

<b>Application Number:</b>	P/OUT/2023/01413		
<b>Webpage:</b>	<a href="https://planning.dorsetcouncil.gov.uk/">https://planning.dorsetcouncil.gov.uk/</a>		
<b>Site address:</b>	Land between Linden House and Rose Cottage Wavering Lane West Gillingham SP8 4NR		
<b>Proposal:</b>	Erection of 2no. dwellings with associated parking & amenity areas & a new vehicular access (outline application to determine access only)		
<b>Applicant name:</b>	Mr R Light		
<b>Case Officer:</b>	Steven Banks		
<b>Ward Member(s):</b>	Cllr Val Potheary, Cllr Belinda Ridout, and Cllr Carl Woode		
<b>Publicity expiry date:</b>	15 April 2023	<b>Officer site visit date:</b>	N/A
<b>Decision due date:</b>	10 November 2023	<b>Ext(s) of time:</b>	10 November 2023

**1.0** The application is referred to committee due to an objection from Gillingham Town Council.

**2.0 Summary of recommendation:**  
Grant planning permission subject to conditions.

**3.0 Reason for the recommendation:**

- A significant and demonstrable adverse impact that would outweigh the benefits of the proposed development has not been identified.
- The proposal would respect the character of the area.
- The proposal would not have an unacceptable impact on highway safety or the efficiency of the transport network.
- The proposal would not harm biodiversity.
- An acceptable level of residential amenity would result.

**4.0 Key planning issues**

<b>Issue</b>	<b>Conclusion</b>
Principle	The location of the development is adjacent to but outside of the settlement boundary. Therefore, the principle of development is not in accordance with the spatial strategy in the local plan, but this would be outweighed by material considerations.
Financial Benefits	The proposal, by reason of its nature and scale, would make a small but still beneficial contribution to the economy.

Environmental Implications	The site is located outside of the settlement boundary but is located immediately adjacent to it and within easy access to facilities and services within Gillingham.
Amenity	<p>The application is in outline. However, the site could accommodate two dwellings of a size and in a position which would not introduce an overbearing or overshadowing effect which would cause material harm to the amenity of the occupiers of nearby properties.</p> <p>The application site could accommodate dwellings of a design and position that would not introduce an overlooking effect which would harm the amenity of the occupiers of nearby properties.</p>
Highways	The proposal, subject to the imposition of the recommended conditions on any permission, would not have an unacceptable impact on highway safety.
Biodiversity	<p>A document certifying that the Biodiversity Plan submitted by the applicant has been approved by the Dorset Natural Environment Team has been received.</p> <p>A biodiversity compensation payment of £610.80 shall be made. This has been agreed in a legal agreement, dated 26/09/2023.</p>
Noise pollution	The residential use of the proposed dwellings would not introduce noise that would harm residential amenity.
Public services and infrastructure	The proposed development, by reason of its scale, would not harm public services and infrastructure.
The provision of homes in Gillingham	The proposed would contribute to meeting the target of the provision of at least 2,000 homes, in Gillingham, during the period 2011 – 2031.

## 5.0 Description of Site

The application site is located on the northern edge of Gillingham and to the north of Wavering Lane West. The application site is located on land between development which falls within the envelope of the Gillingham Settlement Boundary. A hedge

runs along the boundary with Wavering Lane West. The site is undeveloped and, gently, falls from north to south and west to east.

## 6.0 Description of Development

Outline planning permission including access is sought for the development of two dwellings. An indicative, site plan shows a single access between Wavering Lane West and the application site, two dwellings, two garages, outdoor amenity space, fencing and an area for the parking and manoeuvring of vehicles.

Approval is sought for the matter of principle and access. Approval is not sought for the matters of appearance, landscaping, layout, and scale.

