning application.

Pimperne PC – objects to the proposed development on the following grounds: the amount and location of the development, landscape impact upon the Cranborne Chase AONB, its setting, and designated Important Open Gap, lack of benefits, the poor quality and sustainability of the proposed development.

Beacon Ward – no response.

Cranborne Chase Ward – no response.

Blandford Ward 1 – no response.

Blandford Ward 2 - no response.

Hill Forts And Upper Tarrant's Ward – Tarrant Gunville Parish Council, Chair and Vice Chair, responded personally raising no objections but concerns with the details particularly around 'green credentials' of the development.

Representations received

Over the course of the application 335 representations have been received: 317 objectors, 2 petitions, 3 supporters, 13 comments.

In summary, those raising concerns or objections had reference to:

- landscape/impact on CC AONB
- lack of need for additional housing
- contrary to PNP
- loss of important open gap
- over-development
- character and appearance
- highway safety
- traffic congestion
- noise
- sustainability/efficiency of new homes
- not enough social and physical infrastructure to support this large proposal.

In summary, those in support of the application had reference to:

- a variety of attractive, well-built much needed housing.
- above specification homes for insulation and green energy.
- much needed infrastructure with the addition of a community hall and local shops.
- the space for a 2 form entry Primary school.
- additional play and recreation space.
- an increase in local bio-diversity with the latest plan amendments to green spaces and vegetation.
- the development will contribute to the long-term viability of the town.
- bring investment and encourage growth in the area.
- potential for improved public transport
- potential for improvements to existing and new facilities.

Others, community organisations -

Blandford And District Civic Society – raised no objection in principle setting out comments which have been addressed through the amended scheme.

Shaftesbury Civic Society – have raised objections relating to lack of infrastructure, housing proposed to be built in Pimperne, and landscape impact on CC AONB.

Ramblers Association – raise concerns and objections with regard to the impact on the CC AONB, travel distance to employment, highway safety, pollution, details of footpath to Black Lane, and housing need generally.

Dorset CPRE – raise objections to the proposed development for a number of reasons relating to: need, landscape impact, highway/traffic, noise, sustainability and climate change, sustainability, loss of agricultural land.

10.0 Duties

Planning and Compulsory Purchase Act 2004 – section 38 requires that for the purpose of any determination to be made under the planning acts, the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

Planning (Listed Buildings and Conservation Areas) Act 1990- section 66 includes a general duty to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Self-Build and Custom Housebuilding Act 2015 – a relevant local planning authority has a ‘duty to grant planning permission etc’. This means that the Council must give suitable development permission to enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in their area based on our register during a base period.

Countryside and Rights of Way Act (2000) – section 85; In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.

11.0 Most Relevant Policies

The Development Plan

Blandford + Neighbourhood Plan (B+NP)

The original version of the Blandford + Neighbourhood Plan was made (adopted) on 22 June 2021. The plan has been reviewed and the Modified Blandford + Neighbourhood Plan was made (adopted) by Dorset Council on 3 October 2023.

- Policy B1- Blandford Forum & Blandford St. Mary Settlement Boundary defines the settlement boundary for Blandford Forum.

- Policy B2 - Land to the North and North East of Blandford Forum allocates land for a mix of residential, education, community and allotment uses subject to specified criteria (i-xiii).

Pimperne Neighbourhood Plan (PNP) –

The original version of the Pimperne Neighbourhood plan was made (adopted) on the 25 January 2019. The plan has been reviewed and the Pimperne Neighbourhood Plan Review was made (adopted) on 1 November 2022.

- Policy SB: Settlement Boundary defines the settlement boundary for the village of Pimperne. Development outside of this boundary will be treated as 'countryside' in respect of the Local Plan Policies.

- Policy LC: Landscape Character is a policy made up of nine criteria (a-i). These set out, amongst other relevant matters, that all new development must take account of the relevant AONB management plan (Cranbourne Chase in this instance) and not detract from the special qualities.

- Policy MHN: Meeting Housing Need is a policy made up of five criteria (a-e); this policy sets out a housing target of at least 61 dwellings to meet the projected needs of Pimperne with sites to be located within or adjacent to the settlement boundary of Pimperne village.

North Dorset Local Plan Part 1 (LPP1) adopted January 2016:

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Core Spatial Strategy

Policy 3: Climate Change

Policy 4: The Natural Environment

Policy 5: The Historic Environment

Policy 6: Housing Distribution

Policy 7: Delivering Homes

Policy 8: Affordable Housing

Policy 11: The Economy

Policy 13: Grey Infrastructure

Policy 14: Social Infrastructure

Policy 15: Green Infrastructure

Policy 16: Blandford

Policy 20: The Countryside

Policy 22: Renewable and Low Carbon Energy

Policy 23: Parking

Policy 24: Design

Policy 25: Amenity

North Dorset District Wide Local Plan (1st Revision) Adopted 2003:

Policy 1.16 – Groundwater Source Protection

Material Considerations

(emerging) Dorset Council Local Plan – The emerging Dorset Local Plan is at an early stage and should be given limited weight. Nonetheless, members can take account of supporting documentation in considering the suitability of development sites proposed for allocation. With regard to this proposed development site, it is

considered to be consistent with the existing spatial strategy, i.e. Blandford (Forum and St Mary) is a sustainable location for growth. The emerging plan allocates a similar but slightly bigger site for the delivery of up to 680 dwellings and notes that part of this site is within Pimperne and designated as an important gap for which any detailed proposal would have to respond to.

- Policy BLAN7: Land north-east of Blandford Forum

National Planning Policy Framework (NPPF):

The proposed development is such that most all of the chapters have some relevance to the considerations of this application. Particular attention will need to be given to paragraphs 11, 12 and 13, and to section 3 'Plan Making', Section 5 'Delivering a sufficient supply of homes, and section 15 'Conserving and enhancing the natural environment.

- paragraph 11

Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (footnote 8), granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (fn7); or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- paragraph 12 states

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

- paragraph 13 states

The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

- paragraphs 29 and 30 of the Framework fall under the title of 'Non-strategic policies' and inform us that neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions. The policies of NPs are non-strategic and take precedent over non-strategic local plan policies.

- paragraph 60

To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

Note: The Council has recently published an updated housing land supply position. This indicates that the Council has a Housing Land Supply of 5.74yrs and a housing delivery rate of 110%. These are, in and of themselves, a good indicator of our action plan taking effect and it means that the 'Presumption in favour of sustainable development' set out in paragraph 11d) is not automatically engaged.

It should also be noted that for six of the past seven years we did not have an annual supply of housing in excess of five years. Which has resulted in strategic development being allowed in villages contrary to our spatial strategy.

Other material considerations

National Design Guidance

Paragraphs 86, 100, 104, 107, 116, 129

Cranbourne Chase AONB Management Plan

Policy PT 14 - Development proposals in the AONB or its setting should demonstrate how they have taken account of the AONB Management Plan objectives and policies.

Policy PT15 – Local Planning Authority partners ensure that where new development is permitted, it complements the special qualities of the AONB (i.e. the tranquil unspoilt qualities of the area, wide expansive skies, rich land use history, local vernacular building styles and strong sense of place) and takes full account of the area's setting and context through the consideration of appropriate Landscape Character Assessments and sensitivity and design studies.

CC AONB Landscape Character Assessment (2003)

Dorset Council - Housing Delivery Test Action Plan (March 2022)

North Dorset Local Plan Review: Issues and Options (November 2017)

North Dorset Strategic Landscape and Heritage Study

- Stage 2 Assessment: Blandford (Forum and St Mary)(October 2019)

Recent appeal decisions of relevance

Appeal reference	Application number	Site	Proposed development	Decision
/W/20/3265743	2/2020/0406/OUT	Land South of Lower Road, Stalbridge	Outline planning application for the erection of up to 114 dwellings, up to 2,000 sqm of employment space (use class B1, with up to one use class A1 unit), vehicular access points and associated works.	Allowed
/W/21/3284485	2/2019/1799/OUT	Land south of Station Road, Stalbridge	Outline planning application for the erection of up to 130 dwellings including affordable housing with public open space, structural planting and landscaping and sustainable drainage system (SuDS) with vehicular access point from Station Road. All matters reserved except for means of vehicular access.	Allowed
/W/21/3289314	2/2018/1124/OUT	Land north of Crown Road, Marnhull	Erection of 72 No. dwellings and new community facilities.(Outline application to determine access and layout)	Allowed

/W/20/3259308	2/2018/1773/OUT	Land south of the A30 and east of Shaftesbury	Outline application proposed is an employment led mixed-use scheme consisting of industrial starter units, primary school, up to 135 dwellings and flexible commercial uses to include a combination of hotel and non-food retail or a residential care home together with car parking, sport pitches, public open space and associated works.	Allowed
<u>/W/21/3289401</u>	CB/21/01248/OUT	Land south of Arlesey Road, Stotfold	The development proposed is a development of up to 181 dwellings to include 35% affordable, an integrated Care Village (C2 use) with ancillary facilities, 9.88ha of public open space comprising parkland and woodland extension, Pix Brook flood mitigation proposals, extensive new landscaping, play areas, creation of biodiversity habitat, new access	Allowed.

			arrangements and all ancillary works.	
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12.0 Human rights

Article 1 – Protection of property

Article 6 - Right to a fair trial.

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

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. In particular,

- provisions will be made for level access to buildings
- dropped kerbs at corner locations
- multi-functional play and open spaces to be provided.

14.0 Financial benefits

The applicant and officers are working to complete the S106 legal agreement. This would secure the following contributions and obligations:

Planning Obligation	Contribution
Affordable housing	30% of the total number of homes built (~147 dwellings)

Self-build / Custom Household	5% of the total number of open market homes (~17 plots)
Allotments	On-site provision of 2.55 ha for allotments with allotment building and parking. Allotments to be transferred to Blandford Town Council.
Education (Primary & Secondary)	3 hectares of land provided on site for new primary school, including road and services. £6,094.34 per eligible dwelling towards primary and secondary education
Pre-School Provision	£190.50 per eligible dwelling
Community, Leisure and Sports Facilities	Onsite Provision – Community Hall Transfer to Management Company or Blandford Forum Town Council.
Informal Open Space	On site provision
Informal Open Space Maintenance Contribution	Transfer to management company or contribution of £1,278.80 per dwelling - to be provided if transferred to Blandford Town Council
NEAP & LEAPs	On-site provision of formal play areas to include: 1x NEAP between 1000 – 1500 sqm 2x LEAPs between 400 – 800 sqm Potential for up to 7x LAPs
LAP / LEAP / NEAP Maintenance	Transfer to management company or contribution of £359.36 per dwelling - to be provided if transferred to Blandford Town Council
Formal Outdoor Recreation Facilities	On-site provision of 0.5ha for outdoor recreation and MUGA
Formal Outdoor Sports Facilities Maintenance	Transfer to management company or contribution of £128.73 per dwelling to be provided if transferred to Blandford Town Council

Bus Services	<p>£24,200 - 2 New Bus Shelters with Real Time Information on Salisbury Road</p> <p>£2,500 - 2 new Bus stop on Black Lane</p> <p>£13,724 – 2 New Bus Stops with Real Time Information situated within the development site. Preferably to be implemented by the developer during development.</p> <p>£27,450 - Improvements to 4 existing bus stops in the wider area. Pole & Flag with Real Time Information</p>
Library	£252/per dwelling
North Dorset Trailway and Rights of Way	£8,000
Stour Meadows	£2,000
Directional pedestrian & cycling signage strategy	£25,000 financial contribution for DC to produce and implement or to be provided by developer.
Travel Packs – to be provided to new residents. DC can provide a good quality walking and cycling interactive map base if required	Secured through financial contribution to be agreed if provided by DC.
Pavement improvement near Sunrise BP	£6,000

It's difficult to put an exact figure on the additional number of jobs likely to be created, but there certainly will be employment for construction, for the local centre shops, and teachers in the school.

Tax receipts and business rates are generally non-material consideration.

Highways improvements would be secured by conditions and the Highway Act's S278 legal agreement. These would be as follows:

Measures	Trigger Point
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Black Lane Foot/Cycleway	Prior to occupation of Phase 1 of the development
Site Access Roundabout	Prior to occupation of Phase 1 of the development
Traffic Regulation Order for 50mph Speed Limit on A354	Order to be processed by DC upon completion of A354 Site Access Roundabout
Two Gates Roundabout Improvements	Prior to occupation of Phase 2 of the development
Hill Top Roundabout Improvements	Prior to occupation of Phase 2 of the development
A350 Overbridge Link	Dorset Council asset to be adopted as public highway and open to public prior to occupation of Phase 2
A354 Proposed Toucan Crossing Point	Only required upon occupation of Phase 3 if 50mph speed limit TRO is made
Preetz Way Pedestrian/Cycle Link	Only required upon occupation of Phase 3 if 50mph speed limit TRO is made
Pedestrian/Cycle connection to A350 Overbridge Link	Prior to occupation of the Phase 2 and opening of A350 Overbridge Link
Pedestrian/Cycle link to Salisbury Road	Prior to occupation of Phase 3 of the development
A350 Signalised Crossing Point	Prior to occupation of Phase 3
Adjustments to Shottesford Avenue junction to reduce the crossing distance and improve visibility for the safe crossing of pedestrians and cyclists	Exact details and timing to be agreed with developer through the S278 agreement. Financial contribution to be agreed if not provided by developer.
Widening of the footway between the Sunrise Roundabout and Sunrise Business Park to enable people to walk and cycle.	Exact details and timing to be agreed with developer through the S278 agreement. Financial contribution to be agreed if not provided by developer.
Highway adjustments on Black Lane to facilitate the two new bus stops – new area of hardstanding required.	Phase 1

15.0 Environmental Impact Assessment (EIA)

There are specific arrangements for considering and determining planning applications that have been subject to an EIA. These arrangements include consideration of the adequacy of the information provided, consultation, reaching a reasoned conclusion on the significant environmental effects of the proposed development, publicity, and informing the consultation bodies and public of both the decision and the main reasons for it.

The local planning authority must take into account the information in the Environmental Statement, the responses to consultation and any other relevant information when determining a planning application.

The proposed scale of development required this application to be considered in light of EIA regulations. An EIA should only focus on the likely significant effects of a development on the environment during the construction and operational phases. The scope of the EIA was agreed formally with the Council, see application ref 2/2018/1386/SCOEIA.

The technical issues scoped into the Environmental Statement (ES) were:

- Landscape and visual effects (including effects on the night-time scene, i.e. dark skies);
- Cultural Heritage;
- Air Quality;
- Noise;
- Water Resources and Flood Risk; and
- Biodiversity (including effects of lighting during the night-time).

It should be noted that the ES assessed the original submission which proposed 600 dwellings and that the scheme has now been reduced to 490 dwellings; along with the other items originally proposed. The scale of the development has also been reduced and the amount of landscaping increased on the submitted plans. It is reasonable to assume that the effects of the development would commensurately be reduced.

The Non-Technical Summary of the ES concluded:

“In summary, the Development will result in the following beneficial residual effects:

- Benefits to some Site Features, local character and Visual Receptors following completion of the Development; and
- Benefits in terms of pollution and disturbance to on-site and off-site waterbodies following completion of the Development.

