

<b>Application Number:</b>	P/RES/2023/05868		
<b>Webpage:</b>	<a href="https://planning.dorsetcouncil.gov.uk/">https://planning.dorsetcouncil.gov.uk/</a>		
<b>Site address:</b>	West Of Shaftesbury Road At Land South Of Gillingham Shaftesbury Road Gillingham Dorset		
<b>Proposal:</b>	Erection of 155 dwellings and associated infrastructure - including informal and formal public open space. (Reserved matters application to determine access, appearance, landscaping, layout and scale following the grant of Outline planning permission 2/2018/0036/OUT).		
<b>Applicant name:</b>	Redrow Homes Ltd		
<b>Case Officer:</b>	Kirsten Williams		
<b>Ward Member(s):</b>	Cllr. Val Potheary, Cllr. Belinda Ridout & Cllr. Carl Woode		
<b>Publicity expiry date:</b>	22 December 2023	<b>Officer site visit date:</b>	13 December 2023
<b>Decision due date:</b>	12 April 2024	<b>Ext(s) of time:</b>	05 November 2024

**1.0** Referred to committee in view of the strategic nature of the site.

**2.0 Summary of recommendation:**

2.1 APPROVE subject to conditions

**3.0 Reason for the recommendation:**

- The principle of residential development on this site has already been established.
- 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, scale, layout and landscaping.
- There is not considered to be any significant harm to residential amenity.
- There are no material considerations which would warrant refusal of this application.

**4.0 Key planning issues**

<b>Issue</b>	<b>Conclusion</b>
Principle of development	The principle of development was agreed through the grant of outline planning permission (2/2018/0036/OUT) and a

	Local Plan allocation supported by the Gillingham Neighbourhood Plan.
Layout	The layout provides a positive townscape with the principal and secondary street and an acceptable transition towards the River Lodden to the north. It also provides sufficient natural surveillance and pedestrian linkages throughout.
Scale	The proposal is of acceptable scale. Some taller 2.5 storey buildings are provided along the principal and secondary street, complying with the Outline parameters and providing a more formal character in this area.
Appearance	The materials palette and mix is considered acceptable, providing variation while avoiding a discordant appearance. Character areas are broadly defined and some dwellings along the principal street now have chimney features to add some distinction to these key quality areas.
Landscaping	The revised scheme now provides a sufficient amount of street trees for the site's context, along with sufficient provision of open space along the development edges.
Affordable Housing	22 units are proposed for Affordable Rent and 9 for Shared Ownership within the current proposal, to be managed by a Registered Provider. This would comprise 20% of the current proposed 155 units, but in combination with the delivery across the wider outline site the 25% affordable housing required by the outline S106 agreement will be delivered.
Highway safety and parking	The Highway Authority has raised no objections on highway safety, policy or capacity grounds, subject to compliance with the Outline conditions and a Road Safety Audit being completed and any required changes implemented.
Residential amenity	It is not considered that the proposal would lead to adverse impact on the residential amenity of surrounding neighbours.
Flood risk and drainage	The proposed dwellings remain outside of the flood risk zones. The Outline Conditions 16 and 17 governing Ordinary Watercourse crossings, High-Level Drainage Strategy & Flood Risk Assessment have now been discharged under separate application.
Environmental Impact Assessment (EIA)	The outline planning application included an Environmental Statement (ES). It is considered that there would be no material change to the findings of the ES.
Other matters	Other key planning issues are controlled by the conditional and s106 legal requirements of the Outline permission.

## 5.0 Description of Site

- 5.1 The application site comprises an area of approximately 3.93 hectares, which is wholly within the Gillingham Southern Extension Strategic Site Allocation as set out

in the North Dorset Local Plan (Policy 21). Gillingham is located to the north of the North Dorset District Boundary. It is recognised as one of the main towns in North Dorset and serves a wide catchment of surrounding villages and settlements.

