

Reference No: P/VOC/2024/01076
Proposal: Residential development comprising 7 new dwellings with ancillary car parking. (With variation of Condition Nos. 2, 9, 10 and 12 of Planning Permission No. P/VOC/2022/05646 to substitute approved plans for a revised layout, house and garage designs, and surface water drainage).
Address: Frogmore Lane Sixpenny Handley Dorset SP5 5NY
Recommendation: Grant, subject to conditions
Case Officer: Jim Bennett
Ward Members: Cllr Brown
CIL Liable: Y

Fee Paid:	£293.00		
Publicity expiry date:	25 March 2024	Officer site visit date:	12/03/2024
Decision due date:	29 April 2024	Ext(s) of time:	
No. of Site Notices:	2		
SN displayed reasoning:	1 - At proposed vehicular access on Red Land 2 - On fence adjacent to watercourse on Frogmore Lane		
Where Scheme of Delegation consultation required under constitution:			
SoD Constitutional trigger:	Recommendation contrary to Parish Council view		
Nominated officer agreement to delegated decision		Date agreed:	

Introduction

The application is presented for committee consideration as the officer recommendation is contrary to the view of the Parish Council and Ward Councillor, who raise particular concerns over flood risk and the proposed drainage arrangements. Following referral under the Scheme of Delegation procedure, the Service Manager considered that given the flood risk concerns raised, determination of this application should be in a public forum at the planning committee.

Relevant Planning History

3/20/1328/FUL - Decision: GRA - Decision Date: 11/02/2022 - Residential development comprising 7 new dwellings with ancillary car parking. (As amended 25/02/21 by Flood Risk Assessment and Surface Water Strategy and revisions to Plot 1).

P/VOC/2022/02389 - Decision: GRA- Decision Date: 17/06/2022 - Residential development comprising 7 new dwellings with ancillary car parking. (Amended 25/02/21 by Flood Risk Assessment and Surface Water Strategy and revisions to Plot 1). (Variation of Condition No. 2 against planning permission 3/20/1328/FUL to allow substitution of plans to include an office over garage to houses 1, 4 and 7 and other minor design changes to all plots).

P/NMA/2022/03774 - Decision: GRA - Decision Date: 22/06/2022 - Non-material amendment against planning application P/VOC/2022/02389 to allow Condition No. 2 drawing numbers to be corrected.

P/VOC/2022/05646 - Decision: GRA - Decision Date: 20/07/2023 - Residential development comprising 7 new dwellings with ancillary car parking. (As amended 25/02/21 by Flood Risk Assessment and Surface Water Strategy and revisions to Plot 1). (Variation of Condition Nos. 2 and 10 of Planning Permission No. P/VOC/2022/02389 to substitute approved plans for a revised layout, and revised house and garage types and designs).

Constraints

LP - UA001; Settlement Boundary; Sixpenny Handley - Distance: 0

LP - Location: Sixpenny Handley, Policy: CHASE8(SP), LN2 - Distance: 0

WW - Wessex Water Risk of foul sewer inundation 2023 High Risk of Foul Sewer Inundation - Distance: 0

DESI - Bournemouth Water Consultation Area - Distance: 0

EA - Risk of Surface Water Flooding Extent 1 in 100 & 1 in 1000 - Distance: 0

EA - Groundwater – Susceptibility to flooding; NULL; NULL; - Distance: 0

EA - EA - Groundwater Warning Zones 2019; - Distance: 0

DESI - Area of Outstanding Natural Beauty (AONB): Cranborne Chase & West Wiltshire Downs; - Distance: 0

DESI - Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

EA - Groundwater Source Protection Zone - Distance: 0

Duties

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

Clause 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (AONB)

Development Plan Policies

Christchurch and East Dorset Part 1 Core Strategy (2014)

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

- Policy KS1 – Presumption in favour of sustainable development
- Policy KS2 – Settlement hierarchy
- Policy KS12 – Parking provision
- Policy ME1 – Safeguarding biodiversity and geodiversity
- Policy ME3 – Sustainable development standards for new development
- Policy ME6 – Flood management, mitigation, and defence
- Policy HE2 – Design of new development
- Policy HE3 – Landscape quality
- Policy LN1 – The site and type of new dwellings
- Policy LN2 – Design, layout and density of new housing development
- Saved Policy CHASE 7 from East Dorset Local Plan - Land adjoining Frogmore Lane, extending to 0.5 ha, will be developed for housing.