In summary, the Development will result in the following adverse residual effects:

- Effects on some Site Features, Local Character and Visual Receptors during Construction and operation of the Development;
- Minor effects on some heritage and archaeological assets during construction of the Development.”

The applicant has also submitted an Environmental Statement Letter of Conformity for the proposed amendments to the original scheme. This concludes “No likely significant effects, that were not identified or identifiable at the time of the preparation of the ES, have been identified. It is therefore considered that the conclusions of the ES remain valid and that the information provided comprises non-substantive amendments.”

16.0 Planning Assessment

The main issues of this case are considered to relate to:

- Spatial strategy and the principle of development
- Site location
- Five-year supply of housing, and housing delivery test
- Affordable housing and housing mix
- Self-build and Custom Housebuilding
- Landscape and Policy LC PNP
- Landscape impact on Cranbourne Chase AONB
- Heritage
- Highways network
- Design, and Policy B2 B+NP
- Sustainability appraisal
- Residential amenity
- Green Infrastructure
- Ecology
- Agricultural land classification
- Air Quality and noise
- Flood risk and drainage
- Groundwater
- S106 contribution
- Benefits (socio-economic considerations)
- Planning Balance.

Spatial Strategy and the principle of development

The core spatial strategy of the development plan (LPP1 Policy 2) identifies Blandford (Forum and St Mary), Gillingham, Shaftesbury and Sturminster Newton as the key strategic settlements in the District and seeks to focus the vast majority of the District's growth in these main towns as they are the most sustainable locations where homes, jobs and facilities are easily accessible.

The proposed development site falls over two separate neighbourhood plan areas: Blandford + NP, and Pimperne Neighbourhood Plan. The B+NP has allocated their portion of the site to address housing and employment needs and other matters (such as education and services) as set out in Policy B2; and they have amended their settlement boundary accordingly.

The PNP has not allocated their portion of the site for housing. It lies outside of their designated settlement boundary for both Blandford Forum and the village of Pimperne and is therefore considered as part of the countryside under Policy SB: Settlement Boundary.

PNP Policy MHN: Meeting Housing Need was written to address the local needs of the community and never intended to address the strategic need of the district (as

was North Dorset DC) or the strategic need of the emerging Dorset Local Plan. Criteria b) states that homes should be located to the west side of the A354 main road on land within or adjacent to the settlement boundary of Pimperne. There is also a conflict with Policy MHN c) 'to resist development in the countryside'. However, the policy route for assessment goes through PNP Policy SB: Settlement Boundary which states that development outside of the new settlement boundary will be treated as 'countryside' in respect of the Local Plan policies (i.e. LPP1 Policies 2, 6, and 20).

Policy 2 of the North Dorset Local Plan Part 1 (LPP1, or the Local Plan) states that all development should be located in accordance with the spatial strategy for North Dorset. It highlights Blandford as one of the four main towns which will function as the main service centres with employment opportunities. These towns have the best range of sustainable transport options and the greatest potential for further sustainable transport improvements. They are the main focus for growth, both for the vast majority of housing and other development. However, that policy also highlights that outside of the defined boundaries of the four main towns, Stalbridge and the larger villages, the remainder of the District will be subject to countryside policies where development will be strictly controlled unless it is required to enable essential rural needs to be met. It goes on to state that at Stalbridge and all the District's villages (including Pimperne), the focus will be on meeting local (rather than strategic) needs.

Policy 6 of the Local Plan relates to housing distribution and amongst other things states that in the countryside (including Stalbridge and the villages) the level of housing and affordable housing provision will be the cumulative number of new homes delivered to contribute towards meeting identified local and essential rural needs. There is an "at least" figure of 825 dwellings written into the Policy. This figure is very likely to be exceeded in light of the number of completions and extant permissions the Council has granted. However, this should not be seen as a restraint on its own.

Policy 20 of the Local Plan sets out that development in the countryside outside defined settlement boundaries will only be permitted if it is of a type appropriate in the countryside (as listed, providing rural needs), or for any other type of development, it can be demonstrated that there is an 'overriding need' for it to be located in the countryside.

The proposed development allocated within the B+NP accords with the spatial strategy and should be considered sustainable development. However, the land proposed for development within Pimperne Parish, being located outside of the defined settlement boundary and not fulfilling any of the criteria for being a type appropriate in the countryside under policy 20, would conflict with Policies 2, 6 and 20 of the LPP1 and the PNP Policy SB unless there was an 'overriding need'.

Site location

Policy 16 of the Local Plan sets out the sustainable development strategy for Blandford to maintain its role as the main service centre in the south of the district

(as was). Amongst of development matters it states that Blandford will provide “at least” 1,200 homes plus employment and services. The land to the north-east of Blandford Forum is mentioned in the subtext of the Policy but not mentioned specifically in the Policy. The three housing allocations where development is supposed to be met in Blandford will not provide the at least figure required. To wit, the latest Housing Land Supply Report states Blandford has delivered 660 plus a projected 372 for the next five years, after this the delivery of housing is very much reliant on the B+NP housing allocation.

With the intension of putting out a Local Plan Part 2, North Dorset District Council went out to consultation (in 2017) with an Issues and Options paper which sought views on where development might be accommodated given the constraints of the area. This area (north-east of the bypass) was considered to be one of the least constrained.

The site was then examined more closely in terms of strategic landscaping and heritage in the North Dorset Strategic Landscape and Heritage Study, Stage 2 Assessment listed above. Amongst other relative matters this document suggested that any new development should:

- Seek to preserve the setting of the non-designated former parklands belonging to Letton House (no longer extant) and the grade II Langbourne House. This may be achieved by not developing the northern half of the assessment area past the southern boundary of Letton Park (or by maintaining this half as strategic open land). This would also avoid reducing the rural gap between Blandford Forum and Pimperne, which aids in their legibility as separate historic settlements of rural origin.

Another suggestion was that the ‘northern half’ is not a part of the proposed development site. The other suggestions made here have been taken onboard, such as: retaining and enhancing mature hedgerows, respecting local vernacular and building materials, and ensuring it does not adversely affect the special qualities of the CC AONB (including: the tranquil unspoilt qualities of the area, wide expansive skies, rich land use history, local vernacular building styles and strong sense of place).

This consultation and assessment has provided a direction for growth for the emerging Dorset Local Plan. Whilst we must acknowledge the conflict with current policy we should also acknowledge the emerging Dorset Local Plan and the ‘direction of travel’ for where development may occur for the need to deliver housing and meeting future needs as the five-year housing land supply is not a ‘one-and-done’ exercise. To those ends, the emerging Policy BLAN7: Land north-east of Blandford Form sets out a larger development site to provide approximately 680 dwellings.

While the emerging Dorset Council LP is at an early stage and should only be given limited weight, the supporting information is relevant to the consideration of this application.

The first B+NP allocated part of the development site for 400 homes. Because of boundaries and jurisdictions the Examiner was not at liberty to discuss development outside of the designated settlement boundary.

The first PNP was made after the B+NP and this housing allocation. The first Examiner (inspector) was pressed to comment on the potential for development of this site in light of Policy LC: Landscape Character within his report. He states at paragraph 5.35:

*“This site, of 17.5 ha of agricultural land, proposed for residential led development, is very largely within the parish of Blandford Forum. However a section of the site lies within Pimperne Parish. This part is within a ‘gap’ identified under Policy LC: Landscape Character, part g), which states that development should not “ ... reduce the open nature of the gap between Blandford Forum and the village of Pimperne”. It is suggested that the grading of the magenta colour on Map 2 is unclear and confusing. Against that, ...” **it is important to recognise that Blandford Forum is a major settlement within North Dorset District, needing to accommodate strategic growth. The part of this site that is within PNP area could be accommodated sensitively whilst retaining an important landscape gap between Blandford Forum and Pimperne.** (bold emphasis added).*

(When the PNP was modified the second Inspector did not say anything to add or detract from this opinion.)

This quote is informed not only by this Council’s spatial strategy in which Blandford has the task of accommodating growth but also paragraphs 13 and 29 of the NPPF which are quite clear that neighbourhood plans should aim to shape development rather than undermine strategic policies. Paragraph 29 directs neighbourhood plans to shape and help to deliver sustainable development and these policies are non-strategic.

As set out below, it is considered that the proposal has positively responded to the Policy LC retaining the important landscape gap through the use of strategic landscaping, open space, and tree lined streets.

Broadly speaking, in the interest of comprehensive development and good design it makes sense to consider this allocation with the land located in Pimperne. This development site accords with the NPPF insofar as it seeks to direct development to sustainable locations to minimise the need to travel, create sustainable communities rather than commuter towns/villages and address the causes and effects of climate change.

Five Year Housing Land Supply and Housing Delivery Test

The Council’s very recent review of our five-year housing land supply (HLS) indicates that we have 5.74yrs HLS and a housing delivery test (HDT) score of 110%. Therefore, the ‘tilted balance’ in paragraph 11d of the NPPF is not engaged.

Members and officers should, however, be cognisant of the Government’s objective of ‘significantly boosting’ the supply of homes (NPPF para 60).

The northern planning area of Dorset Council (specifically North Dorset DC area, as was) has had several appeals allowed in the recent past due to there being a persistent shortfall in our 5yr HLS, and not meeting our HDT target. Here are the numbers from the past seven years:

Year	Housing Land Supply (HLS)	Housing Delivery Test (HDT)	*comments
2017	3.4	Not Available	
2018	3.3	NA	
2019	4.0	NA	
2020	3.3	NA	
2021	5.17*	69%	This HLS figure was test at two public inquiries. Both Inspectors found our HLS to be under the 5yr requirement (4.58 yrs Marnhall appeal and 4.35 yrs Station Rd, Stalbridge appeal) and subsequently allowed the appeals.
2022	4.27	74%	
2023	5.74	110%	September 2023 (Mid-year figures)

Whilst the current five-year HLS and HDT are good news, the Council is always confident of our HLS figure and the assumptions that we have made in the current assessment were no doubt informed by our recent appeal examinations. However, in public inquiries and the examination of housing land supply these figures will be challenged and we have recent experience to draw upon. It is within this context that the Government’s objective to significantly boost housing is brought to the attention of members.

It should also be noted that the ‘median affordability ratio’ (median house price to earnings) for North Dorset worsened to its highest level yet, 11.04. As part of the Housing affordability in England and Wales: 2022, the ONS stated:

In the 330 local authorities (LA) in England and Wales, housing affordability improved in 235 (71%) since 2021, worsened in 89 (27%), and stayed the same in the remaining 2%.

The four appeals mentioned above that are from within this Council are material considerations. Three of these have resulted in the expansion of village settlement boundaries, and one resulted in the loss of a key employment allocation site. The fifth appeal from Stotfold is an example of how an Inspector balanced the ‘many and weighty’ benefits of a scheme with the conflicts.

The various Inspectors' conclusions are relevant. Here are but a few relevant comments:

Appeal site: Land north of Crown Road, Marnhull

Paragraph 43 "... the NPPF emphasises the Government's objective of significantly boosting the supply of homes."

Paragraph 49 "... The provision of 28 affordable homes ... attract important and significant weight."

Appeal site: Land south of the A30, Shaftesbury

Paragraph 70 "... The shortage of housing places emphasis on the need to find sites for development..."

In light of these decision by the Planning Inspectorate, and having regard to our revised HLS and HDT, it is considered that moderate weight should be given to boosting the supply of market housing.

Affordable housing and housing mix

For the purposes of LPP1 Policy 8: Affordable Housing, the site is considered to be an urban extension to Blandford. This Policy seeks to achieve 30% of the total number of dwellings as affordable. The scheme is policy compliant and would provide up to 147 homes on this point. This would need to be secured by s.106 legal agreement. All of these would be on-site.

In terms of need, the Council's Housing and Enabling Officer has informed us that there are currently over 4500 active applications on the Dorset Council Housing Register and there is a high need for affordable housing across the area. These require a variety of dwelling sizes with a high need for family homes.

LP Policy 8 seeks a tenure split of 70-85% affordable rented and/or social rented housing with the remaining 15-30% provided as intermediate housing. This a starting point for negotiations and the Council will seek a tenure split within this range but a different split may be permitted if it can be justified by local circumstances, local needs, or local viability considerations.

The mix of housing sizes required is set out in LP Policy 7 Delivering Homes. As a starting point, this seeks to provide about 40% of the market housing as one or two bedroom properties and about 60% as three or more bedroom properties. As a starting point for the affordable housing it is just the opposite: 40% as three or more bedroom properties, and 60% one or two bedroom properties.

The illustrative masterplan (page 65 Dwelling Mix Plan) demonstrates one approach to the delivery of 490 within the application site with the indicative dwelling mix shown on the plan and summary table opposite. This mix reflects a range of housing types, sizes and tenures, showing accommodation of smaller households (1 & 2 bed apartments) along with smaller and family-sized housing (2, 3, 4, & 5 bed family houses).

The applicant has agreed to include a clause in the S106 agreement that would require the completed development to comply with the LP Policy 7 housing delivery aims (+/- 5%). This agreement would allow flexibility through the phases for the developer and assurance for the Council that it will deliver as needed.

Originally affordable units were concentrated to the west of the site, along the bypass edge but these have now been more widely distributed throughout the southern part of the site. Every development block that includes affordable housing also includes open market housing and although these are contained to the southern part of phase 1, this is due to the character of this part of the site being defined by higher density smaller terraces and apartments and considered to be acceptable.

A policy in the emerging Dorset Local Plan seeks to provide suitable housing and choice for Dorset residents and states that any scheme that delivers over 15 affordable homes should ensure that at least 10% of the units should be accessible and adaptable dwellings and therefore built to Building Regulation accessibility standard M4(2). The applicant has agreed to a condition on the matter.

While some of the dwellings proposed in phase 1 do not meet national space standards, we have no space requirements in our Development Plan to insist upon these standards. That said, the reduced space may cause future occupants to seek additional living space by converting the loft and inserting roof windows. This would have an adverse impact on the dark sky designation of the neighbouring CC AONB. Removing permitted development rights to insert roof windows would not necessarily preclude a loft conversion. For this reason, a bespoke condition has been added regarding this matter.

Regarding house sizes and mix, the applicant has submitted in support of the application a letter from Aster Housing, the intended registered provider that will be taking on these affordable houses and a detailed response to the Housing Enabling Teams comments (titled: Housing Enabling Team Response June 2023).

In line with opinion of the Planning Inspectors referenced above, the matter of affordable housing provision should be given significant weight.

Self-build and Custom Housebuilding

Criteria i. of Policy B2 of the B+NP requires 5% (~19 plots) of the open market homes to be offered as self-build and, or, custom build housing. If after a period of time (normally a year) marketing the sites as such there is no interest, then the plots would return to the developer to build. The applicant has agreed to such a clause in the S106 legal agreement.

Members should be aware that the Council is under the duty imposed by the Self Build and Custom Housebuilding Act of 2015 (as amended) to meet demand for self-build/custom build (SBCB) housing for each Base Period of the Self Build Register, and to do so within three years of the end of each Base Period (October to October).

