

Application Number:	P/RES/2022/04434
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land to the north and west of Cockroad Lane Beaminster
Proposal:	Application for the approval of layout, scale, appearance and landscaping (condition 2 - 'the reserved matters'), construction traffic management plan (condition 6), attenuation pond details (condition 9), finished floor levels (condition 10), tree protection details (condition 11), ground remediation scheme (condition 12), highway details (condition 17), bridge details (condition 18), electric vehicle charging points (condition 19) and travel plan (condition 20) pursuant to outline planning permission ref. WD/D/19/000613 for the erection of 58 No. dwellings and associated works.
Applicant name:	Oriel Housing Limited
Case Officer:	Bob Burden
Ward Member(s):	Cllr Monks

This application is referred to committee for determination because the Town Council recommendation is contrary to the officer recommendation and as this is a major application the scheme of delegation requires that it be determined by the planning committee.

1 Summary of recommendation:

Approve this Reserved Matters application subject to planning conditions as set out in section 17 of this report.

2 Reason for the recommendation:

- Para 11 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise
- The proposal is acceptable in its design and general visual impact.
- 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

3 Key planning issues

Issue	Conclusion
Principle of development	Site allocated for development in adopted Local Plan under policy BEAM1. Outline permission WD/D/19/000613 establishes principle of up to 58 dwellings.
Layout	Layout provides varied street scenes and tree planting. Perimeter block principle is used. Public open space/attenuation basin locations provide framework for desirable “sense of place” to be created.
Landscaping	Principles of retention of peripheral tree planting and significant further tree planting provided. Use of street trees to provide “avenue” feel.
Scale	Development based on two storey buildings; reflects scale of adjacent and near-by buildings.
Appearance	Designs include detached, semi-detached and terraced units. Dwellings have variety of architectural details and an acceptable palette of wall and roof materials.
Residential amenity	Scheme has an acceptable relationship with adjacent development and is acceptable in residential amenity terms.
Highways	Scheme follows highway principles suggested at outline. Subtle hierarchy of routes within site is acceptable.

4 Description of Site

The site lies on the west side of Beaminster to the west side of Cockroad Lane, which in turn is accessed from Ridgeway View / St James Road. Cockroad Lane is an unadopted private access road, typically 2.4-2.6m wide but widens as it leads towards St James Road. The 4.57 ha site has a gentle slope to the south-east/south and mainly comprises rough pasture grazing land. A native species hedgerow runs along the southern and western edges of the site. There is a mature belt of trees on the eastern flank of the site with a tributary of the River Brit draining southward within it. On the eastern edge is a derelict Dutch barn. To the south is a stable yard with varied external materials including corrugated metal, ply and felt roofing to the stables, tack room and an outdoor equestrian training area (these structures are removed as part of the scheme). To the north-east there is an “outshoot” of land - part of the old farmyard with concrete apron, a variety of small trees and brambles and some miscellaneous agricultural storage.

Beyond the western and southern site boundaries is open agricultural land (the other portion of the BEAM1 allocation with current planning permission for 100 dwellings (outline permission WD/D/18/000115 and reserved matters P/RES/2021/01944). Beyond the northern boundary is pasture land rising slightly northwards. There is a recent stables complex of white render and timber boarding to the north. Beyond Cockroad Lane to the east of the site, the more northern part of the site is opposite the buildings of Cockroad Farm; an assemblage of relatively modern blockwork and corrugated roofed farm buildings. South of this is the recent Aster Homes residential development comprising two storey housing of “Ridgeway View” including red brick and grey concrete tiles.

5 Description of Development

The scheme proposes 58 two storey dwellings with vehicular access off Cockroad Lane. The dwellings are served by a network of roads and footpaths within the site, including a potential vehicular link with the “100 dwelling” site to the south. The scheme also includes public open space, a locally equipped area for play (LEAP), landscaping, tree planting, an attenuation pond area and road-bridge. The site can be accessed via St James Road to the east with the road sweeping north and then curving south-westwards. The road is on a south-east/north-west axis providing a lower hierarchy of roads running off it to the south-west and north-east, together with a private drive sweeping round the east/northern side of the scheme. All dwellings are of two-storey form with a mix of terraced, semi-detached and detached units. The scheme comprises 20 affordable dwellings comprising 6 for shared ownership and 14 for affordable rent. These comprise 4 x 1 bedroomed flats, 11 x 2 bed houses, 4 x 3 bed houses and 1 x 4 bed house. The open market housing comprises 4 x 1 bedroomed flats, 4 x 2 bed houses, 29 x 3 bed houses and 1 x 4 bed house. The materials palette includes red brick, off-white render, hamstone, dark grey roof tiles and some deeper red roof tiles.

6 Relevant Planning History

WD/D/19/000613

Land to North and west of Cockroad Lane, Beaminster. Erect up to 58 dwellings, amenity space, landscaping, informal public open space, and children’s play area. Demolition of agricultural structures (outline).

Approved: 7/4/2020.

P/MPO/2023/01704

Modification of Section 106 agreement 6 April 2020 - planning approval
WD/D/19/000613

Approved: 2/7/2024

(Adjacent site-other part of BEAM1 applications -Broadwindsor Road frontage)

WD/D/18/000115

Outline application for residential development of up to 100 dwellings and associated infrastructure (means of access to be determined)

Approved: 21/11/2019.

P/RES/2021/01944

Application for approval of reserved matters of appearance, landscaping, layout and scale of outline approval WD/D/18/000115 for 100 dwellings with associated infrastructure and public open space.

Approved: 17/10/2022.

P/VOC/2024/01333:

Outline planning application for residential development of up to 100 dwellings and associated infrastructure (means of access to be determined) - With variation of conditions 1 & 14 of outline planning permission WD/D/18/000115 - to amend access arrangement from roundabout to T junction.

Decision pending

7 List of Constraints

BEAM1; Land to the North of Broadwindsor Road

ENV 1; Area of Outstanding Natural Beauty

SUS2; Within Defined Development Boundary

SUS 2; Land Outside Defined Development Boundary (part of landscaping)

Neighbourhood Plan Area; Name: Beaminster; Status Designated 11/12/2017

Legal Agreements S106

Right of Way: Footpath W21/72

Right of Way: Footpath W21/71

Right of Way: Bridleway W21/73

Risk of Surface Water Flooding Extent 1 in 30

Risk of Surface Water Flooding Extent 1 in 100

Risk of Surface Water Flooding Extent 1 in 1000

Agricultural grade: Grade 4

Site of Special Scientific Interest (SSSI) impact risk zone

Minerals and Waste Safeguarding Area

National Landscape: Dorset Area of Outstanding Natural Beauty : (statutory protection in order to conserve and enhance the natural beauty of their landscapes -

National Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000)

Historic Contaminated Land - Description: Quarrying of sand & clay, operation of sand & gravel pits

8 Consultations

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

(NOTE: Comments have been summarised to those relevant since original ecology and surface water-related condition submissions were withdrawn from application for additional work and submission at a later date).

8.1 Natural England

Like the Dorset Wildlife Trust, Natural England consider there to be inadequate information to allow approval of Reserved Matters related to Landscaping (Condition 2).

Revised plans

Natural England has no further comment on this. (*Note: This relates to the landscaping aspect*).

8.2 Dorset Wildlife Trust

DWT consider there to be insufficient information currently provided to allow approval of Reserved Matters related to Landscaping (Condition 2).