Other Material Considerations

Emerging Dorset Council Local Plan:

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options Consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in

the Draft Dorset Council Local Plan should be accorded very limited weight in decision making.

The revised NPPF 2023 introduced a reduced housing land supply requirement for local planning authorities that have met certain criteria as set out in paragraph 266 of the NPPF. This relaxes the requirement to demonstrate 5 years' worth of deliverable housing sites for Local Planning authorities that meet certain requirements. Dorset Council does not currently benefit from the provisions of paragraph 226 and therefore must demonstrate a five year supply. In the West Dorset, Weymouth & Portland/North Dorset area, the published supply position of 5.28/5.02 years means the tilted balance in paragraph 11 of the NPPF is not engaged in any event. The delivery of additional housing against the housing requirement should however be given weight in planning decisions.

National Planning Policy Framework:

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

Other relevant NPPF sections include:

- Section 4 'Decision making': Para 38 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed and beautiful places' indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment' - In Areas of Outstanding Natural Beauty (National Landscapes) great weight should be

given to conserving and enhancing the landscape and scenic beauty (para 182). Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 184). Paragraphs 185-188 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Supplementary Planning Document/Guidance

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

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

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Human rights

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home. The first protocol of Article 1 Protection of property.

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

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 this instance the proposal relates to a development of dwellings on a single level, which will suit the elderly or those with accessibility issues.

Financial benefits

The proposed development will bring about modest financial benefits for Dorset Council and the local community in the form of construction jobs generated by the proposal and locally expenditure by the developer. Occupiers of the development will also contribute to Council Tax, which will benefit the public purse.

Consultation Responses

Consultation Responses	No Objection	Object	Brief Summary of Comments
Town or Parish Council		#	<p>Object as the variation entails a substantial increase in footprint which implies significantly greater run off of surface water into an area which is a functional flood plain and suffers persistent, recurrent groundwater flooding. Request the variation is taken to committee for an appropriate level of transparency and scrutiny in respect of the ongoing flooding risk (groundwater and surface water). This matter has not been properly analysed in light of new information and opinion supplied by the Environment Agency.</p> <p>It is not agreed that this is a minor variation. The overall “footprint” of the 7 properties on the site is to increase by 73 square metres, which represents adding a small 2-bedroom house to a site of only 7 properties and is not in our view a “minor” variation.</p> <p>Pre-application advice was not sought by the developer.</p> <p>The applicant’s declaration of 22 Feb states that development has not started. Development work at had already begun before 22 Feb. By 4 Mar a substantial amount of work was completed, including the rerouting of the drainage ditch through the lower part of the site which we contend is a functional flood plain.</p> <p>It is not accepted, without more detailed scrutiny supported with clear evidence presented by the developers, that the current drainage scheme is appropriate for this new plan given the significant increase</p>

			<p>in size requested. We note that the developers submitted a request for a new drainage scheme, which is now withdrawn BUT not replaced with a new submission. This serves to reinforce this council's concerns about the quality of decision making and approvals in this matter which are contrary to the interests of proper planning.</p> <p>Also raise queries over archaeological interests on the site</p>
Ward Member(s)			No comments received
Highways Officer	#		No objection to the proposed variation of Conditions 2, 9, 10 and 12 of P/VOC/2022/05646.
Environment Agency			No comment, as the application falls outside our consultation list. While acknowledging the complex situation with groundwater issues and that the Parish Council are keen for us to comment, the Agency's involvement with Groundwater flooding is limited to issuing flood warnings. The Lead Local Flood Authority (LLFA) are the lead risk management authority for surface and groundwater flooding and therefore should be consulted. The LLFA should also be consulted due to their land drainage consent responsibility.
Bournemouth Water	#		Advise on the approximate location of a public 4 inch water main in the vicinity of the above proposed development and easement restrictions.
Local Lead Flood Authority	#		This is an application for a variation of conditions due to an increase in building footprints and is a follow up to the last response dated 24 May 2024. The outstanding item was the slightly less than 5% increase in impermeable area and the implications on the surface water storage requirement for attenuation purposes. The applicant had stated ' <i>The 5% increase in</i>