Data for the first five base periods was collected on a former District / Borough basis before the formation of Dorset Council on 1 April 2019. The Dorset Council self-build register was introduced on 31 October 2020; the beginning of base period six. For clarity of purpose, the register has been divided into two parts with a local connection test applied to Part 1. Dorset Council must have ‘regards’ to the Part 2 register in their planning, housing, land disposal functions and regeneration functions.

Where it can, Dorset Council monitors the supply of self-build housing through the issuing of Self Build Community Infrastructure Levy (CIL) exemptions. However, the former North Dorset DC area did not introduce a Community Infrastructure Levy. As such, we, Dorset Council, are unable to easily demonstrate the supply within this area and are instead reliant on known self-build planning applications, or CIL data collected in the other former districts.

Table 1: Dorset Council Self Build Register

Base Period	Demand for plots evidenced by the Self Build Register		Self Build CIL Exemptions across Dorset
	Part 1	Part 2	
Sixth Base Period	45	160	64
Seventh Base Period	34	76	70
Eighth Base Period *	13	53	Not yet available

*The latest information available within base period eight is dated 27 September 2023 the equivalent of 11 months data. The full dataset will be available in November 2023.

It should be noted that the fall in the number of registers coincides with a few being introduced to register in 2021.

At the time of writing, I am not aware of any SBCH plots receiving planning permission as part of any proposal in the northern area of the Council. Therefore, on balance and having regard to the requirements of the SBCH Act, the delivery of approximately 19 plots for SBCH proposes should be given positive moderate weight towards the benefits of this scheme.

Landscape and Policy LC PNP

Policy LC: Landscape Character of the PNP sets out criteria a-i for development within the parish boundaries to be measured against. This policy is in conformity with the Development Plan, particularly LPP1 Policy 4 – The Natural Environment. It also has regard to the CC AONB Management Plan.

This policy has influence on Area: b of the proposed development site; the land south of Salisbury Road (A354) and within the parish of Pimperne. However, in practice, this is a comprehensive development and the policy, whilst non-strategy,

has greatly influenced the design of a 'Parklands' in terms of landscaping, layout, and scale.

The relevant criteria of Policy LC are considered here:

a) All new development within the plan area must demonstrate that account has been taken of the relevant AONB Management Plan policies and must not detract from the special qualities of the Cranborne Chase and Dorset AONBs unless, in the case of major development, this is justified by exceptional circumstances and it is clearly in the public interest to permit the development.

The first test of this criteria is 'has the applicant demonstrated that account has been taken of the CC AONB Management Plan' and the second test is 'the proposed development must not detract from the special qualities of the CC AONB'. If these tests are passed, then one should move onto the next criteria. If these tests are not passed, then one should consider whether there are 'exceptional circumstances' and it is clearly in the public interest to permit the development.

The applicant's Design & Access Statement (Addendum update March 2023) sets out under the section titled 'Context & Identity' a thorough understanding of local landscape and how the design has taken account of the CC AONB Management Plan. In terms of key landscape parameters, the applicant set themselves 'Key outcomes' for Area A and Area B having regard to the special qualities of the AONB. It is considered that here and in the plans before members that the applicant has demonstrated and taken account of the CC AONB Management Plan; thereby passing the first test of this policy.

To demonstrate how the proposed development would not detract from the special qualities of the CC AONB, the applicant has produced photomontages of how the proposed landscape mitigation will work and appear from various local viewpoints over the next 25 years. Members were taken on a site visit to view and considered these montages and the development site in context. Officers consider that the reduced building heights and proposed landscape strategy would mitigate the development adequately.

With conditions to secure a management and replacement of ash trees on site, and biodiversity net gain, the proposed development could be said to conserve and enhance the local landscape and CC AONB designation. It is considered that the proposed development, subject to conditions, would not detract from the special qualities of the CC AONB, thereby passing the second test of this policy.

b) Development in the countryside should avoid higher ground and open vistas where it is likely to be prominent in wider views. Where development in such locations cannot be avoided, the following mitigation should be applied

- materials should be muted colours found in the traditional agricultural buildings of the area

- buildings should be designed to have a low profile, avoid creating large unbroken blocks, and to use the landform, siting and orientation to reduce landscape impact

- existing tree cover, hedgerows and/or new landscaping should be used to minimise any remaining adverse impacts to an acceptable level.

The scheme has been developed, in terms of siting, scale and massing of the residential development to reduce landscape impact and avoid large unbroken blocks of housing. Phase 1 details have been provided and a parament plan for the remainder of the site fixes building heights. A palate of locally distinctive materials has been proposed and generally accepted by your Conservation Officer.

The extent and content of the landscape proposals have been substantially increased to provide woodland belts across the site, linking with retained hedgerows and woodland copse so as to provide a stronger landscape framework. This has result in a significant reduction in the number of dwelling. This approach is supported by both your Landscape and Urban Design Officers.

The parkland character of the adjacent Letton Park, and Langbourne Park to the north of the site, have been central to the evolution of the proposals. This design emphasis, particularly on the land within Pimperne parish, shows a clear appreciation of the landscape and influence of existing character.

Informal open space has been included at the interface with the AONB in the south-east corner of the site, to provide informal parkland and parkland links to all parts of the site. These would also enhance the landscape value across the site and better integrate with the woodland appearance of existing residential properties. Semi-mature trees along the main avenues and at the site entrance along with the introduction of advance planting across the site would introduce a strong landscape structure at an early stage in the development of the site.

c) All woodlands should be protected and managed to sustain them in the long term, or where their loss cannot be avoided suitable replacement woodland planting that will provide a similar landscape and wildlife benefit should be secured.

With the exception of the proposed access arrangements, all the woodland on or adjacent to the site would be retained. Additional planting is proposed adjacent to the existing woodlands to protect and enhance the woodland character at the edges of the site.

d) Within Pimperne village, ...

The proposed development is not within Pimperne village. Therefore, this is not relevant.

e) Street lighting and flood lights should be avoided as generally inappropriate, having due regard to the significance of the expanse of dark night skies for the AONB. Where these cannot be avoided, they should be designed in accordance with the guidance set out in the Cranborne AONB Position Statement Number 1 on Light Pollution and Good Practice Note 7 - Good External Lighting and International Dark Sky Reserve criteria.

Lighting is a key issue for this development as it has implications for not only the CC AONB 'dark sky' designation, but also ecology with particular regard to bats. As such, you will find this to be integral to the 'Lighting and tree planting strategy' on page 138 of the Design and Access Statement (Addendum update March 2023). It is also listed in the key outcomes to "*Minimise the use of lighting and have regard to the technical guidance provided by the Cranborne Chase AONB as to lighting levels.*"

A detailed assessment of the phase 1 layout has been undertaken and a lighting plan submitted to demonstrate how the street and path lighting can be implemented alongside the extensive street tree planting proposals (Phase 1 Landscape Strategy, 813.21/112 Rev P). Furthermore, the submitted Design Code, which would be conditioned should members be minded to approve this application, provides details for how future phase should address light stating:

...any lighting proposals should be designed to avoid light spill into the country park, wooded corridors around the site and the wider landscape (in particular the AONB).

Lighting proposals should be in accordance with the Bat Conservation Trust and Institute of Lighting Practitioners guidance (BCT and ILP, 2018), in addition to the AONB's position statement 7a, 'Good Practice Note: Good External Lighting'. This could be achieved through employment of a selection of the following measures:

- Use of only the minimum amount of light required for safety and amenity, and minimise upward reflected light.
- Minimising the height of lighting columns. For pedestrian lighting, use of low-level lighting that is as directional as possible. Where necessary, use of embedded road lights to illuminate roadways and light only high-risk stretches of roads such as crossings and merges.
- Avoidance of light-spill into adjacent areas through luminaire design (downward emitting light source) or with accessories, such as hoods, cowls, louvres and shields to direct the light. Exterior light fittings with a light source above 500 Lumens, should be fully shielded if possible.
- Use of narrow spectrum bulbs (less than 3000 Kelvin where possible) and/or low UV emitting bulb types.
- Limiting the times that lights are on to provide some dark periods for wildlife and/or use automatic dimmers to reduce lighting outside times of peak use.
- Where possible use LED light sources.

f) "Where development is appropriate on the edge of a settlement, it should incorporate suitable landscaping to avoid creating a hard and visually prominent edge. On higher / open ground the mitigation measures in (b) should also be applied."

This criteria is not considered to be entirely relevant as the part of the proposed development which is on the edge of a settlement (Blandford) should be considered in light of Policy B2 of the B+NP. That said, members attention is drawn to how the applicant responded to the aims of criteria b) above and the proposed landscape strategy.

The mature trees to the south of Salisbury Road also assist mitigation of views higher/open ground. It is also intended to enhance the exist treed boundary of Letton Park as this provides a robust and long term boundary to the development. Two new woodland belts perpendicular to this boundary would mitigate views across the site. No development is proposed adjacent to, or within the root protection areas of existing trees. Tree species selected would reflect the species composition of the existing woodland in the Park and once they are established would enhance the overall character of the area.

g) "Development should not harm the views of Pimperne village as appreciated on the approach from the south along the A354, or reduce the open nature of the gap between Blandford Forum and the village of Pimperne, as indicated on Map 2, and should respect the treed and distinctive character of Letton Park within this gap."

There are two parts to criteria g). The first part relates to the approach to the village from Blandford along the A354 (Salisbury Road). The views along this road includes trees and hedges, domestic clap-board fencing, dwellings of various sizes and setbacks to the road, and driveways/access arrangements.

The proposed development has very limited road frontage within Pimperne Parish along the A354. There is only a proposed bus access/egress that needs to be considered. This would come forward as part of a later phase. As such the details are not for consideration within this application. This access could be designed to be in keeping with character of this street scene such that it would not harm the views Pimperne village at such a distance.

The second part of the criteria is 'development should not harm or reduce the open nature of the gap between Blandford Forum and the village of Pimperne and should respect the treed and distinctive character of Letton Park'. To assess this part of the policy we need to understand the 'nature of the gap' and to do this we need to know from where it can be viewed.

Paragraph 33 of the PNP provides us with these viewpoints: *There are general views of the village from higher ground, most notable from the approach from the Higher Shaftesbury Road, along the A354 near Letton Park and some of the surrounding public rights of way...The impact of development on the enjoyment of these views should be considered in planning decisions...* The other views mentioned in this paragraph are not of relevance as they do not provide a view of the proposed development site. It should also be noted that there are no public rights of way through the site.

Within this 'gap' there currently exists large agricultural buildings, residential dwellings of various sizes, land in cultivation, trees and hedges, water features,

domestic clap-board fencing/boundary treatment, and driveways/access arrangements. Hence, residential development is part and parcel of the views within this important open gap. Therefore, residential development could be acceptable in the gap subject to design details that would insure the 'open nature' of the gap is maintained.

To harm or reduce the open gap would require either the introduction of something new of a size and scale to be noticeably out of place or introduce something that already exists but at a size and scale that can't be mitigated. On this point of mitigation, it is helpful to consider why the residential development in Letton Park is considered to be a part of the 'gap' but the development of Letton Close is not.

It is my opinion that the development of Letton Close was left out of the 'Important Open Gap' designation because it lacks the silvan character of Letton Park. By contrast, it is considered that the proposed development, across the whole of the site but particularly in eastern portion adjacent to Letton Park and the southern portion adjacent to the CC AONB, will deliver a silvan character and appearance when seen from the viewpoints mentioned above. The photomontages produce by the applicant demonstrate this point.

The vision for this development (Parklands) is underpinned by a nature theme which aims to respect the AONB setting and the character areas on land within Pimperne parish are much less dense allowing for more formal and informal planting in parks, along streets, as features in and of themselves. This can be demonstrated from the submitted plans, Design Code, and Illustrative Landscape Strategy. The proposed development, particularly within Pimperne, would consists of:

- Single and two storey dwellings
- Retention and enhancement of existing boundary woodland and hedgerows.
- Green corridors – Linear green space allowing movement of people and wildlife. Existing mature hedgerow and trees will be retained and enhanced with new planting. The corridors will extend through the site linking open space areas and new amenities and provide view corridors out into the wider landscape.
- Informal parkland – The parkland will form a transition between new homes and open countryside. Areas of amenity and wildflower grassland, rough grassland and woodland planting would provide opportunities for play, relaxation and habitat creation.
- Permanently wet SuDS ponds will be planted with appropriate marginal and emergent species to encourage wildlife and establish an attractive lakeside amenity setting.
- Landscape edges will comprise informal footpaths, trees and grassland with the retention and enhancement of existing established woodland and hedgerow planting. New whip and feathered tree planting will provide long term continuity to the woodland edge.
- Native woodland belt to provide landscape framework to development.

- Street lined streets both formal and informal avenue tree planting and calcareous grass verges to the principal roads within the neighbourhood area

This would not be a dense form of development like Letton Close. It would respect the treed and distinctive character of Letton Park. It would enhance the openness of the gap in Pimperne through the creation of public parks, ecological habitats, footpaths, and associated views. Therefore, with regard to criteria g), the proposed development is considered to be acceptable.

h) ... character of Nutford ...

Not relevant.

i) Development should respect the historic character of the landscape, including archaeological features that are clearly evident within the landform (many of which are recorded in the Dorset Historic Environment Record).

The Council's Senior Archaeologist is satisfied with the submitted archaeological evaluation of the site. There is no objection in principle subject to a suitable condition to secure an appropriate programme of recording and analysis archaeological remains found on the site.

Landscape impact on Cranbourne Chase AONB,

Within the CC AONB designation the proposed development is limited to: a primary school, playing pitches, replacement allotments and allotment building. These fall within the outline application for the site with details of building height (8m for the school) set in the parameter plan, landscaping set in the landscape parameter plan, leaving only matters of layout, and appearance as reserved matters.

- Paragraph 176 of the NPPF states "*...The scale and extent of development within... designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.*"

- Paragraph 177 of the NPPF states "*...When considering applications for development within... Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:*

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;*
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and*
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.*

(The applicant has provided a detailed response (dated 21st October 2021) to concerns raised with regard to: Nationally Designated Landscapes, amongst other relevant matters. This response is still relevant to the amended scheme before members.)

Officers consider this proposal to be major development for the purposes of paragraphs 176 and 177.

With regard to NPPF paragraph 177 criteria a), your attention is drawn to the B+NP Examiner's Report dated 28 January 2020. Therein the Examiner confirmed the need for the development at paragraphs 9.35-9.46 and specifically the school at paragraph 9.43 of his report stating *"there is an unmet and increasing need for primary school places in the area and great importance attached to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities"*.

The evidence for the B+NP included a Sustainability Appraisal (SA) prepared by AECOM Infrastructure & Environment UK Ltd which explored Spatial Options for the provision of housing and facilities such as schools. This evidence concluded: the need for a school could not be met on other sites (allocated or not) nearby as the need was in the north of the town, and therefore is required to be provided in this location. Further evidence, in the form of the Site Selection Background Paper, included an examination of the three NPPF paragraph 177 tests balancing these with the exceptional circumstances that prevail in Blandford. This concluded that the need for school development is in the public interest and met these tests.

Following the adoption of the Blandford + Neighbourhood Plan in 2021, the site is now officially allocated for the proposed development in Policy B2.