Planting scheme: The planting scheme should be designed in line with the Dorset Biodiversity Appraisal Protocol Advice Note: Planting scheme recommendations must not include Amelanchier which is a non-native species which is identified to be near invasive or problematic.

8.3 Crime Prevention Design Advisor, Dorset Police

I would recommend that the security of the development meets the standards laid out in the SBD Homes 2019 guide. This is Police guidance around crime prevention and security which will help with the sustainability of the new development. I would recommend that all gates that lead to rear gardens are key lockable from both sides. The majority of burglaries occur at the rear of the premises where access is not restricted. I have public safety concerns in relation to the proposed public footpath that is shown to be running through the LEAP area. If this is a public footpath then people with dogs or cyclists could use this path legitimately which could have an impact on the children using the LEAP. Unfortunately, dogs and cyclists do not mix well with children playing. There are also safeguarding issues to be considered. If the proposed footpath is granted then I would recommend that it is re-routed to the

left to link up with the public right of way. This would allow the LEAP to be fully enclosed (apart from the access point from the public right of way, although I would want to see a gate at this point) ensuring that the children remain safe within that area and safe from cyclists and members of the public walking through.

8.4 Land Contamination Consultant – (comments on revised plans)

WPA Consultants confirms that the continuance of matters relating to land contamination and remediation requirements from ref WD/D/19/0000613 are evident. WPA notes the remediation scheme proposal from T&P Regen and the Acheson CEMP relate to condition 12 of this application and have been reviewed as suitable documents to meet condition 12 subject to the verification and validation of requirements. Soils and Waste Management plans need also to be submitted and reviewed in due course.

In summary we agree that the remediation scheme has been submitted and the documentation to date meets with requirements, we now await the verification documentation with details of the fulfillment of the remediation scheme that will include details of soils and waste management procedures (in due course).

8.5 AONB Landscape Officer

The site forms part of West Dorset Local Plan allocation BEAM1. The area had initially been envisaged for employment uses but has subsequently gained outline permission for up to 58 Dwellings (WD/D/19/000613). The reserved matters application seeks approval of details for a number of matters, including layout, scale, appearance and landscaping (condition 2).

In allocating the overall site, the Local Plan envisaged a relatively generous amount of greenspace and strategic planting. To the east of the site, there is a wooded river channel, that the Plan recognises should be protected by incorporating a suitably wide green buffer zone (likely to be at least 10 metres wide). Overall, the policy required structural woodland planting along the western and northern boundaries, and that existing trees and hedgerows be retained where possible.

The RM application contains a landscape compliance statement that compares the strategic landscaping with the Development Framework Plan that was submitted at outline stage. This indicates that the amount of landscaping provided within the eastern area, associated with the river channel, is sufficient to meet the requirements of the Local Plan. The area contains a relatively generous amount of landscaping, including an area containing an orchard. For a detailed opinion as to the design of this area in relation to biodiversity interests, we would primarily refer you to a suitably qualified ecology advisor.

Concerning the northern landscaping, whereas the Framework provided at outline stage had indicated a minimum planting depth of 16m, this is now described as

varying in width from 7m at the narrowest point to 50m at the widest. Within our response to the outline application, we noted the potential benefit of widening the woodland planting in areas, particularly with consideration to the interface with the landscaping proposed within the adjacent Cavanna Homes site. Whereas the pre-application plans showed too little landscaping along the northern boundary, the submitted plans have increased the amount proposed and have achieved a broadly satisfactory width, albeit with some areas that are a little narrow. However, in such areas it is noted that the housing development does not abut the woodland buffer and that there are other aspects of public open space adjoining the buffer, including some further individual tree planting. Overall, we are of the opinion that a reasonable balance has been struck in relation to the aspiration of the Local Plan to set the development within an enhanced, tree framework and the provision of functional public open space within the site.

We have briefly reviewed the design of the houses and overall layout. These illustrate a development that is not substantively different to that which had been envisaged and expected for an urban extension to the town. Overall, the AONB Team defer to other consultees with interests in street and urban design for advice on the merits of the site's internal design.

8.6 Senior Landscape Officer- (summary)

The 'principle' of development is established but further clarification is required around some issues before I can fully support this application.

(Case Officer Note: Appropriate amendments now received to fully address Landscape Officers comments).

The main changes to the Scheme have been summarized as follows:

8.6.1 The Northern Boundary

With reference to the latest revised 'Proposed Site Layout Dwg. 004 Rev: P8' and detailed planting proposals - the northern 'woodland buffer' depth remains the same as the previous iteration 'P7' (ranging from ~25m down to 12m in width) - which reflects a modest improvement when compared to the previously submitted proposals. This proposed 'northern buffer' planting continues to fall short of the stipulated width of planting that was illustrated at Outline stage (*where a minimum of 16m width was illustrated*). I am aware, however, that this width is considered acceptable within the planning balance by the Planning Case Officer – so I shall refrain from offering further advice on this matter.

8.6.2 Tree Planting to the immediate north and east of the LEAP

Within my previous comments I had requested that 5no. trees were reinstated. The latest Proposed Site Layout drawing (004 Rev. P8) illustrates that these trees have now been reinstated.

8.6.3 The Eastern Boundary

Within my previous comments I had queried how this area of POS was to 'function' in terms of its management for public access and the provision for biodiversity. At the Meeting (4th June 2024) it was agreed that the Landscape Consultant indicate a hoggin pathway through the POS. This Path is illustrated clearly on the latest Site Layout Plan.

8.6.4 The Southern Boundary

I had previously queried the status of the southern boundary hedgerow and the dimensions of the 'Maintenance Strip' that was to run between the southern boundary hedge and the proposed development. A buffer of 3.5m was previously requested by NET. At the Meeting on the 4th June this 'Maintenance Strip' was discussed and concerns were raised over the potential for residents accessing this area. It was suggested that a gate be installed in the vicinity of Plot 23. I note that 3no. Gates have been introduced to deter access to this Area. The specification for the Gates is stated on the On-Plot Landscape Plans as timber 'Jacksons Bridle Gates'. This would be acceptable.

There is a clear disparity between the depth of the Maintenance Strip as illustrated on the Site Layout Plan Rev. P8 and the On-Plot Planting Plans. A depth of 3.50m is shown on the Site Layout Plan – and reduced widths of 1.50m to 2.20m shown on the On-Plot Planting Plans. Further clarification is required as to the precise design of this Strip.

8.6.5 Retention and Protection of the Existing Vegetation (Condition 11)

Within my previous observations I had expressed concern over the placement of protective barriers directly against the existing hedgerows – rather than providing a 'set-back/buffer'. I also noted that the BMEP had suggested a 5m + 'buffer' for hedgerow protection. To my knowledge the proposed hedgerow protection measures have not been revised – and I would advise that this remains unsatisfactory.

The On-Plot Planting Plan as being shown on 'Drawing 10415-FPCR-XX-XX-DR-L-010' required.