## 7.0 Relevant Planning History

2/1987/0876 - Decision: REF - Decision Date: 04/11/1987  
The development of three dwellings

2/1992/0325 - Decision: REF - Decision Date: 24/06/1992  
The development of one dwelling Appeal dismissed 14/10/1992

2/1997/0232 - Decision: REF - Decision Date: 21/07/1997  
The development of three dwellings

2/2011/0290/PLNG - Decision: REF - Decision Date: 26/04/2011  
Change of use from agricultural land to residential curtilage

## 8.0 List of Constraints

Outside of any settlement boundary

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

Historic Landfill Site - Wavering Lane - Distance: 203.7

Radon - Less than 1% - Distance: 0

## 9.0 Consultations

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

### Consultees

#### 1. Gillingham Town Council

*Gillingham Town Council recommend refusal of Application P/OUT/2023/01413 for the following reasons:*

*The site is outside of the settlement boundary in an area classed as open countryside where development should be restricted.*

*The site is situated off of a narrow lane and the proposal, as presented, will result in an increased danger to highway users.*

*The proposal will result in the loss of a hedgerow and associated wildlife habitats.*

*The application does not contribute to the recovery of nature, nor does it provide adequate biodiversity net gain.*

*The proposal is considered to be an overdevelopment of the site.*

*The public benefit of the proposal does not outweigh the loss of amenity.*

## **2. Dorset Council Highways**

No objection subject to the imposition of conditions, relating to access construction, manoeuvring and parking areas, cycle parking, gates, and visibility splays, on any permission and the attachment of informatives, relating to vehicle crossing construction and electric vehicle charging points, to any permission.

## **3. Dorset Council Building Control**

*There are no floor plans to make comment on.*

## **4. Dorset Council Environmental Services (Protection)**

No objection.

## **5. Dorset Council Trees**

Conditions, relating to soft landscaping, hard landscaping, tree and hedgerow protection, and landscape maintenance, should be imposed on any permission.

## **Representations received**

<b>Total - Objections</b>	<b>Total - No Objections</b>	<b>Total - Comments</b>
<b>5</b>	<b>0</b>	<b>0</b>

The authors of the statements of objection, to the proposed development, expressed, in their statements, concerns that the proposed development would:

- Harm to highway safety
- Harm the character and appearance of the area
- Harm to biodiversity
- Harm public services and infrastructure
- Introduce a harmful overlooking effect which would harm the amenity of occupiers of Rose Cottage and 37 Bryony Gardens
- Introduce a harmful overshadowing effect which would harm the amenity of occupiers of Rose Cottage and 37 Bryony Gardens
- Harm views from 37 and 38 Bryony Gardens
- Contribute to noise and air pollution
- Set a precedent for development
- Reduce the value of 37 Bryony Gardens

It was also expressed that:

- The target for the development of dwellings in Gillingham has or will be met
- The principle of the proposed development taking place is not supported by the policy of the Local Plan

## 10.0 Duties

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

## 11.0 Relevant Policies

### North Dorset Local Plan Part 1 January 2016

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

Policy 1	-	Presumption In Favour of Sustainable Development
Policy 2	-	Core Spatial Strategy
Policy 3	-	Climate Change
Policy 4	-	The Natural Environment
Policy 7	-	Delivering Homes
Policy 17	-	Gillingham
Policy 20	-	The Countryside
Policy 23	-	Parking
Policy 24	-	Design
Policy 25	-	Amenity

### Gillingham Neighbourhood Plan made 27 July 2018

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

Policy 23	-	The Pattern and Shape of Development
Policy 24	-	Plots and Buildings
Policy 25	-	Hard and Soft Landscaping

## Material Considerations

National Planning Policy Statement (NPPF)

The following sections of the NPPF are considered to be relevant to the proposal:

2	-	Achieving sustainable development
4	-	Decision-making
5	-	Delivering a sufficient supply of homes
11	-	Making effective use of land
12	-	Achieving well-designed and beautiful places
15	-	Conserving and enhancing the natural environment

## 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 North Dorset area, the published supply position of 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.

The NPPF requires Local Planning Authorities to identify and update annually their supply of deliverable housing sites, in order to do this LPA's can prepare an annual position statement (APS). Dorset Council has recently submitted an APS to the Planning Inspectorate (PINS) for review and PINS is expected to issue their recommendations on this in October later this year.

As part of the submitted APS the Council has sought to change to a single Dorset Housing Land Supply Position rather than the current situation which goes by individual position statements for each of the legacy authorities that now make up Dorset Council. As set out within the APS, Dorset Council believes it can demonstrate a deliverable supply of new homes equivalent to 5.24 years across the entire Dorset Council area (or 5.32 years if PINS includes the land north and east of the Blandford Bypass, Blandford Forum which has recently been approved). Whilst PINS have acknowledged receipt, there is no decision on this matter at this point in time. It is also of note that the current Government consultation on changes to the NPPF propose to remove the ability for LPA's to fix their land supply.