Note, the Council as Local Education Authority has commented that there is still a growing need for school places.

Turning to criteria b); there is no scope for developing a school on other identified sites as was considered by the Examiner.

The Examiner concludes at paragraph 9.46 of his report: *"I consider that the evidence demonstrates that the disadvantages to the public interest of the proposed development within the AONB are outweighed by the significant benefits of additional housing and employment land provision and that of a site for the proposed school. For these reasons I conclude, applying paragraph 172 of the Framework, that: (i) there are exceptional circumstances and (ii) it has been demonstrated that, despite giving great weight to conserving the landscape and scenic beauty in the AONB, the allocations are in the public interest."*

Turning to criteria c) and moderating the impact of the development. It is considered that any harm to the CCAONB has been sufficiently tested and mitigated through extensive landscaping proposals and the scheme has been designed to minimise adverse impacts as demonstrated in the, photomontages, Phase 1 Landscape Strategy, and the Illustrative Landscape Strategy Plan. In particular, the illustrative landscape strategy and building heights parameter plans show how the school

building itself would be limited in height, set within a landscape context that would filter views from the wider AONB.

The proposed allotments and pitches would be set behind the landscaped boundary features and therefore would be suitably mitigated from the wider landscape.

With regard to paragraph 176 and the setting of the CC AONB, it should be borne in mind that the proposed development site location is very much influenced, or derived from, recent studies and supporting documents by the Council, in particular the North Dorset LP Issues and Options, and the North Dorset Strategic Landscape and Heritage Study. These documents were drawing broad-brush areas for considerations and study.

The proposed development site compared to the site(s) drawn in the earlier documents is more refined and has omitted the identified more sensitive land. The most sensitive parts of the site was the land to the north-east nearer to Langbourne House (which more sensitive for landscape and heritage reasons) and the land south of Pimperne Brook which has flooding concerns are not a part of the proposed development site. And of course, the land adjacent to the A354 bypass within the CC AONB.

It can be demonstrated through the landscape strategy plan, and design code, how the proposed development would conserve the natural beauty of the CC AONB. Mitigation through structure planting and tree planting throughout the site, and biodiversity net gain, would conserve and enhance the landscape. Additionally, the applicant has also agreed to a condition requiring an 'Ash tree management and replacement plan' as the existing tree canopy has a high number of ash trees. It is considered that the proposed layout would enhance the CCAONB in terms of both landscape and ecology by locating the County Park in the south-eastern portion of the site which shares a boundary with the AONB.

On the issue of setting and moderating impact, your Officers' have found that the proposed development has been sensitively located and designed to avoid and, or, minimise the impact of this development having regard to the character of the landscape in this particular location and special qualities of the CC AONB.

The comments from the CC AONB on file have been considered on site and summarised above. It is self-evident that the proposed development will have an impact and result in a change in the landscape. However, it is considered that the proposed development and resultant change to the landscape in the context of this particular site which is bordered by Blandford Forum and the A354 bypass, Letton Close, Letton Park, and the CCAONB would not result in a materially detrimental impact on the setting of the CC AONB.

The Landscape Character Assessment of Cranbourne Chase AONB recognises that the neighbouring towns that share its boundary "...provide important employment and economic activity, resulting in an outward-looking economy ...the AONB cannot be seen as a discrete area in social and economic terms, but one that is influenced by external factors and its infrastructure." I would concur with this statement. Hence it can be said that the proposed development within and adjacent to Blandford

Forum helps to relieve development pressure within the adjacent AONBs. This is similar to the appeal Inspector's comment of the need to find sites; and sites which accord with our spatial strategy which aims to place strategic development in the most sustainable locations.

To address the issue of lighting and dark skies, a lighting strategy for the development has been undertaken in consultation with the Council's lighting engineers to establish a set of parameters which provide the required levels of lighting for roads, cycleways and footpaths whilst simultaneously meeting the aspirations of the NPPF in respect of the provision of street trees throughout the scheme. The layout and lighting column lamp specification have taken account of the Dark Skies advice note set out by the Cranborne Chase AONB, in respect of light colour (3000K or less), and lamp design and light direction and shielding of perimeter lighting to the Site. Plans and specification have been included in the July 2022 submission.

It is considered that the requirements of paragraph 176 and 177 of the NPPF are met, as the school site needs to be located here, and there are no other known available sites. The landscape impacts of the proposal have been moderated in view of the significant changes to the number of dwellings proposed, and to the layout and greenspaces.

Heritage assets

Your Senior Conservation Officer has raised no objections subject to conditions. He has noted that the proposed development broadly continues the historic pattern of development of Blandford Forum to the NE of its historic core. In his detailed comments he notes that Policy B2 of the B+NP requires

"...viii. 'a design and landscape scheme comprises measures to...minimise harm to the Grade II listed Longbourne [sic] House by way of the details of the design, layout, landscape treatment, materials and typical details of appearance and elevation of buildings.'"

Though the majority of these elements are reserved matters, the application provides a series of parameter plans to be agreed as part of the application. These include strategic landscape and open space on the E side and along the NE edge of the southern parcel and a general reduction in building heights from W to E, reflecting the transition between the town and the rural edge. Insofar as they contribute to minimising harm to the setting of Langbourne House, these are considered acceptable approaches and have been retained through the various amendments.

The ES concludes that the development will result in a 'minor adverse significance of effect' to the significance of Langbourne House through further erosion of its rural setting. We agree with this assessment and interpret it as 'less than substantial harm' in the context of the NPPF. However, taking into account the contribution of setting to the building's significance and the opportunities for minimisation and/or mitigation, it is considered that the harm is of a minor degree and would be outweighed by the overall public benefits of the scheme.

The ES also identified 'minor adverse to negligible significance of effect' to Letton Croft, Bolney and Hammett Farm Cottage which we agree with and interpret as 'less than substantial harm'. Taking into account the contribution of setting to the significance of these assets and the scale of harm, we do not consider that the impacts are unacceptable.

The ES identifies 'negligible significance of effect' on Langton Long Farm Cottage through the growth of a suburban landscape. Again, we broadly agree with this assessment and consider that the level of harm is minor and not unacceptable.

The ES identifies a 'major magnitude of impact' on the archaeological non-designated heritage assets during the construction phase. We would equate this to substantial harm on their significance. However, taking into account the local significance of the finds and acknowledging the expectation of archaeological recording as mitigation (ES, 7.68), we consider these impacts to be acceptable, subject to any comments from the County Archaeologist; whom has no objection in principle subject to a condition requiring the recording of any findings.

Highway network

The Transport Development Managers comments are summarised here:

"...Vehicular access for the northern development site is proposed from a simple priority junction onto the A354 Salisbury Road. This junction is to be formed at the location of the existing junction that currently provides access to the existing allotments.

Vehicular access to the southern development site is proposed from a new 32m diameter 3-arm roundabout on the A354 Blandford By-pass. It is this entrance that will be used to serve Phase 1.

A number of new pedestrian and cycle connections are to be provided to the site to facilitate active travel. Immediately to the north of the proposed access roundabout on the A354, a new signalised toucan crossing will enable safe movements across the by-pass. This proposed crossing will link into a new footway/cycleway connection to Preetz Way to the west of the site across the adjacent public open space.

To the south of the site, a new shared use footway/cycleway will be built parallel to the A354 Blandford Bypass, running down the embankment to connect with the existing footway located along Black Lane. ...to be provided prior to occupation of Phase 1.

This new link will then join onto the footway/cycleway connections and traffic management measures proposed on Black Lane, as shown on Dwg No 01-PHL-304 Rev C... required prior to the occupation of Phase 1, the intention is to provide a new 3m wide shared footway/cycleway on the northern side of Black Lane and a new one-way section providing traffic calming under the Bypass bridge, forcing westbound traffic to give way to oncoming traffic as they enter the 30mph zone.

A shared use path is proposed linking the southern parcel of development north to the A354 Salisbury Road. A new pedestrian crossing will provide connectivity to the northern development site where the proposed local centre and school are to be located.

A second route to the northern development area will be provided by the existing pedestrian footbridge that spans over the A350.

The application includes a substantial Transport Assessment (TA) which considers the likely impact of the development traffic upon the local highway network. Traffic surveys (ATCs) and manual traffic counts were used to collect the baseline traffic data upon which the assessment was based. ... The projected trip generation for the recently approved Waste Management Centre (WMC) has also been fully considered within the Transport Assessment... future assessment year of 2031 has been assumed ...

In addition to the two proposed access junctions, three roundabouts on the Blandford Bypass have been assessed - Hill Top Roundabout, Two Gates Roundabout and Sunrise Roundabout. Analysis of the capacity of these junctions was carried out using the industry standard Junction 9 software package, with the findings informing the necessary mitigation.

At Hill Top roundabout it is proposed that new signalised crossings will be constructed on the A354 Salisbury Road arm and the A350 arm. These will improve pedestrian movement from the development site to the existing areas of Blandford to the west. A new left-turn bypass lane from the A354 (S) to Salisbury Road (W) will be constructed and an increase of the flare length and entry radius on all arms of the roundabouts will be made. These works are shown on Dwg No 01-PHL-302 Rev C and need to be implemented prior to occupation of Phase 2.

At Two Gates roundabout it was identified that the junction would be likely to operate marginally over capacity in the 2031 Baseline Scenario. To mitigate this the flare length and entry width on all arms of the roundabout will be improved, prior to occupation of Phase 2. These are shown on Dwg No PHL-202 Rev A.

Sunrise Roundabout was proven to operate with spare capacity in the baseline scenario and in the future 2031 baseline scenario, so no mitigation measures are proposed.

The Highway Authority considers that the submitted Transport Assessment is satisfactory and robust.

With specific regard to Phase 1, the detailed planning permission sought for the development of 150 dwellings, the Highway Authority has discussed the proposed estate road layout in detail with the applicant. The resultant scheme meets with adoptive requirements, providing a layout which serves to keep vehicle speeds to 20mph or lower, is considered to be safe and suitable for all road users and which can be fully serviced by refuse vehicles.

Car parking is provided in accordance with the guidance provided by the Bournemouth, Poole and Dorset Residential Car Parking Study.

Each dwelling is to be constructed with appropriate provision for cycle parking within the property's curtilage, provided within garages and gardens/sheds. Cycle stores will be provided for apartment blocks.

The Highway Authority is of the opinion that subject to the identified mitigation measures being implemented the residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 110 and 111 of the National Planning Policy Framework (NPPF) - July 2021."

Design, and Policy B2 of the B+NP

The B+NP allocated under Policy B2 - land to the North and North East of Blandford Forum for a mix of residential, education, community and allotment uses. Development proposals for the land would be supported, provided the following criteria were met:

Criteria	Comments on proposal	Complied with Yes/No
i. The residential scheme comprises approximately 400 dwellings, including a mix of open market homes of which 5% should be self-build and/or custom build housing, and affordable homes for rent and other affordable routes to home ownership, primarily located on land to the north-east of Blandford Forum;	<p>Proposal is for up to 490 dwellings. A low density of dwellings in Pimperne will allow for better landscape mitigation needed, and a large informal park with the attenuation pond and BNG.</p> <p>5% self-build not mentioned in Planning Statement or elsewhere. However, agreement to put this in in S106.</p> <p>AH has been better integrated and noted by the Urban Design Officer.</p>	Yes.
ii. The education scheme comprises a new two form entry primary school with integrated early years provision;	<p>Acceptable no objection from Local Education Authority. Evidence within B+NP. Current position stated below.</p> <p>Agreed could be low profile building 8m and adequately landscaped in the interest of CCAONB</p> <p>Needs to be secured through S106</p>	Yes

<p>iii. The education scheme shall be confined to land to the north of Blandford of about 3 hectares and of a design to reduce its impact on the skyline to minimise its visual footprint and of regular form to enable school expansion to three form entry and in a convenient position to facilitate the use of the existing A350 pedestrian bridge;</p>	<p>The land use parameter plan allocates a plot for the school to the north of the site.</p> <p>The LVIA has assumed a low rise building in its assessment.</p>	<p>Yes</p>
<p>iv. The community hub scheme comprises a new health and wellbeing facility, a community centre and convenience shop to serve the locality;</p>	<p>The land use parameter plan allocates land for a local centre, to the north of Salisbury Road, which can accommodate a mix of non-residential uses as required by the NP.</p>	<p>Yes.</p>
<p>v. The Lamperd's Field Allotments are relocated to a single location to the west of their current position and comprise land of approximately 2.5 hectares and ancillary facilities that meet or exceed the standards of the existing site;</p>	<p>The land use parameter plan allocates land for relocated allotments of at least 2.55ha and the provision of an allotment building are proposed as part of the outline planning application.</p>	<p>Yes.</p>
<p>vi. The highways scheme comprises measures to satisfactorily manage its traffic effects on the road network and to encourage and enable safe and convenient walking and cycling to community facilities (including the new community hub and new school, the Blandford School, the recreation ground at Larksmead and Pimperne Brook/Black Lane) and employment areas (including the town centre, Sunrise Business Park, Glenmore Industrial Estate, and Blandford Heights Industrial Estate);</p>	<p>The Local Highway Authority has yet to comment on the application.</p> <p>Off-site contributions have been agreed to improve the pedestrian/cycle movement, i.e. Shottesford Way, Sunrise Business Park.</p>	<p>Pending comments from LHA</p> <p>Hwy seemed to be satisfied in all discussions.</p>

<p>vii. The highways scheme includes proposals for the improvement to the existing bus services to serve the proposals and connecting to the town centre, Blandford School, the Sunrise Business Park, Glenmore Industrial Estate and Blandford Heights Industrial Estate;</p>	<p>The Local Highway Authority has yet to comment on the application.</p>	<p>Pending comments from the LHA</p>
<p>viii. A design and landscape scheme comprises measures to satisfactorily mitigate any adverse impacts upon the AONB and minimise harm to the Grade II listed Langbourne House by way of the details of the design, layout, landscape treatment, materials and typical details of appearance and elevation of buildings and of minimising light spill into the AONB;</p>	<p>Senior Conservation Officer and Senior Landscape Officer have no objection subject to conditions.</p>	<p>Yes.</p>
<p>ix. The green infrastructure scheme comprises an ecology, sustainable drainage and boundary treatment strategy that demonstrates how existing environmental assets will be protected and enhanced comprising:</p> <ul style="list-style-type: none"> • A biodiversity strategy to deliver, where possible, a net gain in biodiversity value on site; and, how biodiversity assets will be connected into the wider green infrastructure network; and • A public open space strategy to integrate the built environment and connected into the wider green infrastructure network, including the delivery of public open space proposals on both the land to the North and North East including informal open spaces and natural and 	<p>Ecology - BMP demonstrates a net gain and has been agreed with DNET. This is in excess of standard 10% net gain. Subject to conditions.</p> <p>SUDS strategy accepted by LLFA. Subject to conditions.</p> <p>Boundary treatment strategy, is part and parcel of the Landscape strategy.</p> <p>Open space strategy yes, see DAS and Design Code.</p>	<p>Yes.</p>

equipped children's play space; and		
x. A flood risk assessment and sustainable drainage strategy to demonstrate how the scheme will not increase surface water or fluvial flood risk on any adjoining land.	SUDS strategy accepted by LLFA. No objections raised by Wessex Water, nor by the EA subject to conditions.	Yes.
xi. an illustrative masterplan that defines the land uses and key development principles for access, layout, design and the principles of phasing and implementation and demonstrates that the proposals would not adversely impact on the operation of a waste management centre on adjoining land;	Complied.	Yes.
xii. design features that improve energy efficiency and reduces carbon dioxide emissions; and,	An energy strategy/sustainability statement has been submitted. Recommendations should be conditioned.	Yes.
xiii. a planning obligation to secure the release of all land necessary for the supporting infrastructure, the 2FE primary school and other community facilities following planning consent for the phase 1 scheme within the Blandford + Neighbourhood area and prior to the commencement of that scheme.	Terms being agreed.	Yes.