- 5.2 The application site is specifically identified as part of 'Land to the South of Ham' under Policy 21 and is located to the southeast of Gillingham town, to the immediate south of Ham and the St Mary the Virgin Primary School. It comprises an area of open fields, divided by a series of mature trees and hedgerows. There are no existing buildings within the site.
- 5.3 The application has undulating topography and has a high point in the northwest of the site which falls away gradually in all directions to the site boundaries.
- 5.4 The proposal is submitted as the third phase of the Ham Farm development, which benefits from Outline planning permission (2/2018/0036/OUT) for up to 961 dwellings and a new local centre (please see Section 7 planning history below).
- 5.5 The site will have access from both New Road (B3092) to the west and Shaftesbury Road (B3081) to the east, via the Principal Street which has been granted separate planning permission (2/2020/0379/FUL) and is at the final stages of full completion.
- 5.6 The eastern boundary of the site wraps around Phase 2 of the Ham Farm development for which a Reserved Matters application received consent at Committee in June 2024 (P/RES/2022/07898). To the south the site is bounded by the Principal Street. The western boundary of the site adjoins Phase 4 of the Ham Farm development as defined in the Outline planning permission (2/2018/0036/OUT). The River Lodden runs along the north-western boundary of the site. The land on the other side of this river also forms part of the Gillingham Southern Extension Strategic Site Allocation (SSA), part of which is currently being developed (Lodden Lakes Phase 1 – 90 dwellings). Further permission has been granted (Phase 2 – 115 dwellings) further south nearer to the Ham Farm site.
- 5.7 The other part of the SSA lies to the northeast of the current proposal site, at the other side of Shaftesbury Road (Land at Park Farm/ Kingsmead Business Park). This site benefits from Outline planning permission for 634 dwellings, a primary school and sports pitches.

## **6.0 Description of Development**

- 6.1 This application seeks approval of reserved matters for appearance, landscaping, layout and scale in relation to outline approval 2/2018/0036/OUT. This application proposes a parcel of 155 dwellings, comprising:

### Market Housing

27x 2-bed houses

63x 3-bed houses

34x 4-bed houses

### Affordable Housing (20%)

9 x 1 bed apartments

6 x 2 bed apartments

3 x 2 bed houses

11 x 3 bed houses

2 x 4 bed houses

6.2 The proposed 155 dwellings would be mainly two storey and detached in form but would provide 21 different house types. Facing onto the principal street are a combination of detached, semi-detached, and terraced houses which are predominantly 2-storey. The access road to the southeast of the site is framed by two terraces which rise to 2.5 storey. Similarly, adjacent to the road junction on the western edge of the site leading into the future phase 4 site, are several rows of terraced properties which rise to 2.5 storey in form.

The proposed Affordable Housing would comprise:

- One terrace of three 3-bed 2-storey affordable rent dwellings with one 3-bed shared ownership dwelling.
- One terrace comprising one 2-bed 2-storey shared ownership dwelling, two 2-bed 2-storey affordable rent dwellings and two 1-bed maisonette affordable rent dwellings.
- One semi-detached unit comprising one 4-bed 2-storey affordable rent dwelling with one 4-bed 2-storey shared ownership dwelling.
- One terrace of two 3-bed 2-storey terraced affordable rent dwellings and two 1-bed maisonette affordable rent dwellings.
- One terrace of one 3-bed 2-storey terraced affordable rent dwelling, one 3-bed 2-storey terraced shared ownership dwelling and two 1-bed maisonette shared ownership dwellings.
- One terrace of three 3-bed 2-storey shared ownership dwellings.
- In addition, included in the affordable rent provision is a 3-storey apartment building comprising six 2-bed apartments and three 1-bed apartments.

6.3 Parking spaces are generally located on-plot either in front of or to the side of the dwellings, many of which also feature detached or integral garages. 33 visitor spaces are provided throughout the site.

6.4 The proposed development will be served by six vehicular access points and three pedestrian/cycle accesses linking to the existing public right of way leading north towards the town and several pedestrian and cycle routes provided as part of phase 2 of the overall development. The vehicular access size and locations are largely as already set out by the approvals which detailed the principal street and secondary loop road.

6.5 Landscaping is provided throughout the site, including areas of informal public open space along the northern and western boundaries. The approved 34 dwelling development to the east of the southeast boundary of the application site includes the following public open space as required by the Outline permission:

- A Locally Equipped Area for Play (LEAP) of 0.12ha, impact absorbing surface beneath and around playing equipment, seating and litter bin surrounded by fencing with pedestrian gate(s) and a buffer zone (including planting), and;
- An informal kickabout open space area of approx. 0.2ha in the northwest corner of the application site.