		<p><i>the impermeable area had no impact on the drainage calculations</i>'.</p> <p>The following comments are made:</p> <ul style="list-style-type: none">• The applicant provided an additional response via email (dated 31 May 2024), which includes excerpts and annotations from the hydraulic model that calculates the storage attenuation requirement.• The email states that the current/approved strategy provides 103m³ of storage for catchments AT2, AT3 & AT4 . For AT2, AT3 & AT4, the addition of 40m² of impermeable area to the model produces the requirement for 91m³ of storage. Therefore, I believe what the applicant is saying with their statement '<i>The 5% increase in the impermeable area had no impact on the drainage calculations</i>', may mean that there was some redundancy built into the design i.e. approximately more than 10m³ of additional storage provided. And therefore, although the drainage calculations have been amended, the result is that the storage provided on the plans is still adequate (with a redundancy) for the additional impervious area, without changing the design. <p>No objection to the proposed VoC, subject to conditions to ensure a detailed surface water management scheme is submitted for the site, that surface water management shall be implemented in accordance with the submitted details, that the minimum floor level of dwellings and garages are in accordance with the submitted levels and that a detailed design for the channel and crossing is submitted to, and approved by, the Local Planning Authority.</p>
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Dorset Archaeologist			Looking at the Dorset Historic Environment Record there is no recorded archaeology on the site, nor anything much in the general area that indicates the site might have what is called 'high archaeological potential'. The latter means that, while there might not be anything known on the site, there are lots of remains and finds in the general area that strongly suggest that there is archaeology on the site that is not known yet. Consequently, at the time of the original application, there wasn't a strong enough case to raise archaeology as a concern.
Third Parties		#	<p>Comments have been received from four notified parties, objecting on the following grounds:</p> <ul style="list-style-type: none"> • Increased footprint will exacerbate flood risk • The sequential test in relation to flood risk has not been applied • The Environment Agency need to be involved with the proposal, including analysis of the groundwater flood risk assessment provided by the Parish Council • The changes constitute more than a minor change to the proposed development. • The developer has not engaged with the community. • Boundary treatments should be installed at applicant's expense. • The developer should minimise noise and dust disturbance to adjoining residents • Building work has commenced on the development

Officer Assessment

Description of Site

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

The site is also allocated for housing development by Saved Policy CHASE7 of the East Dorset Local Plan.

Description of Development

The application proposes erection of seven bungalows in a cul-de-sac formation off a new access to be formed on Red Lane. The proposal seeks variation of conditions 2, 9, 10 and 12 to reflect changes made to an earlier approval under ref. P/VOC/2022/05646. The layout of this S.73 application is similar to that approved under P/VOC/2022/05646, the main change being the increased footprint of Plot 2.

Modest changes are made to all seven plots within the scheme, all pitches being reduced from 40 to 35 degrees, resulting in a slight reduction in ridge heights. Internal layout, changes, fenestration alterations and minor detailing changes are proposed to all plots. Unit 6 will receive a rendered finish as opposed to the brickwork finish on all other plots. Perhaps the most significant change is the increase in footprint of developed area, the total footprint of the development being increase by 40 sq.m, which equates approximately to the size of a double garage.

The footprint of the plots will be increased by between 0.1 sq. m and 23.5 sq.m, with the greatest change occurring on Plot 2 (23.5sq.m). There was some confusion over the level of additional floorspace to be created by the varied application, the agent's initial covering letter suggesting an additional 73 sq.m would be created. Following clarification, it has been established that the footprint alterations would result in an overall increase in footprint of just under 40 sq.m. By way of comparison, the previously approved scheme totalled 1,013.2 sq.m in area and the current scheme is 1,052.6 sq.m.

Principle of development

The principle of residential development totalling 7 dwellings was established under the original planning application ref. 3/20/1328/FUL and by two subsequent s.73 applications to vary it. The site is also allocated for housing development by Saved Policy CHASE7 of the East Dorset Local Plan. Nevertheless, the current submission is subject to the material planning considerations outlined in the following sections.

Flood Risk

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

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

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

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

While the principle of residential development has been accepted on the site, consultees and notified parties question whether the increase in footprint by 40 sq.m would increase the risk of flooding. The increase constitutes a 5% increase in developed, impermeable area from the previously consented scheme. The Lead Local Flood Authority (LLFA) has commented specifically on the increased footprint of the proposal, acknowledging that the slightly less than 5% increase in impermeable area and the implications on the surface water storage requirement for attenuation purposes. The LLFA has accepted that the 5% increase in the impermeable area has no impact on the drainage calculations. This conclusion was arrived at as the current/approved strategy provides 103m³ of storage for catchments AT2, AT3 & AT4. For AT2, AT3 & AT4, the addition of 40m² of impermeable area to the model produces the requirement for 91m³ of storage, still within the 103m³ of storage to be provided, including some redundancy built into the design i.e. approximately more than 10m³ of additional storage provided. Although the drainage calculations have been amended, the result is that the storage provided on the plans is still adequate (with a redundancy) for the additional impervious area, without changing the drainage design. The LLFA raise no objection to the proposed VoC, subject to conditions to address surface water management and maintenance, dwelling floor levels and a detailed design for the channel and crossing.