With regard to the provision of a school, the LEA has confirmed "...that the 490 dwellings proposed will generate up to 99 primary aged children and 88 secondary/Post 16 children..." Currently, the three primary schools are "full and there is still continued need for the LA to have the strategic allocation of a school site as detailed in the application. This will be brought forward at an appropriate time to ensure the LA can fulfil its sufficiency duty." While the secondary school, The Blandford School, "...is already having to add additional places (60 places in September 2023 alone) and this amount of housing alongside other allocations will require this increase to be rolled out through all year groups."

The allocated site for the school is consistent with previous discussions and is of an appropriate size and shape. On this matter the applicant made the following points:

- The school proposal has evolved through design review sessions with Dorset Council's schools team (Assets and the LEA). The principle for the school plot size, position and configuration was agreed in principle during this review and has remained broadly as shown throughout the application process dating back to 2020.
- Key considerations informing the proposed arrangement for the school include:
 - Maximising accessibility, with all residents (including those in the proposed southern parcel and the adjoining existing community at Badbury Heights) being within 800m (10mins) walking circle of the school building.
 - Positioning the school building in close proximity to the existing footbridge connection over the bypass whilst also ensuring the existing arrival views across the AONB are maintained.
 - Positioning the school building to minimise potential visual impact in the AONB, by siting on the lower part of the plot (83-84m contour) rather than higher part (85-86m contour).
 - Meeting Dorset Council's school standards for plot area size and regular shape.
 - Meeting Dorset Council's school standards for plot gradients for both buildings and outside play / sports areas.
 - Meeting Dorset Council's school design guidance to provide a 'constraint free' plot, by ensuring the existing 18m wide tree /hedgerow belt doesn't divide the plot. It forms a boundary feature to the northeast, adaptable and accessible as a nature / conservation area.

On a more general note about the scheme and design, early on Officers had raised concerns about the clarity of vision and the principles driving the identity and character of the scheme, and, whether these reflected the sensitivity of this location of the site, particularly with regard to the landscape setting and the surrounding character. It should be noted that the applicant has worked proactively with Officers to address these concerns.

The proposal has been significantly reduced and enhanced and now has a clear 'parkland' character with the incorporation of a larger central park as well as additional areas of green space, landscaping and amended street design that incorporates verges and tree planting. Character areas have been refined so they are clearer and more defined with changes to the design of streets, density, house type and boundary treatments.

The heights of buildings have been lowered significantly at the bypass entrance and along the Salisbury Road frontage and affordable housing is now more widely distributed throughout phase 1. The proposed feature building of the local centre has also been reduced in height to 14.8m is consider accept given the topography and tree cover (see pages 104 and 105, Design and Access Statement (March 2023), Illustrative section H-H).

Other key changes worth noting are:

- A reduction in the proposed total number of homes from 600 to 490.
- Introduction of additional strategic woodland tree belts and avenue planting across the contours to breakup and contain development within the wider landscape setting.
- A significant increase in proposed publicly accessible green space, including a central park and additional linear parks (now covering approximately 47% of the development area).
- Potential for a bus route to connect through the development area, alongside improved bus stop facilities on Salisbury Road and adjoining areas.
- Significant increase in tree planting across the site, including widened street verges to support trees and edge trees to reinforce boundary planting.
- Widened green corridor connections to support safe and inviting pedestrian and cycle connections.
- Off-site works to improve pedestrian and cycle connectivity to the town centre and local facilities.

- The outline application –

Turning to the outline planning application, details of access are provided with all other matters (layout, scale, appearance, and landscaping) reserved for a later date. Illustrative plans and drawings have been provided to give an understanding of how the development could be completed. Parameter plans, if agreed by condition, set some of the details by which the future reserved matters application must abide giving greater clarity and certainty about the development. For example, the Parameter Plan – Building Heights has details of buildings throughout the site upon which Officers have based our judgements of acceptability.

The applicant has submitted three parameter plans for consideration: Building Heights, Access and Land Use, and Open Space & Landscape. Officers would recommend that if members were minded to grant planning permission some or all of these parameter plans should be agreed by condition.

As shown on plan, there has been a significant reduction in the height of buildings across the site. This was to address concerns raised about the visual impact of development on the surrounding landscape and the effectiveness of landscape mitigation. As can be seen in the photomontages, the proposed heights work well with the proposed landscaping especially in relation to Letton Park. Even the tallest building envisaged in the new local centre, as a matter of judgement from viewing the site in context, would be adequately screened when viewed from the north in Pimperne due to the contour of the land falling away and from the south benefiting from the tall trees along Salisbury Road and the contour depending on your vantage point and distance.

The Parameter Plan - Access and Land Use now includes additional areas of strategic landscape and open space and clearly illustrates a good network of routes

for pedestrians and cyclists, and a bus route. The proposed location of the school building is not finalised on this plan but it has been the subject of extensive and detailed discussions. Should a revelation arise between now and the time the school is needed then the applicant could show their thinking in detailed reserved matters application.

Within the proposed local centre, to the north of the site, a mixture of residential and non-residential uses is proposed. The residential dwellings in this location would include both family housing and apartments. The apartments could be developed as retirement accommodation, which falls into the same use class as standard residential development. The indicative floorspace for commercial (use Class E) purposes is set out in the Planning Statement at 410sqm.

Within this use class, the following uses are permitted: medical/health centres, retail shops, financial and professional services, restaurants and cafes, offices, research and development, industrial uses (which are appropriate in a residential area), creches, nurseries and day centres, indoor sport and recreation (excluding motorized vehicles or firearms)

Whilst all of the above would be permissible through permitted development rights, it is anticipated that the uses within the local centre will come forward as a mix of retail, café and community uses

The Parameter Plan - Open Space & Landscape factor into the photomontages we have seen for the site. The proposed structural woodlands through the site work well to mimic the character of Letton Park whilst creating publicly accessible parkland from which to enjoy landscape view through green wedges. Details of planting is not a matter for an outline application where landscape is reserved for a later date. However, it can be agreed that landscape management in Phase 1 should be conditioned to address concerns about Ash Leaf Dieback and the suitability of the tree selection.

- The full application -

Turning to the details of the full planning application, the National Design Guide, and Policy 24 – Design of the LPP1 are of particular relevance. The clear aim of these is to improve the character and quality of the area within which it is located. Points of reference therefore are considered to be Letton Close, Letton Park, and Blandford Forum as these present residential developments. As mentioned above there would be a clear difference between the proposed development and Letton Close due to the proposed landscaping. It would be unrealistic and waste to expect the proposed development to mimic Letton Park but the proposed theme of ‘Parkland’ with woodland planting, informal and formal public open space areas works well. The development in Blandford on the other side of the bypass is buffered by a thick tree belt but beyond this the layout of the and quantum of landscaping is generally lacking.

- Character and Identity -

In terms of character and identity, the proposed design has created a clear and logical arrangement of development blocks, a considered variation in the design of streets and built form that in turn creates legible character areas throughout the site.

These character areas have been further refined to ensure they are clear and distinct and together contribute to the parkland identity of the scheme.

Along key routes, the street design is more formal where larger town houses and villas with smaller front gardens have a positive street frontage, transitioning to a more informal layout with low density housing that is more rural in its vernacular. Additional tree planting and the addition of verges have also improved the appearance of streets and will assist in managing on-street car parking and reducing the visual dominance of parked cars.

- Density -

Whilst density is not a matter we can judge a design on, it is a helpful indicator. The density plans submitted as part of the addendum to the Design and Access statement show a clear distinction between different areas with the lowest density area being on the eastern edge of the site where a more rural /village character transitions into the open landscape. Density gradually increases towards the local centre and within the northern parcel where density will be at its highest due to the number of apartments and a greater number of terraces. In combination with adequate landscaping including softer front boundary treatments and tree planting, differing scales of built form and approach to street design, it is considered that the density is appropriate and will support the intended parkland character.

- Movement -

In terms of movement, considerable work has been undertaken to ensure that walking and cycling routes form a key part of the development and its movement strategy. It is considered that these routes comply with guidance set out in Manual for Streets and LTN1/20 and provide direct, wide and safe routes that connect the scheme to Blandford (through the provision of upgraded routes and controlled crossing points), the northern and southern development parcels and also provide links throughout the main residential element of the proposals. In addition to this, provision has been made for a bus service link to circulate through the central part of the scheme. The design of all routes is clearly set out in the submitted Design Code to ensure that in every phase of development the principles of the street hierarchy are secured.

- Layout -

In terms of layout clear development blocks ensure that the layout is permeable and legible for all users. Cul de sacs and private drives only serve the edges of the scheme and here there are footpath connections that ensure permeability for pedestrians and cyclists. The layout also ensures that waste collection and other large service vehicles can easily access all parts of the site.

It is considered that buildings positively address the street with windows and doors overlooking public areas. There are few areas of blank frontages. Focal buildings address key corners and junctions acting as way markers and adding presence to the street, in particular the 3 pairs of semi-detached dwellings at the entrance to the site overlook an area of green space and are a strong character cue for the rest of the scheme. Dwellings with dual frontage, windows overlooking the street on both sides, add quality in the public realm by positively addressing their location.

- Street and Open Spaces -

Phase 1 establishes a strong street hierarchy that would be followed through the later phases as set out in the Design Code. Different street types are clearly defined physically thereby creating legibility for users and adding to the overall character and identity of the proposal. For example, primary avenues have been designed to accommodate a bus service, tree lined with wide cycle/footpaths and a more formal layout of dwellings - they are the main transport routes through the site. Secondary streets are more residential in their character with narrower carriageway widths and footpaths to carry lower volumes of traffic. While, tertiary and mews streets are more informal in their design with a shared surface approach as vehicle movements will be very low.

Open spaces are located throughout, and a key feature is the central green space which acts as the heart of the scheme and emphasises the parkland character of the proposals. A Neighbourhood Area of Play (NEAP) will be provided here which is particularly beneficial considering play spaces are commonly left on the edges of places. It will be important to ensure that play spaces are designed to be in keeping with the parkland character of the scheme and provide a range of play experiences that are accessible to children of all ages, genders and abilities. This should be the subject of a bespoke condition. Opportunities for more creative play including features that encourage running, rolling and wheeling should be designed into the scheme as well as features that allow for more sensory play and quieter areas where children and families can sit.

- Parking -

The design approach to parking seeks to ensure that cars are well integrated and do not dominant within the street scene. The addition of verges help to informally manage on street parking and prevents cars parking on pavements. Visitor spaces have been designed into the carriageway in combination with trees that help to reduce the visual impact of parked cars.

In plot parking is generally set well back, reducing the likelihood of parked cars overhanging the building line and impacting on the visual appearance of the street. Driveways have also been widened, allowing for easier access to rear gardens and space for bin storage. Where courtyard parking is provided, spaces are broken up with landscaping and the spaces are overlooked by dwellings providing natural surveillance of these spaces.

- Homes & buildings -

A range of house types, sizes and tenures have been provided; their distribution through the site supports the creation of defined character areas with smaller detached, semi-detached and small runs of terraces to the south, with larger detached and semidetached houses closer to the central park.

The detailed design of buildings and materials used reflects those found in the local area, their location within the site supports the creation of defined character areas with more formal dwellings along primary avenues and village style properties on the edges where the site transitions into open countryside. Features and materials such as brick and flint banding, chimneys and porch details reflect those found in the surrounding area and help tie the development in to its local context and should be the matter of a conditions should permission be granted.

Originally affordable units were concentrated to the west of the site, along the bypass edge but these have now been more widely distributed throughout the southern part of the site. Every development block that includes affordable housing also includes open market housing and although these are contained to the southern part of phase 1, this is due to the character of this part of the site being defined by higher density smaller terraces and apartments.

While externally the design of affordable units meets the same standards as open market housing, house types appear to be smaller. Of the 45 affordable units in phase 1 there are 17 that do not meet the minimum gross internal area (GIA) as set out in nationally prescribed space standards. However, the Council has no policy that prescribes these space standards. The applicant commented on this issue:

“With regards to the nationally described space standards, it should be noted that this is not a policy requirement – it was considered through the North Dorset Local Plan Examination and the Council decided not to incorporate these into the Local Plan. In the absence of locally adopted policy relating to these standards, Wyatt Homes would typically design affordable homes based on Aster Homes ‘The Aster Standard for New Homes’ guide Section 2 Design and Specification for Affordable Rented & Affordable Home Ownership. All design, materials are in accordance with prevailing British Standards and Building Regulations. The size of the units are based on Housing Quality Indicators (HQI) Assessment and Core Design Standards, Section 1.10.1.”

- Boundaries -

Boundary treatments vary depending on defined character areas, they have been designed to support the street hierarchy and provide an area of defensible space between the public highway and the front of the dwelling. They include railings, hedges and planting; there is an opportunity to provide some low brick walls as these are recognised features in the surrounding sub urban and more rural areas. This should be the matter of a bespoke condition.

- Lighting –

The Design Code, which would be a condition of any subsequent approval, sets out the principles for the proposed lighting on the site at Section 14 (page233) as follows:

‘...any lighting proposals should be designed to avoid light spill into the country park, wooded corridors around the site and the wider landscape (in particular the AONB).

Lighting proposals should be in accordance with the Bat Conservation Trust and Institute of Lighting Practitioners guidance (BCT and ILP, 2018), in addition to the AONB’s position statement 7a, ‘Good Practice Note: Good External Lighting’. This could be achieved through employment of a selection of the following measures:

- Use of only the minimum amount of light required for safety and amenity, and minimise upward reflected light.*
- Minimising the height of lighting columns. For pedestrian lighting, use of low-level lighting that is as directional as possible. Where necessary, use of*

embedded road lights to illuminate roadways and light only high-risk stretches of roads such as crossings and merges.

- Avoidance of light-spill into adjacent areas through luminaire design (downward emitting light source) or with accessories, such as hoods, cowls, louvres and shields to direct the light. Exterior light fittings with a light source above 500 Lumens, should be fully shielded if possible.*
- Use of narrow spectrum bulbs (less than 3000 Kelvin where possible) and/or low UV emitting bulb types.*
- Limiting the times that lights are on to provide some dark periods for wildlife and/or use automatic dimmers to reduce lighting outside times of peak use.*
- Where possible use LED light sources.*

These principles follow from the Design and Access Statement which explains how lighting considerations have been taken into account in the application, and how they will be taken forward into the detailed design. Key landscape parameters included minimising the use of lighting and have regard to the technical guidance provided by the Cranborne Chase AONB as to lighting levels.