- 6.6 Additional informal public open space is proposed in the form of a west-east green corridor bisecting the development site, linking eastwards across to the approved Phase 2 site. This corridor continues to the south adjacent to the eastern boundary of the site leading into a further green corridor linking south to the principal street. A landscaped edge forks off this corridor running along the northern boundary in the southeastern part of the site, which connects through to the locally equipped area for play and the kickabout areas which formed part of the approved 34 dwelling site to the east.
- 6.7 The proposal also includes four surface water attenuation ponds - one to the north of the residential parcels within the informal open space and outside the flood zone, one to the south-west of the residential parcel and two in the south of the site in the bisecting public open space linking to the northern side of the Principal Street.
- 6.8 This Reserved Matters application is supported by the following documents:
- Planning Statement
  - Design and Access Statement including Design Code Compliance Statement
  - Tree Survey Report and Arboricultural Impact Assessment
  - Preliminary Ecological Appraisal Report
  - Landscape Management Plan
  - Biodiversity Mitigation and Enhancement Strategy
  - Biodiversity Construction Environment Management Plan (CEMP)
  - Site-wide Ecological Mitigation Strategy
  - Biodiversity Mitigation and Enhancement Strategy (BMES)
  - Biodiversity Net Gain Assessment
  - Tree Pit Assessment
  - List of Housetypes
  - Drainage Statement
  - Required Lighting Illuminance Levels Assessment
  - Lighting Illuminance Level Assessment
  - Transport Statement

*Submission of condition details*

- 6.9 This Reserved Matters application includes details submitted to seek discharge of the following conditions that are relevant to this phase of development:

– **Condition 7** – Palette of materials;

*The submission of reserved matters for appearance for each development phase (or a parcel or parcels therein) shall reflect a palette of materials referenced in the Design & Access Statement, Design Coding Section 8.16 (Material Palettes).*

– **Condition 8** – Updated Arboricultural Impact Assessment;

*The reserved matters for each phase (or a parcel or parcels therein) of the development shall include an updated Arboricultural Impact Assessment for that area. This document shall include details of how the existing trees are to be protected and managed before, during and after development. The development shall thereafter be carried out in accordance with the approved assessment.*

– **Condition 10** – Landscape Management Plan

*The reserved matters for each phase of the development (or a parcel or parcels therein) shall include a landscape management plan. This shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens. The subsequent management of the development's landscaping shall accord with the approved plan.*

*Section 106 requirements*

6.11 The Outline planning permission is also subject to a completed S.106 Agreement (dated 3<sup>rd</sup> September 2021) which contains the following planning obligations that must be delivered:

- Minimum 10% affordable housing in the first phase with a 25% provision of affordable homes across the whole development: tenure split - Affordable Rent to Intermediate Units – 50:50
- Public Open Space: Allotments; 2 x Local Areas of Play (LAP); 2 x Local Equipped Areas of Play (LEAP); Incidental Public Open Space; Informal Open Space; 1 x Neighbourhood Area of Play (NEAP); Pavilion no less than 133m<sup>2</sup> GEA or pavilion financial contribution triggered at 70% occupation of a Phase or Part of a Phase
- Financial contributions towards infrastructure:
  - Gillingham Library.
  - Riversmeet Leisure Centre Community Hall.
  - Primary and secondary education.
  - New clinical rooms at Gillingham Medical Centre.
  - Household Recycling Facilities.
- Transport infrastructure:
  - improvements to the B3081 Shaftesbury Road / B3092 New Road junction including Old Manse.
  - improvements to the mini roundabout at the B3081 Le Neubourg Way / Newbury (High Street) junction.
  - Off-site pedestrian/cycle link improvements (Newbury - High Street - Hardings Lane -Gillingham School).
- Principal Street and Principal Street Footway contributions
- Bus Service and Bus Stop Community Transport contributions
- Gillingham Rail Station improvements, including cycle parking
- Enmore Green link road contribution