## **12.0 Human rights**

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

## **13.0 Public Sector Equalities Duty**

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

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people

- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

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

Wavering Lane Bus stop can be found, approximately 786.72m from the application site, on the B3092. The public transport would provide access to facilities and services. A person with restricted mobility would need to reach the bus stop in order to access services and facilities.

Given the type of application and the nature of the proposal it is considered that the proposal would not have implications for those with a protected characteristic.

#### **14.0 Financial benefits**

The proposed development, by reason of its nature and scale, would: Support and require a modest amount of labour from the construction industry during the phases of development; house a small number of people who would, in turn, make a small contribution, through expenditure, to the viability of local retailers and service providers; house a small number of workers who might join the local labour force and make a slight contribution to the economic competitiveness of the area; and also, once occupied, result in a slight increase in the amount of Council Tax, which contributes to the delivery of services and investment, received by the Council. Therefore, the proposal, by reason of its nature and scale, would make a small but still beneficial contribution to the economy.

#### **15.0 Environmental Implications**

The site is located outside the settlement boundary but is located immediately adjacent to it and within easy access to facilities and services within Gillingham.

The dwellings could be insulated to a standard which exceeds the requirement of building regulations.

It is likely that occupiers of the dwellings would be reliant on the national grid for energy. Some of this energy would be from non-renewable sources.

#### **16.0 Planning Assessment**

##### Principle

Policy 1 of the Local Plan sets out, in-line with the NPPF, a broad presumption in favour of sustainable development.

Policy 2 of the Local Plan contains the spatial strategy which directs new development towards the most sustainable locations. It is identified, in the core spatial strategy, that the four main towns, Blandford, Gillingham, Shaftesbury and Sturminster Newton, will be the main focus for growth. Stalbridge and the larger villages are identified at the second tier as the focus for growth to meet the local

needs outside of the four main towns. It is identified at the third tier, The Countryside, that outside 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. The application site falls outside of any settlement boundary and therefore forms part of the countryside.

Policy 20 establishes that certain types of development are appropriate in the countryside. The types of development include: Renewable energy schemes; rural exception affordable housing sites, including small numbers of market homes; essential occupational dwellings; the re-use of existing rural buildings, primarily for economic development or community uses; rural tourist accommodation; and new non-commercial community facilities. For any other type of development, policy 20 permits development where it can be demonstrated that there is an overriding need for the development to be located in the countryside. It is proposed to construct two open market dwellings. This type of development is not identified as being appropriate in the countryside and an overriding need for the development to be located in the countryside has not been demonstrated.

The principle of the proposed development taking place, by reason of its location and nature, is not supported by the policies of the Local Plan.

Paragraph 11 of the NPPF requires decisions to apply a presumption in favour of sustainable development. It is identified in part d) of paragraph 11 that, amongst other things, this means:

Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

It is identified in footnote 8 of the NPPF that the reference to out-of-date includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites; or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years. The current position is that, for the area covered by the North Dorset Local Plan Part 1, the 5 year housing land supply stands at 5.02 years and the delivery test stands at 75%.

In the recent appeal decision, APP/D1265/W/23/3323727, an inspector expressed that there is, at best, a 4.83 year supply. This is a snap shot in time and does not change the published figure of 5.02 years. However, some weight should be given to the appeal decision. Proposals for housing development in sustainable, locations outside of settlement boundaries, where there is no harm should be supported.



It is identified, in Policy 17 of the Local Plan, that at least 2,000 homes will be provided at Gillingham during the period 2011 – 2031. The figure is inclusive of infilling, as is proposed. The proposed would contribute to meeting the target of the provision of at least 2,000 homes.

The proposal, by reason of its scale and nature, would make a small contribution to ensuring that a sufficient number and range of homes are provided to meet the needs of present and future generations. The proposal, by reason of its location in close proximity to community facilities, services, and open spaces, would support the health and social and cultural well-being of the occupants.