In the interest of providing accurate details of street trees, page 138 of the DAS shows the lighting and tree planting strategy developed for the phase 1 application. *...following advice from Dorset Council on trees in relation to street lighting, a scheme ... has been prepared. To identify potential conflicts between lighting levels required on roads and footpaths and the shade arising from tree canopies the following criteria have been established to determine the tree and lighting layout.*

1 A clear zone around lighting columns, ...

2 Street trees to have 3m clear stems to allow for light penetration below canopies.

3 All trees to be assessed against their extent of canopy at 25 years..

4 Maximum diameter of tree trunks to be assessed at 25 years.

5 HDA plan 813.21/1120 Landscape Strategy, identifies the proposed tree layout for the Phase 1 scheme along with the lighting column positions. ... The tree species specified are identified on the detailed planting plans for Phase 1 (HDA 813.21/105B-109B. In all cases the tree canopies of the selected trees species conform to, or are less extensive than, identified on the Landscape Strategy Plan for Phase 1...

Sustainability appraisal

A Sustainability and Climate Change Statement was submitted in July 2022 in support of the application at the Land North and East of Blandford Forum. The applicant has provided a summary note which has been put on the file. It has been prepared with reference to the Dorset Council draft Interim Guidance and Position Statement for Climate Change published April 2023.

Dorset Council's draft Interim Guidance and Position Statement focuses on sustainable design and construction in relation to new build development. In order to

clarify how planning applications can address the various criteria set out within the draft Interim Guidance and Position Statement for Climate Change, Dorset Council have prepared a Sustainability Checklist.

The checklist incorporates questions to reflect the matters outlined in section 39 of Dorset Council's Validation Checklist 'Local List' that should be addressed in a sustainability statement. A summary of the topic areas and specific questions asked by the Sustainability Checklist are set out in their note against a summary of how the proposed development is compliant.

Since the submission of the Sustainability and Climate Change Statement in July 2022, Wyatt Homes has confirmed that the new homes in Blandford Parklands development would be designed and built to exceed the 'Zero Carbon Ready' standard set out in the emerging Future Homes Standards due to come into force in 2025/26. This would be the first large scale development in the North Dorset area to be designed built to such high standards for energy efficiency and carbon reduction.

Amongst other relevant information in the applicant's summary note it may interest Members to know:

- The submitted Energy Strategy, referenced in the Sustainability and Climate Change Statement, recognises the forthcoming amendments to Part L of the Building Regulations and sets out how the proposed development will comply in full.
- Homes will be built to the emerging 'Zero Carbon Ready' future homes standard due to be introduced in 2025/26 requiring the provision of heat recovery technologies and renewable energy generation technologies to every new home. Therefore, as far as practicably possible, operational energy use of the proposed development will be renewable and capable of adaptation to 100% renewable over time with the de-carbonisation of the grid.
- Sustainable materials and methods will be used in the construction as detailed in the Sustainability and Climate Change Statement. Embodied carbon emissions have been considered. Homes will be built to a high standard using quality materials to stand the test of time. Locally sourced building materials where possible e.g. flint blocks produced in Dorset.
- All proposed dwellings include rainwater harvesting, and water conservation measures such as water metering, dual flush toilets and the provision of aerated taps designed to minimise unnecessary water consumption.
- Specific proposed climate change adaptation measures in the construction and operational phases include, but are not limited to: fabric specification, heat recovery technologies, PV panels, solar thermal panels, air source heat pumps and resultant energy savings. EV charging points will be provided for each dwelling.

Residential amenity

The proposed development would result in change to the nature of the site with increased vehicular movement, domestic noise, and general activity. Matters relating to air quality and noise have been assessed and found to be acceptable. At the reserved matters stage for the latter phases of development there should be sufficient separation from existing dwellings so as not to cause overlooking/loss of privacy, or an overbearing/overshadowing nature. Hence, it is considered that the proposal is unlikely to adversely impact on the adjacent neighbour's amenities.

Green infrastructure

The proposed development includes allotments, footpath, a central park, children's play areas, and green space which would provide amenity, biodiversity, landscape and drainage functions. This has been enhanced since the original submission with the reduction in the number of dwellings, as detailed within the DAS, to respond to feedback received from key consultees in the post submission period.

Two trees are subject to a TPO. These are located to on the southern parcel, adjacent to the road boundary with the A354 Blandford Bypass. The proposals require the removal of some trees, groups of trees and hedgerow. These intend to be ash and elm, and is limited to category C (low quality) trees.

The Council's Tree Officer has commented in part "...Within both phase 1 and the outline masterplan; the AIA highlights how removal is limited to lower quality trees and hedging for the purposes of site access and general management. The greatest visual impact is likely to be the removal of trees and hedging situated on the eastern boundary and hedging on the northern parcels' southern boundary, adjacent to the A354. However, as noted by the applicants arboriculturist, the impact is considered likely short term, given the extensive planting opportunities that can be secured by way of condition...". No objection have been raised subject to conditions regarding tree species, tree protection, and 'ash tree maintenance, management and replanting plan'.

The Outline component of the scheme allows for a significant level of public open space and allotment (re-)provision that would meet the council's open space requirements. Phase 1 proposes a large area of public open space in the eastern section of the site, incorporating a Local Equipped Area of Play and area for informal play.

Soft landscaping will include the planting of structural street trees along the residential streets to create a natural element which enhances the street scene, breaks up the built form and provides a visual landscape buffer. These trees will provide visual interest and screening whilst increasing biodiversity within the development. Ornamental trees are also proposed within the development, at focal points to create attractive landscape features, including along the entrance to phase 1.

Additional planting including hedgerows and other indigenous species will be planted along the site boundaries to reinforce the existing boundaries whilst allowing the development to integrate into the wider landscape.

Hard landscaping in phase 1 will include private drives or courtyard parking areas which will be finished in a variety of different surface treatment from the roads within the development to reinforce the change in street hierarchy.

You will have noted that your Senior Landscape Officer has raised concerns with selection of plants. I would concur with these findings. As such, if members were minded to approve the application a condition should be imposed to submit a revised planting schedule.

Ecology

With regard to ecological matters, the Council's Natural Environment Team has no objections to the proposal subject to conditions. They have noted that the Biodiversity Metric calculation provided by the applicant demonstrates the scheme will deliver a significant overall Biodiversity Net Gain in habitat. In addition to which, the proposals will provide a range of ecological enhancement features including:

- Provision of a range of bat boxes and other roost features on buildings and trees;
- Provision of bird boxes (including Swift bricks) on buildings and trees;
- Incorporation of bee bricks on external walls;
- Erection of a feature Wildlife Tower in association with the area of informal open space along the stream corridor in the south of the site to provide refuge/habitat for bats and birds;
- Use of fruit and nut producing species, and pollen and nectar-rich species in the formal landscape planting scheme;
- Inclusion of Barberry and Wych Elm within the planting scheme to support local initiatives for the Barberry Carpet Moth and White Letter Hairstreak respectively; and
- Creation of habitat piles and refugia using logs and brash from initial site clearance and ongoing management works.

It is considered that the net gains proposed will be well in excess of 10% and should be given significant positive weight in the planning balance.

Agricultural classification

From the applicant's ES provides us with an Agricultural Land Assessment at appendix 2.5. The findings are relevant and generally supportive of the proposal.

Planning policy at a national and local level seeks to provide protection for the best and most versatile agricultural land, of which Subgrade 3a is the lowest grade within the BMV category. Where significant development of agricultural land is demonstrated to be necessary, poorer quality land should be used in preference to that of a higher quality.

The proposed development involves the loss of 37.3 ha, of which 30.3 ha is agricultural land. Some 17.2 ha of the application site falls within Subgrade 3a, which is considered to be good quality agricultural land.

The site comprises a mixed pattern of Subgrade 3a mixed with Subgrade 3b. No fields fall wholly within Subgrade 3a, and in practical terms this will reduce the ability of farmers to exploit the benefits of the better quality land.

Planning policy does not provide a bar to development of land within the BMV category. However, the NPPF requires that, where significant development of BMV agricultural land is demonstrated to be necessary, poorer quality land should be used in preference to that of a high quality. Generally speaking, the loss of more than 20 ha of BMV agricultural land that does not comply with the development plan is considered to be “significant” development of agricultural land. The loss of 17.2 ha of BMV in this case is less than 20 ha and accordingly is not considered to be significant.

The applicant has supported their claim that poorer quality land is not available in preference to this site. “The Sustainability Appraisal for the Blandford and Neighbourhood Plan version 2 (Aecom, January 2019) identifies that all of Options 1 to 4 are likely to involve the loss of best and most versatile agricultural land. The preferred allocations therefore take account of the presence of BMV agricultural land. No poorer quality land is identified as available.”

Taking into account the search for poorer quality agricultural land, the lack of such land, the mixed nature of the Subgrade 3a with Subgrade 3b quality land, the lack of any significant impacts on farm businesses, and the quantum falling below the threshold of “significant” development, the Proposed Development accords with LPP! Policy 4 and supporting text paragraph 4.66.

Air quality and noise

With regard to air quality, the assessment in the ES finds that impacts from the development once complete will not be significant. It is considered that they have used appropriate methodologies to come to this conclusion.

The air quality assessment finds that impacts from the development during the construction phase require mitigation. These are set out in Annex A7 of Appendix 8.1. These recommendations should form part of the Construction Environment Management Plan (CEMP) condition.

With regard to noise, the assessment in the ES finds that impacts from the construction phase of the development provides an adequate maximum limit for construction (section 9.53). Construction traffic impacts are considered of negligible impact. Further mitigation for containing construction noise to the maximum level given are included within section 9.7 and should form the basis of mitigation measured given as part of the CEMP condition.

Sections 9.78-9.80 and 9.82 of the noise assessment detail sufficient mitigation strategies by way of acoustic design of properties to ensure acceptable levels of amenity in living spaces.

Flood risk and drainage

The Council's Flood Risk Management Team has reviewed the following surface water drainage or flood related documents submitted in support of the application, namely:

- Flood Risk Assessment by AWP, ref. 0728, Rev C and dated 18 July 2022.
- Preliminary Drainage Strategy (Phase 1), by AWP, ref. 0728, drawing no. PDL-101, rev D and dated 21/7/22
- Preliminary Drainage Strategy (Outline Application), by AWP, ref. 0728, drawing no. PDL-201, rev D and dated 21/7/22

The Flood Risk Assessment is considered to be appropriate and the FRM Team has no objections subject to conditions.

Groundwater

With regard to groundwater, it has been noted that the proposed development site: is within source protection zone 1, located upon a principal aquifer, and upon a drinking water safeguard zone.

The EA considers that the evidence submitted in support of this planning application provides us with confidence that it will be possible to suitably manage the risks posed to groundwater resources by this development though further detailed information will be required before development commences.

The Environment Agency has no objections with regard to groundwater subject to conditions. In part, they commented:

“The proposed development involves significant construction activity which presents a risk to groundwater resources. Groundwater is particularly sensitive in this location because the proposed development site:

- is within source protection zone 1
- is located upon principal aquifer
- is located upon a drinking water safeguard zone

The evidence submitted in support of this planning application provides us with confidence that it will be possible to suitably manage the risks posed to groundwater resources by this development. Further detailed information will however be required before any development is undertaken...In light of the above, the proposed development will be acceptable if a planning condition is included requiring submission and subsequent agreement of further details as set out... Without this condition we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework because it cannot be guaranteed that the development will not present unacceptable risks to groundwater resources.”

Wessex Water has been consulted on this scheme and has no objections.

Planning Balance

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): economic, social, and environmental. So that sustainable development is pursued in a positive way, at the heart of the Framework (a.k.a. NPPF) is a presumption in favour of sustainable development.

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In this case there is a conflict with the Development Plan and that is, building in the countryside should be resisted. However, as set out above that conflict would not result in any adverse impact. As set out above Policy LC does not preclude development, and the proposed development accords with the criteria of this Policy.

The B+NP has amended their settlement boundary and allocated most of this site for the development proposed. Other objectives within this allocation under Policy B2 are material and far reaching considerations; such as delivering a school site, providing affordable homes, self-build/custom home plots, biodiversity net gains, and enhancement of the landscape and CCAONB. It is also a material consideration that the spatial strategy for North Dorset has designated Blandford Forum for growth as one of the most sustainable areas.

The benefits of the scheme can be summarised as:

- land for a school
- securing 30% (~147 dwellings) affordable housing
- 5% self-build units
- open market housing
- formal and informal parks
- ecological benefits
- landscape enhancements
- community centre building
- employment, jobs, during and after construction
- off-site contributions
- highway improvements

These should all be given positive weight in the planning balance of decision-making. Additionally, financial contributions toward off-site improvements should be given positive weight as they would represent benefits to the community as well.

The only demonstrable impact of the development, for the land within Pimperne, would be a change in the landscape within their designated Import Gap. However, this would not result in an 'adverse' impact having specific regard to the CC AONB, the nature of the gap, and the character of the area having regard to Letton Park, Letton Close, and Blandford Forum. No other adverse impact have been identified.

The proposed benefits of this scheme are many and weighty. It is considered that with no demonstrable adverse impact the conflict does not outweigh the identified benefits which are material considerations.

Part of the application site is within a designated landscape, the CC AONB. Therefore, members need to consider whether the application of policies in the Framework provide a clear reason for refusal on this matter. With regard to paragraphs 176 and 177, and the Framework as a whole, it is considered that the proposed allotments, playing fields, and school, that would be located within the CC AONB would not present a reason for refusal as there is a clear public interest to providing a school and the proposed design and landscape mitigation would conserve and enhance the special qualities of the CCAONB.

Similarly, the issue of setting to the CC AONB would not present a reason for refusal as it is considered the proposed development has been sensitively located and designed to avoid and, or, minimise the impact of this development having regard to the character of the landscape in this particular location and the special qualities of the CC AONB.

The proposal, in its supporting documents has identified some potential archaeological remains on the site and other listed and non-listed heritage asset buildings. However, this information has been considered and, subject to conditions, it is considered that the harm would not outweigh the benefits of this scheme.

17.0 Conclusion

It is important to recognise that Blandford Forum is a major settlement within the northern area needing to accommodate strategic growth. It is by its very nature a sustainable location for growth.

The applicant has demonstrated that the land within the designated open gap of PNP Policy LC would not harm the views of Pimperne village nor reduce the open nature of the gap between Blandford Forum and Pimperne. In fact, there are aspects of this development which go beyond conserving the landscape but will enhance the special qualities of the adjacent CC AONB.

In the opinion of your officers, the conflict in principle to resist development in the countryside is far outweighed by the material considerations of securing 490 homes, 30 percent of which would be affordable dwellings, therefore providing much needed affordable homes, meeting our statutory obligation of providing self-build plot, and the other benefits mentioned above.

18.0 Recommendation

A) Grant planning permission subject to the following conditions, and 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.

B) Refuse permission for the reasons set out below if the agreement is not completed within six months from the date of committee or such extended time as agreed by the Head of Planning.