8.6.6 Provision of Open Areas

The proposed design of the LEAP: Within my previous comments I had advised that the planting palette be revised to provide greater biodiversity benefits – referring to the Natural Environment Team's Planting Scheme Recommendations. Limited proposed planting for the LEAP is indicated on the latest On-Plot Planting Plan. Clarification is required as to how this Area is to be planted – and if the species proposed align with NET Guidelines? *(NOTE: Case Officer -Applicant has confirmed planting will accord with NET guidelines)*

8.6.7 Lighting

With reference the previously submitted Proposed Site Layout 004 Rev. 7 – I note that the Councils Lighting Engineer had advised that there would be conflicts between the proposed tree locations and the provision of lighting. On the latest iteration (004 Rev. 8) I would advise that the street light locations remain the same – but a number of the proposed street trees have been removed from the vicinity of Lights No. 6 and 10. I would advise that you seek the approval of the Lighting Engineer on this matter. Further clarification on the suitability of the proposed tree planting/lighting is required in order to comply with Para. 136 of the NPPF.

(NOTE: Case Officer - Applicant will submit lighting details at a later date-currently working on this with their ecologist).

8.6.8 Design and materials

Within previous advice concern was raised regarding the materials palette and the potential for the proposed 'red brick' and 'off-white' rendered elevations to visually 'jar'. There is a need to ensure a more muted palette of materials is used.

8.6.9 Layout

The latest iteration of the Proposed Site Layout (004 Rev. 8) illustrates minor changes from the previous version (Rev. 7). I note the following revisions:

- Re-positioning of Units 23 and 24 and associated parking bays.
- Introduction of linear planting to break up blocks of carparking bays (using Escallonia).
- Removal of hedge to edge of Private Drive (NW of Plots 53 and 54) and relocation of specimen tree planting. Introduction of a timber knee rail to boundary.
- Access Gate design – it was agreed at the Project meeting in June 2024 that this feature be removed. (It has been).

8.6.10 Tree Planting (general)

I am generally happy with the proposed distribution of trees and their species.

Tree Planting and the SuDS Area

With reference to the proposed trees within the SuDS Basins – I am aware that the Flood Risk Engineer is happy with the principle of the planting. The existing trees (to be retained) are located to the SE of the Basins and are to be retained.

Street Trees

I am generally happy with the quantum of proposed street trees. Details of the proposed tree crates are required (technical cross-sections and installation specification). Are street tree locations acceptable to lighting engineer?

NOTE: Case Officer - Applicant will submit lighting details at a later date-currently working on this with their ecologist).

8.6.11 Ground Remediation Scheme (Condition 14)

I had previously expressed concerns over the proposed remediation requirements and the potential impacts on the northern and eastern buffer zones. I note the correspondence from David Norris (dated the 5th June 2024) in which he writes:

“I have looked through the ground contamination information and there is a requirement that the levels be returned to existing. It is unlikely that the soil to be removed will be 400mm at max (minimum 300mm) and therefore reimportation will not be a significant issue. I appreciate concerns about impact upon trees, ecology etc – but the treatment of contaminated land was required by the outline permission”.

My concerns remain as previously stated within my Response dated the 11th April 2024 – as details on the groundworks to be carried out remain scant. The implications for the large areas of proposed woodland planting, therefore, cannot be assessed.

NOTE: Case Officer-The councils landscape officer has raised the above query over a possible requirement in some parts of the site to remove up to 300mm depth of ground (and replace with “good” soil) as part of the works. This is because of possible adverse effects on existing tree root systems on the site. This is something which the applicant must be mindful of. Most of the potentially affected ground is not supporting existing substantive tree cover, although particularly some to the east of the stream might be affected. The applicant would need to contact the LPA if it was apparent that these might be affected as the agreed landscaping scheme requires their retention.

8.7 Tree Officer- (summary)

The supplied information is suitable to discharge condition 11: FPCR Environment and Design Ltd, Arboricultural Method Statement Rev C dated: February 2024

8.8 Housing Enabling Team - (summary) revised plans

This application proposes up to 58 homes, of which 38 will be open market housing and 20 will be Affordable Housing Homes (14 Affordable Rent and 6 Shared Ownership).

This site is required to provide 35% affordable housing which equates to 20.3 units. The application proposes 20 affordable homes. If no more than 20 affordable homes are provided on-site then the requirement of 0.3 of a home should be provided by a financial contribution. *(Case Officer note: The financial contribution is controlled under the s106 agreement associated with the outline planning permission).*

The West Dorset/Weymouth & Portland Local Plan (Chapter 5 HOUS1. iv) also requires a minimum 70% level of rented homes and maximum 30% intermediate housing, within all affordable housing. This is met by this proposal.

The mix of affordable housing ensures a range of needs are being met. The development now includes a four-bedroom house for rent which is particularly welcomed as there is a high need for larger homes. This application, and new affordable housing mix, is supported by the Housing Enabling Team.

8.9 Heathland Mitigation and Public Open Space Coordinator- (summary)

Key comments around the proposal related to approval of layout, appearance and landscaping, attenuation pond details (condition 9) are:

1. Public Open Space (POS) (summary):

1.1 The open space within the site layout appears of adequate size. Infrastructure and design need to be sympathetic to the natural environment and surrounding landscape. NET welcome the opportunity to work with the developers to hone existing plans particularly if there is any intention or a request, that the land be transferred to Dorset Council management.

1.2 The layout of the POS will be influenced greatly by other consultees comments (such as the Ecology Unit within NET). For recreational purposes it appears adequate, however the following should be considered:

Surface and pathways

- A construction detail should be submitted during planning to make sure the routes across the POS are of a suitable width and surface as appropriate. The PRow surfacing should be agreed with DC Senior Ranger for the area and construction detail provided if requested. Path surfaces should be considered for suitability for all members of the community, accommodating various needs, ages and abilities – for example, people unsteady on their feet or using pushchairs, wheelchair/trampers etc.
- Signage for routes and waymarking should be carefully considered to ensure that they complement the local character of the overall area.
- Pathway surface should be appropriate for its status, robust for the varied “footfall” it will receive and recessive in colour and blend into the landscape character.

2. Locally Equipped Area for Play - LEAP:

2.1 Play space needs to be designed as an integral part of its surroundings through a holistic approach. I have the following comments for consideration on the proposed design:

The path running through the play space appears to be the main walking route through the POS from the housing. This could cause

user conflict, for example, people walking dogs through the space and children scared of dogs. I would advise relocating the LEAP to one side of the path. *(Case Officer note - this has been done).*

In areas where safety surfacing is required, I advise that the grass matt is reconsidered. The reason is based on well-known issues around compaction of ground materials and as a result the future failure to meet safety standards. As a preference we recommend wet pour surfacing or Tiger mulch or similar in these areas, with any surrounding areas landscaped and grassed.

2.2 I advise that play is included within the open space site management plan, covering the following information (for purposes of maintenance, repair, and replacement).

(Case Officer note: In addition to amendments made to this application regarding the LEAP, the relevant section 106 agreement linked to the outline permission also controls specifications of this area.)

2.3 We highly recommend that any developers/designers look at the Play England advice on planning design for play. Design for Play – Play England

Our expectation is that the play area will be signed off by a suitably qualified play inspector after installation and prior to Dorset Council final sign off.

3. Wetland Features:

3.1 We recognize the invaluable role wetland features play. These are locally valued to provide a variety of roles, invaluable amenity, and biodiversity value. Wetland features need to be carefully designed. Considerations should include:

Future management of the SuD feature needs careful consideration. Especially access for desilting and capacity retention work. Details of which should be included in a management plan for the site.