- Residential Travel Plan including travel voucher
- SCOOT installation (Split Cycle Offset Optimisation Technique) at the following junctions:
  - B3081 Le Neubourg Way / Station Road
  - B3081 Le Neubourg Way / Newbury (High Street)
  - B3081 Shaftesbury Road / B3092 New Road
  - B3081 Shaftesbury Road / King John Road
  - B3081 Le Neubourg Way / B3081 Wyke Road

#### *Deed of Variation*

- 6.12 An amendment to the S.106 Agreement has been granted to simplify the affordable housing requirements to ensure the delivery of a policy compliant 25% quantum across the site as whole, and to amend the approved Phasing Plan. This removes the requirement for a viability assessment for each phase of development, to be replaced with a requirement for a site wide policy compliant 25% affordable housing provision. This provides far greater certainty to the Council that affordable housing will be delivered across the site, and without the need for viability appraisals.

#### *Amended plans*

- 6.13 Amendments to the proposed layout were received following issues raised by various consultees. These amendments are referred to in the planning assessment below.

## **7.0 Relevant Planning History**

### Ham Farm site

- 7.1 2/2014/1315/SCOEIA - Request for scoping opinion relating to proposed mixed-use sustainable urban extension regulation 13 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 as amended (S.I. 2011/1824) ("THE REGULATIONS")

Response Date: 12 December 2014

- 7.2 2/2018/0036/OUT - Develop land by construction of an urban extension to the south of Gillingham between Shaftesbury Road (B3081) and New Road (B3092). The urban extension would comprise up to 961 dwellings. Up to 2,642 sq. m. in a new local centre providing retail, community, health and leisure uses, new and enhanced pedestrian/cycle routes, open spaces, roads, car parking and vehicular access. To include all ancillary works and associated infrastructure (Outline application to determine access only).

Decision: Granted Decision Date: 09/09/2021

- 7.3 2/2020/0077/SCREIA - Request for EIA Screening Opinion under Section 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

to construct 1.3km long link road between the B3092 New Road, and the B3081 Shaftesbury Road, Gillingham.

Decision: Not EIA Development Decision Date: 05/02/2020

7.4 2/2020/0379/FUL - Construction of a Principal Street, associated access, landscaping and infrastructure works at land to the East of New Road (B3092), Gillingham.

Decision: Granted Decision Date: 18/11/2020

7.5 P/FUL/2020/00282 - Form a temporary access for the construction of the Gillingham Principal Street.

Decision: Granted Decision Date: 13/04/2021

7.6 P/FUL/2021/00063 - Form a floodplain compensation area as part of land adjacent to Gillingham Principal Street.

Decision: Granted Decision Date: 09/09/2021

7.7 P/VOC/2021/01567 - Construction of a Principal Street, associated access, landscaping and infrastructure works at land to the East of New Road (B3092), Gillingham. (Variation of Condition No. 3 of Planning Permission No. 2/2020/0379/FUL to allow an alternative location for the site compound).

Decision: Granted Decision Date: 29/06/2021

7.8 P/NMA/2022/04874 - Non-material amendment to Outline Planning Permission No. 2/2018/0036/OUT to vary Condition No. 4 by substituting the approved plans with amended plans to allow the alignment with the Principal Street (approved under Planning Permission No. 2/2020/0379/FUL) and the approved SuDS infrastructure, and to amend the parameters to be in line with the Reserved Matters submissions.

Decision: Granted Decision Date: 02/11/2023

7.9 P/MPO/2022/05586 - Modification of S106 Agreement dated 3 September 2021, on Planning Permission 2/2018/0036/OUT - up to 961 dwellings, to remove the requirement for a viability assessment for each phase of development and instead commit to a site wide policy-compliant 25% affordable housing provision, in accordance with a site wide plan and amendment to approved Phasing Plan.

Decision: Granted Decision Date: 10/04/2024

7.10 P/ADV/2022/05420 - Display 2no. non-illuminated totem signs

Decision: Granted Decision Date: 08/12/2022



7.11 P/ADV/2022/07358 – Erect 2 No. totem signs.

Decision: Granted Decision Date: 12/01/2023

7.12 P/FUL/2022/07873 - Installation of a Sewage Pumping Station (SPS)

Decision: Granted Decision Date: 20/04/2024

[East of Junction between B3092 and Cole Street Lane]

7.13 P/RES/2022/07898 - Erection of 280 dwellings and associated parking, landscaping and infrastructure (reserved matters application to determine appearance, landscaping, layout and scale) following grant of outline planning permission 2/2018/0036/OUT).