### Economy

As identified above, the proposed development, by reason of its nature and scale, would: Support and require a modest amount of labour from the construction industry during the phases of development; house a small number of people who would, in turn, make a small contribution, through expenditure, to the viability of local retailers and service providers; house a small number of workers who might join the local labour force and make a slight contribution to the economic competitiveness of the area; and also, once occupied, result in a slight increase in the amount of Council Tax, which contributes to the delivery of services and investment, received by the Council. Therefore, the proposal, by reason of its nature and scale, would make a small but still beneficial contribution to the economy.

### Location

It is expressed in the National Design Guide that walkable neighbourhoods are typically characterised by having local facilities within 10 minutes (up to 800m) walking distance of residential areas. Destinations such as schools and healthcare can be slightly further away. The site is well served by nearby public footpaths. Walking distances between the application site and: Wyke Primary School is approximately 1km; Gillingham School is approximately 1.5km; and the town centre is approximately 1.1km.

Wavering Lane West is relatively quiet as it is a no through road, with no roads off it after the junction for Rolls Bridge Way. After the application site are approximately 20 dwellings and as such this level of traffic is light which makes walking short distances along it appropriate. Nearby is the Route 25 of the National Cycle Network. This route runs from Bath to Bournemouth.

The distance between the proposed dwellings and facilities and services is such that occupiers of the proposed dwellings would be able to access facilities and services by means of travel other than the private car. In this respect, the proposal would allow for progress towards the lessening of climate change.

### Amenity

The application site could accommodate two dwellings of a size and in a position which would not introduce an overbearing or overshadowing effect which would cause material harm to the amenity of the occupiers of nearby properties.

The application site could accommodate dwellings of a design and position that would not introduce an overlooking effect which would harm the amenity of the occupiers of nearby properties.

The proposal could accord with Policy 25 of the NDLP which seeks to ensure that development proposals do not have a significant adverse effect on the living conditions of the occupiers of properties.

### Highways

It is identified in paragraph 115 of the NPPF that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The Highway Authority did not object to the proposal, on either of these grounds, subject to the imposition of conditions on any planning permission. It is recommended that these conditions should be imposed on any planning permission. Neither did the Highway Authority object to the application, subject to imposition of, the recommended, conditions on any permission, on the grounds that there would be an insufficient level of parking serving the development. The proposal would, therefore, subject to the imposition of the recommended conditions, accord with policy 23 of the NDLP which, among other things, requires there to be a sufficient level of parking to serve developments. It is therefore concluded that the proposal should not be refused on highways grounds.

### Biodiversity

It is identified in the Biodiversity Plan, submitted as part of this application, that there would be a loss of 0.1 hectares of poor semi-improved grassland which triggers the need for a biodiversity compensation payment of £610.80. It is proposed that two bat boxes, two house sparrow nest boxes, and six bee bricks would be incorporated into the development.

A document certifying that the Biodiversity Plan submitted by the applicant has been approved by the Dorset Natural Environment Team has been received. It is therefore concluded, subject to the adherence to the Biodiversity Plan, which should be ensured through the imposition of a relevant condition on any planning permission, the proposal would accord with Policy 4 of the NDLP which requires an assessment of the impact that a development would have on protected, rare or scarce species and seeks, among other things, to ensure that biodiversity is conserved or enhanced.

It is identified, amongst other things, in paragraph 186 of the NPPF, that development resulting in the loss of irreplaceable habitats should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists. Footnote 67 of the NPPF relates to exceptional reasons. The footnote reads as follows: For example, infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid bills), where the public benefit would clearly outweigh the loss or deterioration of habitat.

It is identified, in the submitted Biodiversity Plan that harm would result from the development. It is further identified that in order to ensure a biodiversity net gain,

amongst other things, a biodiversity compensation payment of £610.80 should be made. In this instance, the public benefit, of the supply of housing, would outweigh the loss of 0.1 hectares of poor semi-improved grassland.

Paragraph 122 of the Community Infrastructure Levy Regulations 2010 identifies that a planning obligation may only constitute reason for granting planning permission for the development if the obligation is—

(a)necessary to make the development acceptable in planning terms;

(b)directly related to the development; and

(c)fairly and reasonably related in scale and kind to the development.

The applicant has submitted a Unilateral Undertaking agreeing to pay the sum of £610.80. It is considered that the payment is necessary to make the development acceptable in planning terms, directly related to the development and fairly related in scale and kind to the development.