I specifically note the intention of a 1 in 3 slope for the sides of the attenuation basin. Whilst this meets requirements I advise, for safety, maintenance and to naturalise the feature, a more gradual slope.

3.3 Further advice can be found here: Sustainable Drainage Systems Advice Note (dorsetcouncil.gov.uk)

NOTE - Case Officer Note: (Outline conditions to address surface water drainage (conds 7 and 8), a biodiversity plan (cond 14) and the LEMP (cond 15) will be the subject of later Discharge of Condition submissions.

8.10 Minerals and Waste Officer

Thank you for consulting the Mineral & Waste Planning Authority on the above application, our comments are set out below. The MPA notes that this current

application relates to reserved matters on a site with outline permission for built development. The MPA has no comment to make. This without prejudice view is an Officer comment only and does not affect any other comment, observation or objection that Dorset Council as MPA may wish to make on this proposed development, now or in the future.

8.11 Environmental Services -Environmental Protection- (revised plans)

No further comment at this stage.

8.12 Senior Ranger - (revised plans)

Qualified objection; not shown all the public rights of way on the submitted plans or how accommodated. (*NOTE: Case officer comment: Public rights of way routes now added*).

8.13 Ramblers

All public rights of way (PROW) should be shown on relevant plans. Slight misalignment of recorded alignments to proposed footways. "Access wall" and planting may reduce visibility for vehicles crossing the bridleway at entrance to the site. Scope to dedicate proposed new footpath on north of site as PROW. Scope to link northern path to PROW to east. Suggest applicant seeks improvement to condition of PROW route extending to the north by liaising with landowner and the Greenspaces Team.

8.14 Service Manager, Growth and Economic Regeneration

Support use of this site for housing.

8.15 Emergency Planning Officer

Emergency Planning would advise residents / property owners to sign up to the EA flood warning service for that area and to ensure they have appropriate evacuation plans in place and safe places to go to (friends and family etc.) should the need for evacuation occur.

We would also advise them to have an emergency plan and further advice and help can be found here: <https://www.gov.uk/government/publications/preparing-for-emergencies/preparing-for-emergencies>

<https://dorsetprepared.org.uk/emergencies/>

The local town or village may have their own community resilience plan as well that they may wish to look at. They may also have a Community Sandbag Store; [Sandbags and local flooding advice - Dorset Council](#)

8.16 Environment Agency

No comments received.

8.17 Bournemouth Water Ltd (South West Water)

Bournemouth Water has no comment.

8.18 Flood Risk Management Team- (revised plans)

Further to an initial response of 21 August 2023 (elements deleted since then) this is a follow up response and is reviewed as an application to amend the reserved matters layout and not an application for discharge of conditions. The reserved matters layout with regards to surface water management is generally consistent with the approved layout (WD/D/19/000613) and that previously assessed for the reserved matters. Condition 9 of the decision notice for WD/D/19/000613 requires that for the reserved matters application, details for the SUDS pond shall be submitted; these are to include location, depths and cross sections.

The applicant has submitted the following drawing to support the reserved matters application (and presumably in support of the above condition), with regards to surface water drainage:

- Surface Water Drainage Detention Basin Details, by GAP, ref 20402-GAP-XX-XX-DRC, drawing no. 9700, rev P04 and dated 23/01/24.

With regards to surface water management and flood risk, the amended plans show the following amendments:

- Three linked attenuation basins rather than one large basin. A slightly greater storage capacity is shown to be provided by the three basins as opposed to the single basin. This is acceptable for the reserved matters layout. A detailed design is still required for the discharge of conditions for WD/D/19/000613.
- A bridge design has been submitted. The drawing states that design has been designed/substantiated using hydraulic modelling. This is acceptable.

Informative note: prior land drainage consent is required for the crossing and is independent of any planning permission that may be granted.

The above document, combined with the reserved matters layout provides the necessary detail with regards to surface water management for me not to object to the reserved matters layout. A detailed surface water drainage design is still required to discharge the drainage related conditions for WD/D/19/000613.

Update: Surface Water Drainage Detention Basin Details, by GAP, ref 20402-GAP-XX-XX-DRC, drawing no. 9700, rev P05 is acceptable (reduction in slope gradient).

8.19 Project Engineer-Bridges

The form of structure proposed consisting of precast concrete culvert units and steel vehicle restraint barriers is acceptable. However, the full Technical Approval of Highway Structures process contained in the Design Manual for Roads and Bridges

(DMRB) is a separate approval and will need to be followed. [Standards For Highways](#)

Checks will be required to follow as part of the above process to consider the proposals in more detail if the bridge is to be adopted. These would include consideration of all structural details to ensure the required loads can be carried safely and maintenance requirements will be minimised. Details requiring consideration include provision of waterproofing, extent and benching of reinforced earth, design of slab for variable ground conditions etc.

8.20 Highways Officer

The Highway Authority confirms that Conditions 6,17,19 and 20 may be discharged.

8.21 Town Council

Beaminster Town Council considered the above application and in principle SUPPORT the application however they were particularly concerned at the unrealistic content of the Travel Plan submitted (Condition 20) particularly in view of the current position where the town is to lose its weekday bus service in October and with the vague 'minded to' with no firm commitment.

Therefore, the members were happy to support the application on the condition the Travel Plan is removed from the above application, if that were not the case the Town Council recommend refusal of the application. I trust a satisfactory position can be reached.

Revised Plans

Members of the Planning Advisory & Highways Committee considered the amended plans in respect of the above application and made the following observations:

- COM7 – Whilst traffic within the site has been considered there would appear to have been no consideration or comment on the impact of the potential for 116 additional vehicles going in and out of Cockroad Lane and St James. The Town Council have previously highlighted this concern together with concerns regarding construction traffic accessing the site via Cockroad Lane and the impact on the amenity of residents of Ridgeway View and St James. Construction traffic using the A3066 (Hogshill Street) and Clay Lane was also a concern.

Vehicle movements to/from the site when all the properties are occupied will be considerable bearing in mind the lack of employment within the town and minimal public transport services, this causes concern with regard to pedestrian safety particularly the children attending St Mary's Primary School and the elderly residents in sheltered accommodation in Clay Lane.

- COM10 – Utility services infrastructure – can the developers be confident, bearing in mind the proposed other development of a larger size on an adjacent site that:

- The current electricity sub station will be sufficient to cope with the increased provision of EV charging points and PV's on the site.
- Surface water run off – problems currently exist with regard to inadequate culverts taking excess surface water.
- The sewerage system is capable of taking the pressure placed on it by 58 fully occupied dwellings.
- The existing Wessex Water system is strained in most areas of the town – is it capable of taking the additional pressure.

Concern remains with regard to the location of the children's play area, the area proposed is on the perimeter of the development barely visible from dwellings, with the additional screening proposed the children's safety would be compromised.

Concern remains with regard to the attenuation pond, with no protective measures poses a serious risk of drowning, again sited on the perimeter of the development.

9 Representations received

1 letter of objection/comment received. The main planning related points include:

- construction traffic via Cockroad Lane - highway safety dangers to road users and pedestrians.
- noise pollution and disturbance to residents.
- could restrict access for emergency vehicles.
- contractors vehicles may park on residential roads worsening existing on-street parking situation.
- construction access should be from the B3163 Broadwindsor Road frontage.
- no objection to the (needed) housing and affordable housing.