Decision: Granted Decision Date: 04/06/2024

[Ham Farm "Phase 2" Reserved Matters application]

7.14 P/NMA/2023/01566 - Non material amendment - To amend the approved access plan to include a 3m cycleway replacing a 2m footway and the addition of a maintenance bay to outline consent 2/2018/0036/OUT (Develop land by construction of an urban extension to the south of Gillingham between Shaftesbury Road (B3081) and New Road (B3092). The urban extension would comprise of up to 961 dwellings, up to 2,642 sq.m in a new local centre providing retail, community, health, and leisure uses, new and enhanced pedestrian/cycle routes, open spaces, roads, car parking and vehicular access. To include all ancillary works and associated infrastructure.)

Decision: Granted Decision Date: 18/05/2023

7.15 P/RES/2023/00628 - Construct loop road and associated drainage to facilitate future reserved matters applications in line with grant of Outline Planning Permission No. 2/2018/0036/OUT.

Decision: Granted Decision Date: 08/03/2024

7.16 P/RES/2023/02376 - Erect 34 No. dwellings (including show homes / sales area) and associated infrastructure including formal and informal public open space, following the grant of Outline Planning Permission No. 2/2018/0036/OUT. (Reserved Matters application to determine access, appearance, landscaping, layout and scale).

Decision: Granted Decision Date: 23/11/2023

7.17 P/VOC/2024/04599 - Erect 34 No. dwellings (including show homes/ sales area) and associated infrastructure including formal and informal public open space, following the grant of Outline Planning Permission No. 2/2018/0036/OUT. (Reserved matters application to determine access, appearance, landscaping, layout and scale). (with

variation of condition No. 14 of Planning Permission P/RES/2023/02376 to increase the construction of the development times to accelerate delivery of new housing).

Decision: Withdrawn

- 7.18 P/FUL/2024/04417 - Erection of a temporary sales marketing suite, car park, associated access, signage and landscaping for a period of 2 years.

Decision: Granted Decision Date: 16/10/2024

#### Other parts of the Gillingham Strategic Site Allocation

##### *Land at Park Farm/Kingsmead Business Park*

- 7.19 2/2018/0077/OUT - Develop land by the erection of up to 634 dwellings (use class C3), a primary school (use class D1), sports pitches with floodlighting, public open space, play facilities, access and internal estate roads, internal footpaths and cycleways, sustainable drainage system with ponds, landscaping, utility connections and associated/infrastructure. (Outline application to determine access only).

Decision: Granted Decision Date: 22/11/2021

- 7.20 P/RES/2023/06629 - Erect 316 No. dwellings with associated open space, access, sustainable urban drainage, and infrastructure. (Phase 1 Reserved Matters application to determine appearance, landscaping, layout and scale; following the grant of Outline Planning Permission No. 2/2018/0077/OUT).

Decision: Pending

- 7.21 P/FUL/2024/01702 - Construction of permanent access road serving new sewage pumping station constructed under P/FUL/2022/07873 and P/FUL/2023/03597.

Decision: Granted Decision Date: 22/05/2024

##### *Lodden Lakes Phase 1*

- 7.22 2/2014/0968/OUT- Develop the land by erection of up to 90 No. dwellings with public open space and create access from Addison Close, (outline application to determine access).

Decision: Granted Decision Date: 11/05/2015

- 7.23 2/2018/0483/REM - Erect 90 No. dwellings with garages, bin / cycle store, building to house electricity sub-station and associated infrastructure, including play areas and public open space. (Reserved Matters application to determine appearance, landscaping, layout and scale, following the grant of Outline Planning Permission No. 2/2014/0968/OUT).