The LLFA are the statutory authority for commenting on this application, not the Environment Agency (EA). It is the view of some notified parties that the EA have had inadequate involvement with previous proposals on this site in relation to flood risk. Notwithstanding the LLFA having the statutory authority in this instance, the EA were consulted on this Variation of Condition application. They were also notified of a groundwater flood risk assessment forwarded by the Parish Council. In their consultation response, the EA point out that the application falls outside of their consultation list. While acknowledging the complex situation with groundwater issues and that the Parish Council are keen for them to comment, the EA's

involvement with groundwater flooding is limited to issuing flood warnings. The EA point out that the LLFA are the lead risk management authority for surface and groundwater flooding, as well as their land drainage consent responsibility and should be consulted. The LLFA are the statutory authority for commenting on this application and raise no objection of flood risk grounds, subject to conditions.

It has been noted that the sequential test in relation to flood risk has not been carried out for the proposal. The site is allocated for housing development under Saved Policy CHASE7 of the East Dorset Local Plan. Paragraph 172 of the NPPF states that where applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the test again. Paragraph 172 goes on to state that the exception test may need to be re-applied if relevant aspects of the proposal had not been considered when the test as applied at the plan-making stage, or if more recent information about existing or potential flood risk should be taken into account. Criterion (f) of Policy CHASE7 states that the implementation of a sustainable drainage solution that protects features and species of nature conservation interest, protects housing on the site from flooding and ensures that there is no increased risk of flooding to other land or buildings. It is clear from criterion (f) that flood risk was considered at the plan-making stage and has been considered in very close detail in determining subsequent planning applications on the site, including the current Variation of Condition application, where flood risk concerns have been addressed satisfactorily. In terms of the exception test applied by paragraph 170 of the NPPF, the proposal provides benefits in the form of a modest level of local housing provision, on an allocated site, which is demonstrated to be safe from flood risk for its lifetime without increasing flood risk elsewhere.

In light of the above the proposal would not result in an increase in the risk of flooding elsewhere, is shown to be appropriately flood resilient and residual risk is safely managed. It thereby accords with Policy ME6 and Section 14 of the NPPF.

Impact on highways

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

Impact on visual amenity and AONB landscape

Visual changes are proposed to all seven plots within the scheme, including roof pitch alterations resulting in a slight reduction in ridge heights. Changes are also proposed to the internal layouts, fenestration, minor detailing, material and footprints.

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

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

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

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

Impact on neighbouring amenity

Much of the development is sited away from neighbouring properties, however Plots 6 and 7 abut the boundaries of 12, 14, 25, and 27 Paddock Close. Plot 7 would be sited a minimum of 7m from the boundary, with the wall to wall distance approximately 17m. Given that single storey bungalows are being proposed, this is considered to be an acceptable distance, which would not introduce overlooking, overbearing impact, overshadowing or loss of outlook to properties to the north. In order to ensure the privacy of dwellings on Paddock Close is maintained, it is proposed to remove permitted development rights, to prevent the insertion of windows in the roof slopes of the approved dwellings. As such there would not be a detrimental impact on neighbour amenity.

Dwellings on Paddock Close have benefitted from the undeveloped nature of the proposal site for some years and consequently have not sought the need for high fencing to the south to preserve privacy. Such fencing is typically found around residential curtilages to define ownership and protect privacy and a boundary treatment plan showing erection of 1.8m close boarded fencing along the boundary with Paddock Close has been provided, which will maintain privacy. Full details of the fencing will be required under a landscaping and boundary treatment condition and the fencing will be installed at applicant's expense.

It is not considered that there would be any significant additional noise or disturbance to the neighbouring properties above typical levels for a residential area and therefore no concerns are raised on this ground. Comments have been received in respect of noise and disturbance caused by construction activity. This is an

unfortunate consequence of new development activity and cannot substantiate a reason for refusal. A certain amount of disturbance is inevitable, although it is considered prudent to apply a construction method statement condition, requiring details of how disturbance caused by construction activity will be minimised before development is re-commenced.