10 Relevant Policies

West Dorset Weymouth and Portland Local Plan 2015:

BEAM1 Land to the North of Broadwindsor Road

ENV1 Landscape, seascape and sites of geological interest

ENV2 Wildlife and habitats

ENV4 Heritage assets

ENV5 Flood risk

ENV9 Pollution and contaminated land

ENV10 Landscape and townscape setting

ENV11 The pattern of streets and spaces

ENV12 Design and positioning of buildings

ENV15 Efficient and appropriate use of land
ENV16 Amenity
SUS1 The level of economic and housing growth
SUS2 Distribution of development
HOUS1 Affordable housing
HOUS3 Open market housing mix
COM1 Making sure new development makes suitable provision for community infrastructure
COM4 New or improved local recreational facilities
COM7 Creating a safe and efficient transport network
COM9 Parking standards in new development
COM10 The provision of utilities service infrastructure

National Planning Policy Framework 2023:

- 2 Achieving sustainable development
- 5 Delivering a sufficient supply of homes
- 6 Building a strong, competitive economy
- 7 Ensuring the vitality of town centres
- 8 Promoting healthy and safe communities
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well designed and beautiful places
- 14 Meeting the challenge of climate change, flooding and coastal change
- 15 Conserving and enhancing the natural environment
- 16 Conserving and enhancing the historic environment

Other material considerations

Beaminster Parish Plan 2013-23- This site (part of BEAM1) is specifically referred to under the “Built Environment -Planning for the future” section of the Parish Plan.

Design and Sustainable Development Guidelines 2009

WDDC Landscape Character Assessment

AONB Management Plan 2019-2024

Dorset Council Parking Standards

11 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.

12 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. The application often includes parking in close proximity to the respective dwellings thereby easing access for elderly or less able persons. The application also includes measures to assist with the (potential) pedestrian/cycle linkages between this site and the remainder of BEAM1, thereby facilitating ease of movement to bus stops and other local facilities for less able persons.

13 Financial benefits

13.1 Material considerations

The scheme includes 35% affordable housing (20 units)
Green infrastructure including community facilities: 2.91 ha
Locally equipped area for play (LEAP) 400m²
Spending in local economy by residents of 58 dwellings
Employment created during construction phase

13.2 Non material considerations

Contributions to Council Tax revenue
Community Infrastructure Levy- CIL contributions

14 Climate Implications

The construction phase would include the release of carbon monoxide from vehicles and emissions from the construction process. Energy would be used as a result of the production of the building materials and during the construction period. When occupied the development would generate vehicular movements releasing carbon monoxide (from non-electric vehicles). Heat escape from dwellings would contribute to greenhouse gases. Details of EV charging facilities for the scheme have been provided. It should be noted that modern building regulations would help minimise such heat release, and the use of petrol/diesel cars could be partly reduced due to the option of public transport (buses). A balance has to be struck between providing housing to meet needs (both open market and affordable) versus conserving natural resources and minimising energy use.

15 Planning Assessment

15.1 Principle of development

The principle of the development of this site has been established by outline permission WD/D/19/000613 dated 7 April 2020 for up to 58 dwellings. This is the reserved matters application following on from that outline and proposes 58 dwellings. This site covers the smaller portion of the allocated site for residential development under policy BEAM 1 of the adopted Local Plan (the remainder is covered by outline permission WD/D/18/000115 (approved 21/11/19) and reserved matters P/RES/2021/01944 (approved 17/10/22) for 100 dwellings).

This reserved matters application seeks approval for the layout, scale, appearance and landscaping. (Note: Nine other condition submissions relating to the outline permission were made simultaneously. These are considered separately as they were specific to the outline requirements).

This site comes forward in the context of Policy BEAM1 of the Local Plan which states:

LAND TO THE NORTH OF BROADWINDSOR ROAD

i) Land to the north of Broadwindsor Road, as shown on the policies map, is allocated for housing, employment and public open space.

(Case Officer Note: It was determined at outline stage that employment land was not included in the approved outline due to changed circumstances since the original allocation of this site).

ii) The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows within and around the boundaries of the site, should be retained where possible. The development will also ensure the protection of the wildlife interest of the wooded river channel along the eastern boundary of the site.

iii) The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.

iv) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along the Broadwindsor Road.

Following negotiations, some revisions have been made to the reserved matters scheme. These have been mainly in relation to the detailed layout and designs with adjustments to dwelling designs and some materials revisions, amendments to planting and landscaping, fencing/hedgerow protection, public footpath routes clarification, adjustments to the LEAP shape and design, potential lighting positions amended to avoid trees and recently -inclusion of a 4 bed house as an affordable dwelling.

15.2 Layout

15.2.1 Road layout and connectivity

The layout generally follows the principles of the illustrative outline layout. It demonstrates a subtle hierarchy of roads; on entering the site from St James' Road the main access road curves northward and then southward skirting the open space associated with the attenuation basins. This then alters to a main spine road aligned north-west/south-east (which deliberately "picks up" the straight alignment of an existing public footpath that crosses the site). Housing generally follows the perimeter block principle. Slightly narrower roads run off the "spine" road to the south-west and the north-east. To the north and east a mix of road, footpaths and private drives "embrace" the schemes outer built edge with the landscaping beyond. Existing public footpaths south of the site will be accommodated or diverted so as to pass through the application site to access the countryside beyond.

The BEAM 1 allocation also covers land to the south of this site. The section 106 agreements for both sites ensure there will be connectivity between these two large sites so that they can function as one if both are built-out; There would be a vehicular access link from the western part of the site together with three additional pedestrian links spread along the southern/western site boundary of the current site to aid permeability.

Parking provision comprises car spaces and one garage. Most car parking is on-plot, plus a small courtyard area to the south-west of the site. The scheme provides 106 resident parking spaces and 10 visitor unallocated spaces. The Highways Officer has assessed the quantum and mix of parking and is satisfied this is acceptable.

Two public footpaths currently cross the site; W21/71 runs north-south entering through the west part of the site, while W21/72 runs north-west/south-east through the eastern part. The routes would be accommodated mainly on pavements and across green spaces and would be of broadly similar lengths to the existing routes. Any necessary formal footpath diversion applications would need to be made.

15.2.2 Public open space

The site provides different areas of open space to meet different needs; informal recreation/walking is accommodated to the north/east, particularly associated with the existing woodland and attenuation basin areas. The equipped LEAP area to the north-west provides a more “formal” play area for children. The Heathland Mitigation and Public Open Space Co-ordinator has made comments on the LEAP including comments on relocating the LEAP to one side of the public right of way and on the surfacing. (The LEAP has been now re-located as advised and the surfacing, together with other LEAP details, is controlled under the s106 agreement completed at the outline stage which requires full details of the public open space (including play areas) to be provided and approved and these points will be taken into account in that process. Equipment is likely to include a swing, clamber stack, slide, see-saw and balance walk. Housing to the south of this would provide surveillance of this area.

Located towards the south-east is the surface water attenuation area. This comprises 2 smaller depressions and one larger basin. The larger basin has a volume of 837m² (total volume 1,132m²). Basin gradients are acceptable and generally between 1 in 3 and 1 in 5. The maximum depth is 0.7m up to 0.9m

The new vehicular access into the site from St James' has been designed to provide a “sense of arrival” at the site with a wooded edge to both road sides, the road then curving first right, then left to open up a view of the curved terrace facing southward.