#### Character and appearance

The area to the west of the application site is characterised by residential properties which meet agricultural land. Two residential properties, which meet agricultural land, can be found to the east of the application site. A sprawling residential area can be found to the south of the site. The siting of two sympathetically designed dwellings, which could be achieved through appropriate conditions, within the application site, would not be at odds with the character of the area.

#### Other Matters Raised by Neighbours and Town Council

The residential use of two proposed dwellings would not introduce noise that would harm residential amenity.

Each application for planning permission is considered on its own merits. It is not considered that the proposed development would set a negative precedent.

The proposed development, by reason of its scale, would not harm public services and infrastructure.

The loss of view from an individual property and any impact the development would have on the value of a property are not a material planning considerations and therefore cannot be given any weight.

### **17.0 Conclusion**

The proposal would not comply with the development plan, taken as a whole. However, there are material considerations that outweigh the conflict in terms of the site's sustainable location and the contribution of the dwellings towards the required land supply. The recent Marnhull appeal has identified that the current land supply for the North Dorset Plan area is not over the required 5 years. This is an important material consideration.

For the reasons outlined and in view of there being no demonstrable harm, it is recommended that planning permission should be granted subject to conditions and the entering into a legal agreement to secure the biodiversity mitigation payment.

## 18.0 Recommendation

Planning permission should be granted subject to the following conditions.

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

22106 - 3 – Received 07/03/2023

22106-1 B – Received 15/03/2023

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

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

Reason: To ensure the satisfactory development of the site.

3. 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.

4. 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).

5. The measures set out within the approved Biodiversity Plan, certified by the Dorset Council Natural Environment Team, on 15/03/2023, must be strictly adhered to. The dwellings hereby approved must not be occupied until the measures detailed in the approved biodiversity plan have been completed in full and evidence of compliance, in accordance with section J of the approved Biodiversity Plan, has been supplied to the Local Planning Authority. Thereafter, the approved measures must be permanently maintained and retained in accordance with the approved details.

Reason: In the interest of biodiversity.

6. Prior to the occupation of any of the development hereby approved the first 5.0m of the shared vehicular access, measured from the rear edge of the highway (excluding the vehicle crossing), shall have been laid out and constructed to a

specification which shall have been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interest of highway safety.

7. Prior to the occupation of any of the development hereby approved a scheme for the manoeuvring and parking of vehicles, which shall have been submitted to and approved in writing by the Local Planning Authority, shall have been completed in accordance with the approved details. Thereafter, these areas must be maintained, kept free from obstruction and made available for the manoeuvring and parking of vehicles in perpetuity.

Reason: In the interest of highway safety.

8. Prior to the occupation of any of the development hereby approved, a scheme for the storage of bicycles, which shall have been submitted to and approved in writing by the Local Planning Authority, shall have been completed in accordance with the approved details. Thereafter, the scheme shall be maintained, kept free from obstruction and made available for the storage of bicycles in perpetuity.

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

9. Any entrance gates must be set back a minimum distance of 5m from the edge of the carriageway and hung so that they can only open inwards. Thereafter, any gates must be maintained and kept free from obstruction.

Reason: In the interest of highway safety.

10. Prior to the occupation of the development hereby approved the visibility splay area as shown on drawing 22106 - 3 must have been cleared/excavated to level not exceeding 0.60m above the relative level of the adjacent carriageway. Thereafter, the visibility splay area must be maintained and kept free from obstruction in perpetuity.

Reason: In the interest of highway safety.

11. Prior to the commencement of any of the development, hereby approved, details of the finished floor levels of all of the buildings hereby approved shall have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be relative to an ordnance datum or such other fixed feature as may be agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity.

Informatives

1. This permission is subject to a unilateral undertaking, made pursuant to Section 106 of the Town and Country Planning Act 1990, dated 26/09/2023, relating to a biodiversity compensation payment of £610.80.

2. 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 3.

3. 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 applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The application was acceptable as submitted and no further assistance was required.

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 on 01305 221020, by email at [dorsethighways@dorsetcouncil.gov.uk](mailto:dorsethighways@dorsetcouncil.gov.uk), or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

5. The applicants attention is drawn to the need to the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.