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

Reason: To ensure the satisfactory development of the site.

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. 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).

5. The proposed development was presented in two parts; one for outline planning permission covering all land within the red line boundary, and one part for full planning permission covering phase one of the development. The development hereby permitted shall be carried out in accordance with the following:

For the outline planning permission, development hereby permitted shall be carried out in accordance with the following plans:

- Hybrid Application Boundary, 131_DI_75.5
- Parameter Plan - Building Heights, 131_DI_91.11
- Parameter Plan - Access and Land Use, 131_DI_90.10
- Parameter Plan - Open Space & Landscape, 131_DI_59.20

- Tree Protection Plan, 18019-AA4-CA
- Arboricultural Method Statement 18019-AA4-CA

For the full planning permission covering phase 1, development hereby permitted shall be carried out in accordance with the following plans:

Phase 1

- Hybrid Application Boundary, 131_DI_75.5
- Access???? ??
- Site Layout Plan Phase 1, 131_DI_55.34
- Dwelling Mix Plan Phase 1, 131_DI_63.11
- Phase 1 Site Layout Plan, 131_DI_65.11
- Parking Layout Plan Phase 1, 131_DI_66.11
- Building Heights Plan Phase 1, 131_DI_68.10
- Boundary Materials Plan Phase 1, 131_DI_69.15
- Block Plan Phase 1, 131_DI_72.7
- Roof Plan Phase 1, 131_DI_73.8

Highways

- Proposed A354/Site Access Roundabout, PHL-102 Rev F
- A354 Site Access Roundabout Dimensions, PHL-103 Rev E
- Phase 1 Preliminary Road Profiles (Sheet 1), PHL-104 Rev F
- Phase 1 Preliminary Road Profiles (Sheet 2), PHL-105 Rev F
- Phase 1 Preliminary Road Profiles (Sheet 3), PHL-106 Rev F
- Phase 1 Preliminary Road Profiles (Sheet 4), PHL-107 Rev G
- Preliminary Highway Layout (Sheet 1 of 2), PHL-108 Rev H
- Preliminary Highway Layout (Sheet 2 of 2), PHL-109 Rev H
- Anticipated Extent of Highway Adoption Within

Development Site, PHL-601 Rev B

- Swept Path Analysis (Sheet 1 of 2), ATR-102 Rev E
- Swept Path Analysis (Sheet 2 of 2), ATR-103 Rev E

Drainage

- Preliminary Drainage Strategy Phase 1, PDL-101 Rev E
- Preliminary Drainage Layout (Outline

Application), PDL-201 Rev E

Lighting

- Street Lighting Strategy, 4111-LB-EX-XX-DR-E-7080-41 Rev P05
- Street Lighting Strategy, 4111-LB-EX-XX-DR-E-7080-42 P05

Landscaping

- Phase 1 Landscape Proposals 1 of 5, 813.21 / 119
- Phase 1 Landscape Proposals 2 of 5, 813.21 / 120
- Phase 1 Landscape Proposals 3 of 5, 813.21 / 121
- Phase 1 Landscape Proposals 4 of 5, 813.21 / 122
- Phase 1 Landscape Proposals 5 of 5, 813.21 / 123
- Phase 1 Landscape Proposals – Parkland, 813.21 / 110C

- Phase 1 Landscape Strategy, 813.21 / 112 Rev P
- Tree Pit Details – Car Park and Courtyard - 813.21 / 116
- Tree Pit Details – Parkland Trees - 813.21 / 117
- Tree Pit Details - Avenues - 813.21 / 118

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

Plans list continued ...

The proposed development was presented in two parts; one for outline planning permission covering all land within the red line boundary, and one part for full planning permission covering phase one of the development. The development hereby permitted shall be carried out in accordance with the following:

For the full planning permission covering phase 1, development hereby permitted shall be carried out in accordance with the following plans:

Phase 1 House Types, Garages and Bin Stores

- 2-821-Branksome-B-Cottage, Bra-B-C
- 2-821-Branksome-BF-Cottage, Bra-BF-C
- 2-830-Bridport-B-Cottage, Bri-B-C
- 2-830-Bridport-BF-Cottage & 3-1207 Ibberton-B-Cottage-Variant, Bri-BF-C & Ibb-B-C-V
- 2-830-Bridport-BF-Cottage, Bri-BF-C
- 2-845-Bryanston-B-Informal, Bry-B-I
- 2-845-Bryanston-R-Cottage, Bry-R-C
- 3-1036-Compton-B-Cottage, Com-B-C
- 3-1050-Dewlish-B-Informal, Dew-B-I
- 3-1050-Dewlish-R-Informal, Dew-R-I
- 3-1082-Edmondsham-B-Formal, Edm-B-F
- 3-1082-Edmondsham-R-Formal, Edm-R-F
- 3-1136-Glanvilles-B-Cottage & 3-1349-Knowlton-BF-CottageVariant, Gla-B-C & Kno-BF-C-V
- 3-1136-Glanvilles-B-Cottage, Gla-B-C
- 3-1136-Glanvilles-B-Formal, Gla-B-F
- 3-1136-Glanvilles-BF-Cottage-Variant, Gla-BF-C-V
- 3-1136-Glanvilles-B-Informal & 3-1207-Ibberton-BF-InformalVariant, Gla-B-I & Ibb-BF-I-V
- 3-1136-Glanvilles-B-Informal, Gla-B-I
- 3-1136-Glanvilles-B-Informal-Variant, Gla-B-I-V
- 3-1207-Ibberton-B-Cottage, Ibb-B-C
- 3-1207-Ibberton-B-Cottage-Variant, Ibb-B-C-V
- 3-1207-Ibberton-B-Informal1, Ibb-B-I1
- 3-1207-Ibberton-R-Formal1 & 3-1331-Kimmeridge-BF-FormalVariant, Ibb-R-F1 & Kim-BF-F-V
- 3-1207-Ibberton-R-Informal1 & 3-1136-Glanvilles-B-InformalVariant, Ibb-R-I1 & Gla-B-I-V
- 3-1217-Iford-B-Cottage, Ifo-B-C
- 3-1222-Iwerne-BF-Cottage1, Iwe-BF-C1

3-1222-Iwerne-B-Informal1, Iwe-BF-I1
3-1222-Iwerne-B-Informal1, Iwe-BF-I1
3-1331-Kimmeridge-B-Cottage-Variant, Kim-B-C-V
3-1331-Kimmeridge-B-Cottage-Variant2, Kim-B-C-V2
3-1331-Kington-B-Cottage, Kin-B-C
3-1331-Kington-BF-Cottage, Kin-BF-C
3-1349-Knowlton-B-Cottage, Kno-B-C
4-1360-Lytchett-BF-Informal2-Variant, Lyt-BF-I2-V
4-1360-Lytchett-B-Informal2, Lyt-B-I2
4-1360-Lytchett-R-Formal2, Lyt-R-F2
4-1403-Morden-B-Cottage-Variant, Mor-B-C-V
4-1403-Morden-R-Informal, Mor-R-I
4-1418-Netherbury-B-Cottage, Net-B-C
4-1418-Netherbury-BF-Cottage, Net-BF-C
4-1489-Pulham-B-Informal, Pul-B-I
4-1569-Regis-BF-Cottage-Variant, Reg-BF-C-V
4-1569-Regis-BF-Cottage-Variant2, Reg-BF-C-V2
4-1604-Sandbanks-B-Cottage, San-B-C
4-1604-Sandbanks-BF-Cottage-Variant, San-BF-C-V
4-1604-Sandbanks-BF-Cottage-Variant2, San-BF-C-V2
4-1681-Sixpenny-B-Formal, Six-B-F
4-1681-Sixpenny-B-Informal, Six-B-I
4-1825-Spetisbury-BF-Cottage, Spe-BF-C

Terrace1-Kimmeridge-Ibberton-Knowlton-Formal, Ter1-Kim-Ibb-Kno-F
Terrace2-Ibberton-Glanvilles-Bridport-Informal Cottage, Ter2-Ibb-Gla-Bri-IC
Terrace3-2-799-Beaminster-B-Cottage, Ter3-Bea-B-C
Terrace3-Evershot-Bridport-Cottabe, Ter3-Eve-Bri-C
Terrace4-3-5-1099-3-4-1044-HA-BF, Ter4-1099-1044-HA-BF

2-4-777-HA-B-T3-V1, 777-HA-B-T3-V1
2-4-777-HA-R-T3-V, 777-HA-R-T3-V
2-4-777-HA-B & 3-5-1036-HA-B-Variant, 777-HA-B & 1036-HA-B
3-5-894-HA-B-T3-V1, 894-HA-B-T3-V1
3-5-894-HA-B-Variant1, 894-HA-B-V1
3-5-894-HA-B-Variant2, 894-HA-B-V2
3-5-1140-HA3-R, 1140-HA3-R
4-5-1348-HA4-R, 1348-HA4-R

Flat Block Type-3-HA-B-V, FBT-3-HA-B-V
FOG Type4-HA-B-V4, FOG T4-HA-B-V4
FOG Type4-HA-B-V5, FOG T4-HA-B-V5

Apartments-HA-08-North Sheet 1 (Plans), Apart-HA-08-North Sh1
Apartments-HA-08-North Sheet 2 (Elevations), Apart-HA-08-North Sh2
Apartments-HA-08-South Sheet 1 (Plans) Apart-HA-08-South Sh1
Apartments-HA-08-South Sheet 2 (Elevations) Apart-HA-08-South Sh2

Bin Store, B BS-B
Bin Store2 & Cycle Store B, BS2-CS-B

Single Garage 2-B, SG2-B
Double Garage 2-B DG2-B
Triple Garage 2-B, TrG2-B
Twin Garage 2-B, TwG2-B

PHASE 1 - External Materials Plan A002-P-202

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

6. The development hereby approved shall be carried out in accordance in numerical order of the approved phasing plan unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the development is provided in an appropriate and comprehensive phased manner in the interest of economic, social, and environmental aims of planning.

7. The development hereby approved shall be carried out in accordance with the submitted Design Code (found in the Design and Access Statement, March 2023) having due regard to the Regulatory Plan, strategies, principles, and guidance contained therein, unless otherwise agreed in writing by the local planning authority.

Reason: in the interest of sustainable development.

8. The following works must have been constructed in accordance with the Trigger Points set out on DWG No TS-01-A Rev B; to a specification which shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be completed in accordance with the agreed specifications and maintained as such.

? A 3-arm roundabout on the A354 Blandford By-pass providing access to the southern development site, as shown on drawings numbers PHL 102 Rev F and PHL-103 Rev E (or similar scheme to be agreed in writing with the Planning Authority).

? A signalised toucan crossing north of the proposed roundabout providing access to the southern development site, as shown on Dwg No PHL-102 Rev F (or similar scheme to be agreed in writing with the Planning Authority).

? Footway/cycleway connections and traffic management measures on Black Lane, as shown on Dwg No 01-PHL-304 Rev C (or similar scheme to be agreed in writing with the Planning Authority).

? An active travel connection between Larksmead and Preetz Way, as shown on Dwg No 01- PHL-303 Rev B (or similar scheme to be agreed in writing with the Planning Authority).

? Improvements to Hill Top Roundabout, including new signalised crossings to be constructed on the A354 Salisbury Road East Arm, the A354 south arm, and the A350 north Arm and a left turn bypass lane from the A354 (S) to Salisbury Road (W), as shown on Dwg No 01-PHL-302 Rev C (or similar scheme to be agreed in writing with the Planning Authority).

? Capacity improvements to Wimborne Road Roundabout, as shown on Dwg No PHL-202 Rev A (or similar scheme to be agreed in writing with the Planning Authority).

? A shared use footway/cycleway, built parallel to the A354 Blandford Bypass, connecting to Black Lane. as shown on Dwg No 01-PHL-205 Rev G (or similar scheme to be agreed in writing with the Planning Authority).

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

9. Prior to occupation or use of any building in phase 4 of the development, a scheme showing precise details of the emergency/bus only access to the site from the A354 shall be submitted to and agreed in writing by the Planning Authority. The scheme should confirm how the access will operate as a potential bus connection (one-way in from Salisbury Road) to serve the development area, including details of, and a timetable for, a means of providing a bus service through the site. Thereafter the development shall be completed in accordance with the agreed details prior to occupation or use of any building of phase 4 of the development.

Reason: To ensure that a suitable vehicular access is provided in the interest of health and safety.

Prior to laying the footings of any building for each phase of development, details of, and a timetable for, a means of providing the bus service infrastructure through the site for that particular phase shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, that phase of development shall be completed in accordance with agreed details and maintained as such unless agreed in writing by the local planning authority.

10. Prior to occupation or use of any building in Phase 2 of the development hereby approved, the access and associated visibility splays shown on Drawing Number PHL-101 Rev C must be constructed (Unless a similar detailed scheme is otherwise agreed in writing by the Planning Authority, in which case the agreed scheme must be constructed before the development is occupied or utilised).

Reason: To ensure that a suitable vehicular access is provided in the interest of health and safety.

11. Prior to occupation of any dwelling in each phase of the development hereby approved, a scheme showing precise details of the proposed cycle parking facilities of that phase shall be submitted to and agreed in writing by the local Planning Authority. Thereafter, the development shall be completed in accordance with the agreed scheme and the facilities 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 sustainable transport modes in the interest of health.

12. Prior to occupation of any dwelling in Phase 1 of the development hereby approved, the access, geometric highway layout, turning and parking areas shown on Drawing Numbers Dwg No PHL-108 Rev H and PHL-109 Rev H 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 in the interest of health and safety.

13. Notwithstanding the information shown on the approved plans, prior to commencement of development for phases 2, 3, or 4 precise details of the access, geometric highway layout, turning and parking areas shall be submitted to and agreed in writing by the Planning Authority. Thereafter development shall be completed in accordance with the agreed details and maintained as such.

Reason: To ensure the proper and appropriate development of the site in the interest of health and safety.

14. Prior to commencement of any works on site (other than those required by this condition), the first 15.00m of the proposed access roads, including the junctions with the existing public highway shall be completed to at least binder course level unless otherwise agreed 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 in the interest of safety.

15. Prior to commencement of any development on site for any phase of development including Phase 1, a Construction Traffic Management Plan (CTMP) shall be submitted to and agreed in writing by the Planning Authority. The CTMP shall 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

Thereafter the relevant phase of development must be carried out strictly in accordance with the agreed 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 in the interest of health and safety.

16. Prior to occupation or use of any building hereby approved, a Travel Plan shall be submitted to and agreed in writing by the local Planning Authority. This shall include measures for each phase of the development hereby approved. The Travel Plan, as submitted, shall include:

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

Thereafter, the development shall be implemented in accordance with the agreed 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 in the interest of health and safety.

17. Prior to occupation or use of any building hereby approved, a pedestrian and cycling signage strategy shall be submitted to and agreed in writing by the local planning authority. Amongst other details this shall include information about the town generally, employment sites and shopping destinations, signage to be erected, when, and where. Thereafter the development shall be completed in accordance with the agreed details.

Reason: in the interest of health and safety.