Decision: Granted Decision Date: 27/02/2019

## *Lodden Lakes Phase 2*

7.24 P/OUT/2020/00495 - Develop land by the erection of up to 115 No. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space. (Outline application to determine access)

Decision: Granted Decision Date: 06/01/2022

7.25 P/RES/2022/00263 - Develop land by the erection of up to 115 no. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space. (Outline application to determine access) (reserved matters application to determine appearance, landscaping, layout & scale following the grant of outline planning permission P/OUT/2020/00495)

Decision: Granted Decision Date: 14/07/2022

7.26 P/VOC/2022/06094 - Develop land by the erection of up to 115 No. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space. (Outline application to determine access). (With variation of Condition Nos. 4 & 17 of Planning Permission No. P/OUT/2020/00495 to amend the access junction and visibility splays).

Decision: Granted Decision Date: 06/02/2023

7.27 P/VOC/2023/01213 - Develop land by the erection of up to 115 no. dwellings, form vehicular access from New Road and Lodden Lakes Phase 1, form public open space (variation of condition 2 of planning permission P/RES/2022/00263 to amend layout plans with revised access arrangements, house type elevations & apartment building).

Decision: Granted Decision Date: 11/05/2023

7.28 A Screening Opinion request (P/ESC/2022/06824) was submitted by Wessex Water for upgrade works across all parts of the Gillingham Strategic Site Allocation. The works comprise the proposed installation of 2 No. lengths of water main, 2 No. lengths of sewage rising main, and a Sewage Pumping Station that is subject of application P/FUL/2022/0798 (see 7.12 above). The Local Planning Authority hereby issued a screening opinion on 18<sup>th</sup> November 2022 that an Environmental Impact Assessment was not required.

## **8.0 List of Constraints**

Within Settlement Boundary

Gillingham Strategic Site Allocation

Agricultural Land Grade: 3/4 and Low likelihood of Best and Most Versatile (BMV) agricultural land

Public Rights of Way - Route Code: N64/35 (Footpath)

Public Rights of Way - Route Code: N64/78 (Footpath)

Public Rights of Way - Route Code: N62/1 (Footpath)  
Public Rights of Way - Route Code: N64/33 (Footpath)  
Public Rights of Way - Route Code: N64/34 (Footpath)  
TPO/2022/0063  
EA - Risk of Surface Water Flooding

## 9.0 Consultations

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

### 9.1 **Active Travel England:** No objection.

Active Travel England initially made a series of comments requesting changes to the proposed design in places including:

- To improve the coherence of walking, wheeling, and cycling routes by introducing raised shared surfaces in various locations identified (in accordance with 8.5 Street Design of the OPP DAS).
- Confirmation of details of communal cycle storage for the flats including location, number of spaces and specification. Note the proposed facilities should be suitable for larger bikes, such as cargo bikes, mobility bikes, and e-bikes, and provide adequate charging facilities.
- Improvement to the pedestrian crossing point where the secondary loop road meets the principal street.

The applicant amended the proposal in response to these comments and ATE is now content with the submission.

### 9.2 **Dorset & Wilts Fire and Rescue:** Comments:

- In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate.
- The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:
  - Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010.
  - Recommendations to improve safety and reduce property loss in the event of fire.

### 9.3 **Natural England:** No comments to make.

### 9.4 **Public Health Dorset:** Comments:

- Welcome the priority given to walking and active modes of travel in development design given the positive impact this can have on health and wellbeing, though recognising the comments from Active Travel England where further detail is needed/improvements can be made.
- Would however welcome more detail in relation to opportunities for food growing. There is potential for provision of food growing areas within the residential development, both on and around properties and within open communal spaces which could particularly benefit those in properties with little or no access to private green space, though consideration of this was not evident in the design and access statement.
- Phases of development and housing mix. Would like confirmation that the phased approach to development ensures housing types and tenures are spread evenly throughout the development, with assurance that affordable housing will not be placed in the least desirable plots or sacrificed completely should viability be impeded as the development progresses. Affordable housing should be distributed throughout the development site.
- The images in the design and access statement seem to show that the higher density housing is located in small areas at either end of the site, which does not seem to suggest this even distribution is taking place, although we appreciate, we may not be aware of the bigger picture in relation to development of the overall site.
- Cycling infrastructure – wider network. It is not clear whether there is a link with the regional / national cycle network. Would welcome detail on this to highlight how the development can link in with these networks to achieve active travel aspirations to enable active travel.
- Parking and travel. Would like to emphasise the importance of EV (Electric Vehicle) charging infrastructure for modes of electrical transport other than cars (e.g., electric cycles and mobility scooters), including in visitor spaces, to maximise access for all, health and wellbeing and realise carbon emission reduction targets.