With regard to comments that building work has commenced on the development, it should be noted that the developer has a valid planning permission under ref. P/VOC/2022/05646, the conditions of which have been fully discharged. The developer is therefore permitted to continue with works associated with the approved scheme. The developer has been advised that works associated with the as yet approved scheme under P/VOC/2024/01076 should not proceed and have confirmed that no works have taken place in respect of the current proposal on site, pending the outcome of the current application.

Comments that the developer has not engaged with the community are unfortunate. While community engagement is considered good practice, it cannot be enforced by the Local Planning Authority.

Biodiversity

A Biodiversity Plan (BP) was agreed by the Natural Environment Team on 13/06/2024, which is reflective of the current layout. The biodiversity mitigation and enhancements will be secured via the imposition of a condition to ensure the development is implemented in accordance with the agreed BP.

Conclusion

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

Written agreement to the pre-commencement condition(s) was received from the applicant on 21st June 2024

Recommendation: Approve subject to the following conditions:

1. The development hereby permitted shall be begun before the 11th February 2025.

Reason: This condition is required by Section 73 of the Town and Country Planning Act 1990 because the time limit for implementation cannot be changed.

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

9627/600 Site Plan
9627/601 Unit 1 Floor Plan, Roof Plan & Elevations
9627/602 Unit 2 Floor Plan, Roof Plan & Elevations
9627/603 Unit 3 Floor Plan, Roof Plan & Elevations
9627/604 Unit 4 Floor Plan, Roof Plan & Elevations
9627/605 Unit 5 Floor Plan, Roof Plan & Elevations
9627/606 Unit 6 Floor Plan, Roof Plan & Elevations
9627/607 Unit 7 Floor Plan, Roof Plan & Elevations
9627/608 Garage Floor Plans, Roof Plans & Elevations
9627/610 Street Scene
New Boundary Plan.pdf

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

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

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

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

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

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

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

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

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

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

Reason: To prevent the increased risk of flooding.

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

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

9. Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Number 9627/100 C must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

10. Before the development is occupied or utilised the cycle parking facilities shown on Drawing Number 9627/100 C must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

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

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

12. Before the development hereby approved is occupied or utilised the visibility splay areas as shown on Drawing Number 9627/100 C must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

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

13. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 13th June 2024 must be implemented in accordance with any specified timetable and completed in full prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved details. Thereafter, unless otherwise agreed in writing by the local planning authority, the mitigation, compensation and enhancement/net gain measures shall be permanently maintained and retained.

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

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

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

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no alterations of the roofs of the dwellinghouses hereby approved, permitted by Classes B and C of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

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

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

Reason: In the interest of visual amenity.

17. The development hereby approved shall be implemented in accordance with the means of enclosure throughout the site, as shown on the Nord Homes Boundary Treatment Plan for P/VOC/2024/01076, and in full prior to first occupation of the development, and thereafter retained.

Reason: In the interest of residential amenity.

18. Before the development hereby approved re-commences, a Construction Environment Management Plan (CEMP) must be submitted to and approved in writing by the Planning Authority. The CEMP must include:

- the hours of construction activity
- details of the location for the storage of plant and materials used in constructing the development
- details of adequate controls over emissions of dust, noise and vibration from the site

The approved CEMP shall be adhered to throughout the construction period for the development.

Reason: To minimise the likely impact of construction activity on surrounding residential properties.

Informative Notes:

Informative: National Planning Policy Framework Statement

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

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

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

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

2. Wessex Water advise that the that the site can be adequately drained of foul effluent on the basis that foul only flows into the public foul sewer. There must be no surface water or land drainage connected either directly or indirectly into the foul sewer network. This is on the basis that further formal application is made to and approved by Wessex Water, in relation to the disposal of foul drainage from the site.

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

4. The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
5. As the new road layout does not meet with the Highway Authority's road adoption standards or is not offered for public adoption under Section 38 of the Highways Act 1980, it will remain private and its maintenance will remain the responsibility of the developer, residents or housing company.
6. The applicant is reminded of their responsibility to submit evidence of compliance with the Biodiversity Plan to Dorset Natural Environment Team in order to comply fully with requirements of condition 13.
7. Please check that any plans approved under the building regulations match the plans approved in this planning permission or listed building consent. Do not start work until revisions are secured to either of the two approvals to ensure that the development has the required planning permission or listed building consent.
8. Bournemouth Water advise of the approximate location of a public 4 inch water main in the vicinity of the above proposed development and that no development will be permitted within 3 metres of the water main. The water main must also be located within a public open space and ground cover should not be substantially altered. Should the development encroach on the 3 metre easement, the water main will need to be diverted at the expense of the applicant.