18. Prior to the commencement of any development on site, for each phase of development including phase 1, a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and providing clarification of how drainage is to be managed during construction and a timetable for implementation of the scheme shall be submitted to and approved in writing by the Local Planning Authority. The surface water scheme shall be implemented in accordance with the approved details including the timetable for implementation.

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

19. Prior to the commencement of any development on site, for each phase of development including phase 1, details of maintenance and management of the surface water sustainable drainage scheme shall be 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 the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

20. Prior to the commencement of any development on site, for each phase of development including phase 1, no development shall commence until an appropriate programme of historic building recording and analysis has been secured and implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure heritage assets are properly recorded, analysis, and if need protected..

21. 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 08.03.2021 must be strictly adhered to during the carrying out of the development. The development hereby approved must not be first brought into use unless and until:

i) the mitigation, compensation and enhancement/net gain measures detailed in the approved biodiversity plan or LEMP have been completed in full, unless any modifications to the approved Biodiversity Plan or LEMP as a result of the requirements of a European Protected Species Licence have first been submitted to and agreed in writing by the Local Planning Authority, and

ii) evidence of compliance in accordance with section J of the approved Biodiversity Plan/the LEMP has been supplied to the Local Planning Authority. Thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

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

22. Prior to the occupation of any dwelling or use of any building hereby approved, for each phase of development, a landscape and ecological management plan (LEMP) shall be submitted to, and be agreed in writing by, the local planning authority of the development. The content of the LEMP shall have regard to the submitted Ecological Update Note dated 20 October 2022 and include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved LEMP must be implemented in accordance with the approved details.

Reason: To protect the landscape character of the area and to mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

23. Prior to the commencement of development, for each phase of development including phase 1, a Construction Environmental Management Plan (CEMP) (Biodiversity) must be submitted to and agreed 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
- i) Pollution prevention measures with particular regard to surface water management.

The development shall be completed in accordance with the approved CEMP.

Reason: To prevent pollution and protect biodiversity during each construction phases.

24. Prior to any works above damp proof course for any dwelling hereby approved, and for each phase of development including phase 1, the following details as set out in the Ecology Update Note dated 20th October 2022 shall be submitted to and agreed in writing by the Local Planning Authority:

- Provision of a range of bat boxes and other roost features on buildings and trees;
- Provision of bird boxes (including Swift bricks) on buildings and trees;
- Incorporation of bee bricks on external walls;
- Erection of a Wildlife Tower in association with the area of informal opens space along the stream corridor in the south of the site;
- Use of fruit and nut producing species, and pollen and nectar-rich species in the formal landscape planting scheme;
- Inclusion of Barberry and Wych Elm within the planting scheme to support local initiatives for the Barberry Carpet Moth and White Letter Hairstreak respectively;
- and
- Creation of habitat piles and refugia using logs and brash from initial site clearance and ongoing management works.

The measures shall be implemented in accordance with the approved details prior to first occupation or use of any building hereby approved.

Reason: To enhance biodiversity in those instances where mitigation and compensation are not required.

25. Prior to commencement of any development on site, for each phase of development including phase 1, a construction method statement shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the agreed details. The statement should include, with reference to the submitted Arboricultural assessment & method statement (dated 12th April 2023)(18019-AA4-CA), the following information:

1. Preparation of a written site management protocol for dealing with tree issues, to be

incorporated into formal site management procedures, and to specifically include induction training for all operatives related to tree protection.

2. The order of work on site, including demolition, site clearance, the installation of protective measures, the phasing of successive work locations, the removal of tree protection, and any necessary reinstatement.
 3. Erection and maintenance of tree protection measures.
 4. Who will be responsible for protecting the trees on site.
 5. Detailed proposals for inspecting and supervising the tree protection.
 6. How accidents and emergencies involving trees will be managed, including accidental damage to roots and their treatment.
 7. Details of facilitation pruning and access into site. What size vehicles will be used under canopies and will large machinery be lifted over trees.
 8. The parking arrangements for workers and visitors.
 9. A schedule of emergency contact numbers relating to trees.
 10. Areas for loading and unloading of materials and storage of materials and plant.
 11. Where site facilities will be located and when will they be installed.
 12. How machinery and equipment (such as excavators, cranes and their loads, concrete pumps and piling rigs) will enter, move on, work on, and leave the site.
 13. Pollution control to specifically consider chemical storage and wheel washing facilities in relation to trees.
 14. Recycling and storage of waste in relation to trees.
 15. Details of earthworks, grading and mounding and removal of spoil, including any planned lowering or raising of ground levels.
 16. Precise services locations, including the method of excavation when near trees.
 17. Crane location and zones of movement.
 18. How and when any temporary surfacing will be laid and removed.
 19. How post-construction impacts through compaction to soil near trees will be ameliorated.
- Reason: in the interest of visual amenities to protect the existing trees on-site which are an integral part of the schemes landscape strategy.

26. Prior to occupation of any dwelling hereby approved, a detailed ash tree management and replanting plan shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be completed in accordance with the agreed details. The management and replanting plan should include who is responsible for management across the different areas of the site, how trees will be managed as they progress through the cycle of the disease known as 'ash dieback', at what point they will be felled, and a replanting schedule with a list alternative native species to replace them.

Reason: in the interest of visual amenity as the loss of ash trees on the site will have a significant impact on the character and appearance of the area.

27. Prior to any works above damp proof course, details of all tree planting pits and their irrigation system shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall proceed in accordance with the agreed details. Details should also include a plan denoting the different planting pit requirements for the selected tree in the species list.

Reason: in the interest of visual amenity and to ensure that any street tree or any tree constrained by curbs, car parking or hard surfacing has adequate space below ground for root growth and available soil.

28. A detailed arboricultural method statements and tree protection plans must be submitted as part of each reserved matters to demonstrate how the existing features will be retained and duly protected.

Reason: in the interest of visual amenity.

29. Notwithstanding the details on the approved plans for phase 1, a species list of trees, their location, specification, and size (height and girth) shall be submitted to and agreed in writing by the local planning authority. The development shall thereafter be carried out in accordance with the agreed details.

Reason: in the interest of landscaping and visual amenity to help ensure the tree planting becomes established and matures to full height.

30. Prior to any works above damp proof course for each phase of development including phase 1, a lighting strategy which reflects the need to avoid harm to protected species and to minimise light spill, shall be submitted to and approved in writing by the Local Planning Authority. There shall be no lighting of the site other than in accordance with the approved strategy. In particular, the strategy shall minimise impacts from lighting associated with pre-construction, construction and operational activities, and demonstrate how the current best practice (Bat Conservation Trust/Institute of Lighting Professionals, 2023) guidance has been implemented. This shall include details such as the following: artificial lighting associated with public realm lighting, car headlights associated with traffic movements through the development and internal and external lighting associated with the residential development.

Reason: to ensure the site's identified Greater horseshoe bat flight lines function as dark corridors (0.5 lux and warm light) and roosting features are unaffected by light spill, and generally in the interests of biodiversity .

31. Prior to occupation of any dwelling hereby approved, for each phase of development including phase 1, details shall be provided of electric vehicle charge points across that phase of development.

full details of the Electrical Vehicle Charging points, as shown on plan xxx OR a % of houses???

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

The details shall include samples, location and / or a full specification of the materials to be used externally on the buildings. Only the materials so approved shall be used, in accordance with any terms of such approval and shall be retained at all times, unless otherwise agreed in writing by the Local Planning Authority.

The Charging Points shall be installed prior to the occupation of each individual dwelling.

Reason: to reduce greenhouse gas emissions by ensuring that adequate provision is made to enable occupiers of the development to charge plug-in and ultra-low emission vehicles in accordance with Policy 3 of the adopted North Dorset Local Plan Part 1.

32. Prior to development above damp proof course of any building in phase 1 of the development hereby approved, details of foul sewers size and location shall be submitted to and agreed in writing by the local planning authority.

Thereafter the development shall be carried out in accordance with the agreed details.

Reason: in the interest of health and safety.

33. Prior to occupation of any dwelling hereby approved in relation to the relevant phase of development, the following mitigation measures shall be implemented. The development shall be carried out in accordance with the submitted flood risk assessment (prepared by awp, Revision C dated 18th July 2022), and additional letter dated 3rd October 2022 from Chris Yalden of awp, including drawings 0728-PDL-101-Rev D and 0728-PHL-108-Rev E), including finished floor levels of all dwellings shall be set no lower than 48.0mAOD mAOD (Phase 1), and 47.0mAOD mAOD (Phase 2) and there should be no ground raising or other earthworks on existing land below 42.90mAOD. This shall include all surface water management pond embankments and infrastructure. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: in the interest of flood prevention to future occupants and the surrounding area, in terms of health and safety.

34. Prior to commencement of any works on site, details for each of the following items shall be submitted to and agreed in writing by the local planning authority and the development shall be completed in accordance with the agreed details:

- Pollution prevention protocol for each construction phase of the developments (i.e. the storage of pollutants in SPZ1 and the control of muddy run-off).
- Surface water management strategy during and post construction.
- Foul drainage scheme for each phase of development.
- Sewage pipe work specifications (in SPZ1)

Reason: To ensure that the proposed construction scheme and the final drainage system does not harm groundwater resources in line with paragraph 174 of the National Planning

35. Prior to commencement of any works on site, a scheme for water efficiency for each phase of the development, shall be submitted to and agreed in writing by the Local Planning Authority. The scheme demonstrate a standard of a maximum of 110 litres per person per day is applied for all residential development. The development shall be completed in accordance with the agreed details.

Reason: This condition contributes to environmental objectives of the National Planning Policy Framework.

36. Prior to commencement of development hereby approved a Construction Traffic Management Plan and programme of works shall be submitted to and agreed in writing by the Local Planning Authority. The Plan shall include construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and 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 road safety and neighbour amenities.

37. Prior to commencement of any works on site, for each phase of development, a noise mitigation action plan shall be submitted to and agreed in writing by the local authority. The development shall be carried out in accordance with the agreed details. In particular, the action plan should detail the mitigation measures to be applied, and the procedures for the implementation and management having regard to paragraphs 9.71-9.83 of Chapter 9. Noise of the submitted Environmental Statement.

Reason: in the interest of public health and safety.

38. Prior to commencement of any works on site, for each phase of development, a dust management plan shall be submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the agreed details. In particular, the DMP should detail the mitigation measures to be applied, and the procedures for their implementation and

management having regard to Annex A7 of Appendix 8.1 Air Quality Appendices of the submitted Environmental Statement.
Reason: in the interest of public health and safety.

39. Prior to commencement of any works on site, for each phase of development, a Construction Environment Management Plan (CEMP) development shall be submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the agreed CEMP. In particular, the CEMP should address the findings of the submitted Environmental Statement with regard to public amenities such as air quality, noise pollution, and potentially unforeseen contamination.

Reason: in the interest of public health and safety.

40. Prior to completion of the damp proof course of any dwelling in each phase of development, samples and, or, product details of materials for all roofing, walling, chimneys, rainwater goods and external surfaces shall be submitted to and agreed in writing by the local planning authority. Additionally, a sample panel measuring 1 metre by 1 metres of each principal facing wall shall be constructed on site to show details of coursing, mortar mix and pointing. The development shall thereafter be completed in accordance with the agreed details.

Reason: in the interest of welfare and good design which is a key aspect of sustainable development.

41. Prior to occupation of any dwelling hereby approved in phase 1 of the development, details of accessible and adaptable dwellings shall be submitted to and agreed in writing by the Local Planning Authority. The details shall make provision for at least 10% of the total dwellings hereby approved to be accessible and adaptable dwellings to a minimum standard as set out in Building Regulation accessibility standard M4(2). Thereafter, the development shall be completed in accordance with the agreed details.

Reason: in the interest of health and safety.

42. Prior to completion of the damp proof course of any dwelling in each phase of development, samples and/or product details of proposed style of uPVC casement and sash windows shall be submitted to and agreed in writing by the local planning authority. The development shall thereafter be completed in accordance with the agreed details.

Reason: in the interest of good design which is a key aspect of sustainable development.

43. 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 with particular regard to the dark skies designation of the adjacent Cranborne Chase AONB.

44. Within the local centre, the development hereby approved shall provide no more than 410sqm. of Class E floorspace.

Reason: in the interest of town centre vitality and viability.

Informative Notes:

1. Informative note: Grampian

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

2. Informative: Developer-Led Infrastructure

The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset County Council's Developer-Led Infrastructure team. They can be contacted by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Developer-Led Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

3. Informative: Electric vehicle charging points

The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.

4. Informatives:

Water Supplies for Fire Fighting -

Consideration should be given to the National Guidance Document on the Provision of Water for Fire Fighting and the specific advice of this Authority on the location of fire hydrants.

Access and Facilities for the Fire Service -

Consideration is to be given to ensure access to the site is adequate for the size and nature of the development for the purpose of fire fighting.

Fire Safety Legislation -

Once constructed and put to use, commercial premises will be subject to the Regulatory Reform (Fire Safety) Order 2005. Further information can be found on the Dorset & Wiltshire Fire & Rescue Service website, where published guides are available to download.

Sprinkler Protection in Schools -

A partnership between the Department for Education and Skills, Chief Fire Officer's Association and the Building Research Establishment has developed a risk assessment toolkit, which is designed to assist designers and project management teams in carrying out this risk assessment. Copies of the toolkit have been sent to all Education Authorities and fire and rescue services. For more information please contact this Authority.

5. Informative:

The Dorset and Wiltshire Fire and Rescue Service would recommend that you look to provide at least a 32mm minimum diameter water main which would enable the installation of sprinkler systems within the approved dwelling(s).

The Council considers this to be a key element in reducing the impact of fires. The Council believes there is compelling evidence that sprinklers systems are a cost effective way of not only reducing the number of fire deaths and injuries, but also reducing the economic, social and environmental impact of fires.

6. Informative:

The net gain biodiversity measures required by condition should accord with best practice guidance published on the Council's website.

7. Informative - Environment Agency

The applicant's attention is drawn to the letter from the Environment Agency dated 1 November 2022 in respect of this application.

Informative - Pollution Prevention during Construction

Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:

- the use of plant and machinery
- oils/chemicals and materials
- the use and routing of plant and vehicles

- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.

The applicant should refer to the Environment Agency's Pollution Prevention Guidelines at: <https://www.gov.uk/guidance/pollution-prevention-for-businesses>

Informative - Drainage

Clean surface water drainage must be kept separate from foul drainage, and there must be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct to watercourses, ponds or lakes, or via soakaways/ditches.

8. Informatives:

- 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 as soon as possible to ensure that any highways drainage proposals meet DCC's design requirements.

- Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquires can be sent to floodriskmanagement@dorsetcouncil.gov.uk.

- An Environmental Permit may be required from the EA, as relevant regulator for all works to a designated Main River that take place in, under or over, or as prescribed under relevant byelaws in accordance with section 109 of the Water Resources Act 1991. To clarify the Environment Agency's requirements, the applicant should contact the relevant department by emailing floodriskpermit@environment-agency.gov.uk

9. Informative:

The applicant's attention is drawn to the letter from the Dorset & Wiltshire Fire and Rescue Service dated 29 April 2020 in respect of this application.