## 9.5 Dorset Council – Environmental Health: Comments & recommended conditions.

### Air quality

- Environmental Health made comments on the Air Quality Assessment during the consultation period for the outline application 2/2018/0036/OUT and concluded:  
  
*“In principle, the conclusions of the reports are accepted. However, as the reports were completed in 2017, it would be good practice for the applicant to refresh and update the reports to make use of current data.”.....” The mitigation measures detailed in the Air Quality reports in relation to dust emissions during the construction phase are to be included in the Construction Method Statement, which is to be agreed by the Local Planning Authority prior to commencement of the development, see point 6 below.”*
- It doesn't appear that the Air Quality Assessment has been updated with current data. The dust mitigation measures detailed in the report must be

included in the Construction Environmental Management Plan as per condition 32 of 2/2018/0036/OUT.

*[Case Officer Comment: the EHO has also commented that the Air Quality Assessment (AQA) undertaken for the Outline application has not been updated with current data. At Outline stage, the conclusions of the AQA were accepted by the Council. The EHO has advised that as the reports were completed in 2017, it would be good practice for the applicant to refresh and update the reports to make use of current data. However, the AQA did not inform a conditional requirement of the Outline permission, nor was a condition imposed requiring an updated AQA. As such, the case officer considers that it would be unreasonable to impose a planning condition in this regard.]*

## Noise

### *New Dwellings*

- The assessment demonstrates that mitigation measures will be required to prevent an adverse noise effect at new dwellings from the existing noise climate dominated by traffic noise.
- The assessment was undertaken on an indicative basis before the housing design was available. The noise model needs to be run on the proposed layout of houses and roads to ensure that noise mitigation chosen is suitable and sufficient for both internal and amenity areas.
- The applicant will need to provide a final Acoustic Design Statement in order that necessary noise mitigation measures can be conditioned should planning permission be granted or a suitably worded condition will be required to ensure necessary noise mitigation is fully established, implemented, and maintained in the future. The Acoustic Design Statement will need to ensure mitigation won't conflict with ventilation requirements.

### *Plant / Air Source Heat Pumps*

- The proposed new electrical substation will likely emit noise. The applicant needs to demonstrate there will be no adverse effect of noise upon proposed nearby residents. Such an assessment could be undertaken with reference to BS4142: 2014 Methods for rating and assessing industrial and commercial sound. This could be dealt with via condition.
- Should there be a proposal to install Air Source Heat Pumps (ASHP's) in the development the applicant will need to submit a noise assessment to demonstrate there will be no adverse effect from any proposed ASHP. The noise assessment must be undertaken by a Suitably Qualified Acoustician and consider the local circumstances, the nature of the installation, tonality, intermittency of operation, sound levels in reverse cycle, background sound levels, structure borne sound and vibration transmission. The Institute of Acoustics (IOA) and the Chartered Institute of Environmental Health have recently issued guidance on this matter [CIEH and IOA launch new heat pump briefing notes](#).

9.6 **DC – Flood Risk Management Team:** No objection.

9.7 **DC – Highway Authority:** Amendments needed:

The initial submission estate road layout was seen as broadly acceptable, but some issues were identified that need to be resolved before it can be considered as being safe and suitable for adoption. The applicant amended their proposals to address most of these comments. However, there are some outstanding comments as outlined below:

- Traffic calming for the carriageway serving Plots 161 to 174 (renumbered since last observation) has not been provided. This is essential to ensure that speeds on this section of highway will not exceed the target 20mph speed. I would suggest that a narrowing or plateau be provided by Plot 165. It is also apparent that the 2m wide footway requested in my observation dated 12 December 2023 has not been provided along the northern side of this section of highway. This will provide a suitable level of protection for drivers exiting their vehicles parked in the layby parking areas and then wishing to cross to the properties to the south A plan should be submitted showing the proposed cycle parking (as opposed to a written description within the Transport Statement).
- A Stage 1 Road Safety Audit (RSA) must be submitted in support of the estate road layout once the necessary amendments have been made and agreed.