The layout provides the required 35% affordable housing (20 dwellings equalling 34.5% with the extra 0.5% made up with an off-site affordable housing contribution (£9,187). These include 6 affordable rent and 14 shared ownership units.

The Housing Enabling Officer supports this scheme and was pleased the applicant added a 4 bedroom unit after his initial comments regarding need. Full details of the affordable housing scheme would be submitted to satisfy the terms of the relevant s106 agreement.

Having regard to the sense of place and variety of public open spaces proposed it is considered that the layout is acceptable.

15.3 Landscaping

The site lies within the Area of Outstanding Natural Beauty and within the Brit Valley Landscape Character Area. The site is overlooked by areas of the Dorset AONB including Gerrards Hill and the South Wessex Ridgeway to the south.

Following from the context of policy BEAM1 the proposals incorporate a green infrastructure strategy which links with the adjoining development site. In terms of this reserved matters application the detailed landscaping design and species has been amended in response to comments of the Senior Landscape Officer. The

strategic buffer would include native species such as beech, oak, field maple, holly, hazel and alder.

An extensive new tree planting belt would be carried out along the northern boundary (minimum 15m width) which would then form an almost continuous link with the existing eastern woodland section. Regarding the site boundaries, the existing hedging/planting would be reinforced.

Negotiations with the applicant have led to improvements to the planting strategy within the site; this has included a more appropriate approach particularly to the planting around the attenuation basins area, and to the inclusion of street trees- particularly along the main straight spine road to help give more of an “avenue” feel to this area. Tree planting would occur in the vicinity of the LEAP but would avoid the line of sight between this and the closest dwellings in order to provide surveillance to this area.

Woodland tree species include species such as oak, field maple, hawthorn, holly and yew. Individual trees would include species such as birch, lime, apple, beech and alder. The planting over the site would range from native woodland to copse planting, individual trees, shrub planting, wetland meadow seeding and wildflower meadow areas.

One issue is the placing of trees relative to street-lighting in the scheme. Accordingly, plans have been discussed with the Street-lighting Engineer to seek to minimise any further necessary adjustment to the landscaping scheme. Regarding hard landscaping, the road network is primarily tarmac roads with areas of raised platform (traffic calming). The parking courtyards/ manoeuvring areas and final access routes surfacing materials are being clarified.

Details of the layout, provision and maintenance/management of the structural woodland and other landscaping are controlled under the section 106 agreement requirements. The Senior Landscape Officer has reviewed the soft landscaping and with additional clarification on the southern maintenance strip, hedge protection, and some additional landscaping details now supports the application.

In summary it is considered that the landscaping proposed is acceptable.

15.4 Scale

All dwellings are of two-storey, although with variations in depth/proportions and design there are consequent (and visually beneficial) variations in scale and height. The scale of the units also reflects the objectives of policy BEAM 1.

Slight rises in levels on the site also helps to give more articulation to the street scenes. At two-storeys the scheme is broadly consistent with the scale of existing residential housing in the wider vicinity.

15.5 Appearance

The appearance of the dwellings is largely based on cottage-type proportions or slightly larger designs with varying design treatments to provide street-scene variety and help contribute towards a sense of place. In response to comments of officers the materials palette scheme has been adjusted; the materials palette includes red brick, off-white render, hamstone, dark grey roof tiles and some deeper red roof tiles. It is considered important by officers that the final choice of materials is of subdued colours so the final choice would be controlled by planning condition.

Regarding the designs, negotiations have been carried out to increase the quality of these; dwellings now include features such as chimneys, oversailing eaves, quoins at building “corners” and to window surrounds, arched heads to windows and porch canopies.

It is considered that the design and materials proposed for the development would result in an acceptable appearance on this important allocated site within the Area of Outstanding Natural Beauty.

15.6 Residential amenity

There are no dwellings immediately adjacent to the site although this scheme would be adjacent on its south and west boundaries to the approved residential development on the remainder of the BEAM1 land. However, the relationship between the sites is acceptable in residential amenity terms. Whilst there is a proposed LEAP at the north-west end this is appropriately distanced from the nearest dwelling. As such the activities in this area are considered acceptable in residential amenity terms. There is a stables complex to the north although the nearest building to the nearest proposed dwelling is at least 25m away and as such has an acceptable relationship. Within the scheme itself, dwellings have been laid out in such a way so as not to result in unacceptable overlooking and to provide adequate garden areas or access to public open space near-by.

In light of the above the scheme is considered acceptable in residential amenity terms.

15.7 Highways

The point of vehicular access from the St James Road was established as part of the outline approval. The nature of the highway network within the site has been described earlier in the “layout” with a subtle hierarchy of roads and access routes permeating the site. The Highways Officer made comments on the earlier layout which has led to revisions to the scheme including inclusion of traffic calming measures such as raised platforms at certain points. The scheme includes the potential for a road link between this and the previously approved adjacent site if both are built-out.

The Highways Officer required a further adjustment to a central area of the site to adjust footway width and some traffic calming inclusions on site-now received. The scheme is now acceptable in terms of highway considerations.

15.8 Comments on Town Council Concerns

The Town Council have made a number of comments on this application. On the earlier original plans submitted they considered the Travel Plan submitted was unrealistic, saying: *particularly in view of the current position where the town is to lose it weekday bus service in October (2022) and with the vague 'minded to' with no firm commitment.* Following this and comments from the Council's Transport Planner the Travel Plan has now been revised and is now considered acceptable and no further comments on the revised Travel Plan were received from the Town Council.

Regarding the revised plans the Town Council commented:

COM7 – Whilst traffic within the site has been considered there would appear to have been no consideration or comment on the impact of the potential for 116 additional vehicles going in and out of Cockroad Lane and St James. The Town Council have previously highlighted this concern together with concerns regarding construction traffic accessing the site via Cockroad Lane and the impact on the amenity of residents of Ridgeway View and St James. Construction traffic using the A3066 (Hogshill Street) and Clay Lane was also a concern.

Vehicle movements to/from the site when all the properties are occupied will be considerable bearing in mind the lack of employment within the town and minimal public transport services, this causes concern with regard to pedestrian safety particularly the children attending St Mary's Primary School and the elderly residents in sheltered accommodation in Clay Lane.

The Case Officer regarding the above would comment that the principle of 58 dwellings served via St James and the base of Cockroad Lane, and in relation to other affected parts of the highway network was fully considered on the approved outline application WD/D/19/000613; the Highway Authority were consulted and raised no objection subject to highways layout, turning and parking condition. Similarly, the effect on residential amenity of properties close to that route was also assessed and regarded as acceptable by the Case Officer at the time.

As a general observation, the fact that site was allocated in the adopted West Dorset, Weymouth and Portland Local Plan under the BEAM 1 policy indicates a general context of acceptability since key statutory undertakers/utility providers were consulted about the site in principle at that stage. Furthermore, the applicant has said: *When assessing the suitability of a potential development site, the applicant/developer carries out a full utilities survey/appraisal to ensure that the site can be delivered. Ensuring that the necessary infrastructure can be delivered is key consideration as any problems can cause delays and be very costly.*

Regarding specific points raised by the Town Council around utility/services infrastructure the applicant has responded indicating they have been in discussions with Western Power for some time. There is an agreement in principle with the supplier and it is likely that a new substation will be required. The inclusion of EV points does create additional requirements, and this is something that the power suppliers are having to deal with across the country.

In regard to the Town Council's comments about surface water run-off the development was considered acceptable in principle under the outline permission. Outline conditions include a detailed surface water drainage scheme and arrangements for its maintenance and management. The applicant will need to submit details as a Discharge of Condition application in due course. These will be assessed by the Council Flood Risk Management Team to ensure they are acceptable in all respects.

Additionally, the applicant has indicated that drainage and the disposal of surface water is properly considered prior to a housing scheme being designed. The topography of the site, ground conditions and existing watercourses are fundamental to the layout of the development. The Lead Local Flood Authority has made comments on the drainage strategy and the design has evolved. The developer is required to use a Sustainable Urban Drainage system (SUDs) to ensure that any run off from the site is less than it would be in its current state. SUDs include use of attenuation ponds, swales and permeable surfaces which will retain water within the site and allow it to be released at a controlled rate.

In respect of the Town Council's comment about the sewerage system Wessex Water were consulted on the outline application and accepted that the 58 dwelling development was acceptable in principle at that time.

In respect of the comment about the location of the LEAP the Heathland Mitigation and Public Open Space Co-ordinator is content with the location of the play area (LEAP). There are dwellings to the south-east that would provide surveillance towards the play area. Proposed trees which might have obscured this view have now been removed from the scheme.

The Flood Risk Management Team have responded to the Town Council's comment about the attenuation ponds as below:

- It should be noted that the linked basins are not actually ponds as is commonly interpreted from plans – especially common when landscaping plans often show the basins in a blue colour. These are basins rather than ponds. Their normal state is dry – empty of water. They should only fill with water temporarily and during a rainfall event. Even during normal rainfall events, the basins will not fill to any significant depth and there should be no fast-moving water of any significant depth within the basins. After a rainfall event the basin should drain to empty and return to dry. As the detailed design with calculations has not yet been submitted, I cannot give exact

temporary depths for various rainfall events, or durations, but for normal yearly rainfall the basin should return to dry after a number of hours following dry weather. However, I can give the following information: The larger basin has a design depth of 0.9m. This is the maximum design depth of water during a 1 in 100-year rainfall event with a 45% uplift in rainfall for climate change predictions. This is obviously a very uncommon event. Their appearance should be of landscape features rather than drainage features. The smaller of the basins has a maximum design depth of 0.7m during the 1 in 100-year rainfall event + a 45% rainfall uplift for climate change.

- Fencing of attenuation basins is generally discouraged by CIRIA in favour of landscaping and shallow depths. The health and safety section of the CIRIA SuDS manual (p760) quotes RoSPA 'We must try to make life as safe as necessary, not as safe as possible'. It is not normal practice to fence 'dry' attenuation basins. It is more normal for the developer to put up educational signs promoting the function of the basins within the water cycle, and perhaps warnings of when not to enter the basins (during heavy rainfall). In terms of other 'water features' within the site, it should be noted that there is an existing open watercourse/ditch within the development site that is to remain unmodified.

In the light of the above various responses to the Town Councils concerns it is considered that the scheme is acceptable in these respects.

15.9 Other matters being considered by this reserved matters application

The applicant has chosen to submit details in respect of a number of conditions attached to the outline planning permission reference WD/D/19/000613 in order that they be considered as part of this application for reserved matters. These are considered in turn below and all condition numbers refer to the conditions attached to the outline planning permission.

15.9.1 Condition 6 - Construction Traffic Management Plan (CTMP)

The Acheson Construction Traffic Management Plan received 19/7/22 sets out how construction activities on site will be regulated to ensure the proposed development will have an acceptable effect on residential amenity and allow safe operation of the surrounding highway network. The Highway Authority has no objection to this and it is considered an acceptable condition submission.

15.9.2 Condition 9 - Surface water attenuation details

The applicant has submitted drawing Surface Water Drainage Detention Basin Details ref 20402-GAP-XX-XX-DRC, drawing no. 9700, rev P04 and dated 23/01/24.

This drawing and accompanying information has been considered by the Flood Risk Management Team. They are satisfied that with regards to surface water management and flood risk, the amended plans show three linked attenuation basins rather than one large basin. A slightly greater storage capacity is shown to be provided by the three basins as opposed to the (superseded) single basin.

The form and basic dimensions of the attenuation basin and the two smaller basins (swales) are acceptable. Details of the wider drainage strategy will be provided in due course to discharge conditions 7 and 8 of the outline permission.

15.9.3 Condition 10 - Finished Floor Levels

Finished Floor Levels Plan Drawing 20402-GAP-XX-XX-DR-C-9112 P03 has been submitted as part of this application to clarify finished floor levels. This plan is considered acceptable.

15.9.4 Condition 11 - Tree Protection

The applicant has submitted FPCR Environment and Design Ltd, Arboricultural Method Statement Rev C dated: February 2024 setting out how the existing trees are to be protected and managed before, during and after development. This information is acceptable in connection with this tree protection condition. The submitted details indicate that a pre-commencement site meeting with the Councils Tree Officer to agree an arboricultural supervision statement will be arranged.

15.9.5 Condition 12 - Ground Remediation Scheme

The applicant has submitted a Remediation Strategy prepared by T and P Regen reference P0214/CS-J-1195 received 19/7/22. This has been referred to the Councils independent land contamination consultants. They advise that the submissions received are acceptable in connection with condition 12 of the outline permission. Additionally, on completion of works, the condition also requires a written report confirming all works completed in accordance with agreed details, and a verification report be provided.

The councils landscape officer has raised a query over a possible requirement in some parts of the site to remove up to 300mm depth of ground (and replace with "good" soil) as part of the works. This is because of possible adverse effects on existing tree root systems on the site. This is something which the applicant must be mindful of. Most of the potentially affected ground is not supporting existing substantive tree cover, although particularly some to the east of the stream might be affected. The applicant would need to contact the LPA if it was apparent that these might be affected as the agreed landscaping scheme requires their retention.

15.9.6 Condition 17 - Highway Design Details

The applicant has submitted plans:

- Proposed site layout 004 P8
- Site access general arrangement 21172-HYD-XX-XX-DR-TP-0001 P02
- Refuse vehicle swept paths 21172-HYD-XX-XX-DR-TP-1002 P05
- Fire tender swept paths 21172-HYD-XX-XX-DR-TP-1003 P04

The details demonstrate that the proposed development will not have a severe detrimental impact upon highway safety for all users and can accommodate the likely

volume of traffic generated. The Highway Authority have been consulted and, whilst they do not object to these details, there are slight revisions required to address traffic calming/part of a footway width (drawings awaited). The above drawings are considered acceptable in connection with condition 17, subject to the adjustments indicated.

15.9.7 Condition 18 - Bridge Design Details

The site access would be from St James to the east. Shortly after entering the site a bridge is required to cross the River Brit tributary; a small stream that flows southward on the east of the site. The following plans have been submitted:

- Watercourse crossing general arrangement plan 20402-GAP-XX-XX-DR-S 1000 P02
- Watercourse crossing general arrangement sections 20402-GAP-XX-XX-DR-S 1001 P02

The stream crossing is proposed by a 16 m long 3 m wide deep culvert under the carriageway designed to adoptable standards. The culvert incorporates a mammal ledge and separate mammal tunnel to allow access for otters and other riparian mammals based on ecological advice. The councils Principal Engineer has reviewed these details and comments:

Purely from a highway structures viewpoint and agree with the general comments from John Burrige (former Bridge Engineer) (refer email dated 23/08/2022).ie The form of structure proposed consisting of precast concrete culvert units and steel vehicle restraint barriers is acceptable. However, the full Technical Approval of Highway Structures process contained in the Design Manual for Roads and Bridges (DMRB) is a separate approval and will need to be followed. Checks will be required follow as part of the above process to consider the proposals in more detail if the bridge is to be adopted. These would include consideration of all structural details to ensure the required loads can be carried safely and maintenance requirements will be minimised. Details requiring consideration include provision of waterproofing, extent and benching of reinforced earth, design of slab for variable ground conditions etc.

No comments have been received from the Environment Agency.

The Flood Risk Management Team have commented, including the following:

A bridge design has been submitted. The drawing states that the design has been designed/substantiated using hydraulic modelling. This is acceptable.

Note: Prior Land Drainage Consent may be required for the crossing and is independent of any planning permission that may be granted. The applicant should make enquiries of the Environment Agency regarding the above.

The design also incorporates measures to facilitate the movement of wildlife from one side to the other of the bridge beneath carriageway level.

The Senior Ecologist comments:

The culvert meets the specifications set out in the Biodiversity Plan in terms of providing a mammal ledge, and being large enough to allow Lesser Horseshoe bats to pass through. However the technical drawings refer to a grille at either end of the culvert, which we would need more details about to ensure that it does preclude use of the culvert by bats.

From a planning viewpoint the bridge design is considered acceptable in connection with condition 18, subject to confirmation regarding grille “mesh” design.

15.9.8 Condition 19 - Electric Vehicle Charging Points

The following plans/documents have been submitted:

- Proposed electric vehicle charging points plan 009 P3
- Zaptec Pro/Zaptec Go charging unit details received 8/7/24.

Each dwelling will be provided with an electric charging point in accordance with the latest Building Regulations. Charging points will be provided normally on the side elevations of dwellings with on-plot parking spaces. Where allocated parking bays are proposed the charging points will be provided adjacent. These details are considered acceptable in connection with condition 19.

15.9.9 Condition 20 - Travel Plan

The initially submitted Travel Plan has been updated and the revised version has now been submitted; this is the Travel Plan prepared by Hydrock Doc ref: 21172-HYD-XX-XX-RP-TP-6001 dated 7/6/24. The Travel Plan is based upon the Framework Travel Plan submitted with the outline planning application and includes physical measures to promote sustainable travel (electric charging points, cycle storage, improved footpath links) and other measures to promote sustainable patterns of behaviour by residents such as travel information packs. The Travel Plan includes targets over a 5 year period. This will help to reduce reliance upon the private car and encourage use of sustainable transport modes. This has been referred to the councils Transport Planner who is content with this. The revised Travel Plan is considered acceptable in connection with condition 20.

16 Conclusion

The principle of up to 58 dwellings on this site was established by outline planning permission WD/D/19/000613. This reserved matter application proposes a visually interesting scheme to create a sense of place including a “sense of arrival” into the site with curved dwelling frontages, avenue sections and with varied public open

space areas and pathways linking the areas. The scheme has a visually interesting layout with extensive planting and the varied dwelling designs and materials contribute to this. The scheme is considered to be in accordance with the policies of the West Dorset, Weymouth and Portland Local Plan 2015 and in accordance with the National Planning Policy Framework as set out earlier in the report.

17 Recommendation

Approve this Reserved Matters application subject to the following planning conditions:

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

- 001 P1 Location Plan
- 003 P1 Existing Site Plan
- 004 P10 Proposed Site Layout
- 005 P5 Proposed Streetscapes
- 009 P3 Proposed Electric Vehicle Charging Points
- 010 P3 The Arun Semidetached House Type
- 011 P2 The Arun Terrace House Type
- 012 P3 The Blackwater Detached House Type
- 014 P2 The Cheriton Detached House Type
- 016 P2 The Cranked House Semidetached
- 017 P4 The Itchen Semidetached House Type
- 018 P3 The Itchen Terrace House Type
- 019 P2 The Stour Semidetached House Type
- 021 P2 The Test Semidetached House Type
- 022 P3 Garages Floor Plans and Elevations
- 023 P3 The Cheriton Detached House Type with bay window
- 024 P4 The Stour House + Cranked House Semidetached
- 025 P4 The Cheriton (Brick) Detached House Type
- 026 P1 The Arun Semidetached House Type
- 027 P1 The Arun Semidetached House Type 2
- 028 P2 The Itchen semi-detached and Cranked House
- 029 P2 The Test Semi-detached House Type
- 031 P5 Tenure Plan

032 P3 Refuse Plan

033 P1 The Stour Detached House

034 P1 The Stour Semidetached House Type Render/Stone details

035 P2 The Terrace House Type Floor Plans Plot 1-6

036 P3 The Terrace House Type Elevations Plot 1-6

037 P2 The Cheriton (Brick) Detached House Type

038 P1 1Bed Maisonettes Brick

039 P2 1Bed Maisonettes Stone/Render

IDV-PD1557 B Play-space layout

20402-GAP-XX-XX-DR-S 1000 P02 Watercourse Crossing General Arrangement Plan

20402-GAP-XX-XX-DR-S 1001 P02 Watercourse crossing General arrangement sections

22172-HYD-XX-XX-DR-TP-0001 P02 Site Access General Arrangement

21172-HYD-XX-XX-DR-TP-1002 P05 Refuse Vehicle Swept Paths

21172-HYD-XX-XX-DR-TP-1003 P04 Fire Tender Swept Paths

10415-FPCR-XX-XX-DR-L-0001 P15 General Arrangement Plan

10415-FPCR-XX-XX-DR-L-0002 P15 On-Plot Planting Plan (Sheet 1 of 8)

10415-FPCR-XX-XX-DR-L-0003 P15 On-Plot Planting Plan (Sheet 2 of 8)

10415-FPCR-XX-XX-DR-L-0004 P15 On-Plot Planting Plan (Sheet 3 of 8)

10415-FPCR-XX-XX-DR-L-0005 P15 On-Plot Planting Plan (Sheet 4 of 8)

10415-FPCR-XX-XX-DR-L-0006 P15 On-Plot Planting Plan (Sheet 5 of 8)

10415-FPCR-XX-XX-DR-L-0007 P15 On-Plot Planting Plan (Sheet 6 of 8)

10415-FPCR-XX-XX-DR-L-0008 P15 On-Plot Planting Plan (Sheet 7 of 8)

10415-FPCR-XX-XX-DR-L-0009 P15 On-Plot Planting Plan (Sheet 8 of 8)

20402-GAP-XX-XX-DR-C-9112 P03 FFLs-related to OSBM

006 P1 Indicative PV panels layout

9700 P05 Surface water drainage basin and swale details

007 P5 Site materials plan

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

2. Whilst based on the submitted Proposed Site Materials Plan 007 P5, prior to development above damp-proof course, full details and samples of all external facing materials for the walls and roofs shall be submitted to, and approved in writing by, the Local Planning Authority, including the erection of sample panels on site for approval. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

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

3. Prior to development above damp-proof course, full details and samples of all external facing materials for the hard-surfacing areas and roads 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.