*[Case Officer Comment: These outstanding items are further discussed in Section 16 Planning Assessment]*

#### 9.8 DC - Housing Enabling Team: Comments:

- While providing a small number of flats will provide a useful contribution to the mix and satisfy the needs of Dorset Home Choice, there is a high need for family homes. The current proposal is far too heavily weighted towards using cheaper flatted accommodation to deliver the policy compliant element of the scheme and providing such a high number of flats to fulfil the affordable demand is not acceptable.
- Some of the 2-bedroom properties are only for 3 people. These should be increased to accommodate 4 people to allow a family of 3 to increase to a family of 4 without the need for them to move which will place a further strain on the housing register.
- While this development will make a useful contribution towards the affordable need in the Dorset Council area, the current proposal needs to be re-considered and amended to offer a better range of affordable accommodation mix to include fewer flats.
- The S106 attached to 2/2018/0036/OUT agrees the 50/50 split between the affordable rented units and the intermediate units across the whole development. The proposal on this phase works out at 73% affordable rent and 27% intermediate units.

*[Case Officer Comment: The adopted policy and S.106 agreement provide for a target of 25% affordable units and a tenure split of 50:50 and it is therefore considered that this Reserved Matters application is in line with the Outline planning permission and S.106 agreement. This matter is further discussed in Section 16 Planning Assessment]*

### 9.9 DC – Landscape: No objection. Comment.

- The number of street trees their distribution is uneven and this together with the long runs of uninterrupted perpendicular parking has left some streets feeling less well treed.
- Softworks – Concerned that in some instances the species/cultivars shown in the drawings may currently have insufficient tree soil available to allow them to reach their expected mature height and spread. In these instances I would suggest that proprietary products to allow for the provision of adequate amounts tree soil such as Greenblue Urban Arborsystem soil cells (or similar and approved) are specified or smaller species/cultivars are specified for these locations for which the amount of available tree soil is adequate.

*[Case Officer Comment: The applicant has since confirmed that the opportunity for even distribution of trees along the streets was impacted by other consultee comments that they were asked to respond to. They also confirmed that they have ensured that the tree species have been chosen with reference to rootable volumes available and the Green Blue Urban Tree Species Volume Guide v2. They are confident that what we are currently showing is achievable and that a good long term tree presence can be achieved.]*

### 9.10 DC – Natural Environment Team. No objection. Comment

The BNG Assessment and Metric for the whole Ham Farm site demonstrates a gain in habitat units of 42.68% and a gain in watercourse units of 28.44%. The gain in hedgerow units is less substantial, at 0.26%, and we acknowledge that there is a loss of hedgerow in this particular phase, which was consented by the outline approval, however across the whole site each habitat will experience an uplift which is sufficient to demonstrate that a measurable biodiversity gain is achieved.

The BMES sets out that Conditions 21, 22 and 23b, which relate to impacts on the River Lodden, and Otter and Water Vole which may be present here, are not considered. The rationale given for this that the works are approximately 75m southeast of the river which may be true for the developed area of the site, but the site boundary is adjacent to the river and minor works will take place in close proximity, including construction of a SuDs feature, and installation of timber fencing to create the 8m wide corridor. In addition, the Site Wide Mitigation Strategy shows, in Figure 5, that a new Otter Holt will be located within this phase. Therefore it would seem appropriate to consider these elements in the BMES such that appropriate mitigation is in place for these activities, especially given that the BMES for this phase will also cover the CEMP requirement. The BMES is otherwise acceptable, but I would ask that it's amended accordingly to include these elements. The Site Wide Mitigation Strategy provides for creation and monitoring of the holt, so no further action is required in this regard.

The LEMP is acceptable for the purposes of this application as it gives due consideration to the ecological aspects of habitat management, when read alongside the Site Wide Mitigation Strategy.



The Lighting Layout plans cannot be described as being exactly in accordance with the dark corridors shown in the Site Wide Mitigation Strategy. In the first instance I would ask that the position of the following lighting columns is reviewed with a view to limiting light spill onto retained habitats with the dark corridors, especially backwards light spill from columns on the edges of the development: LC10, LC11, LC17, LC18, LC21, LC22, LC23 & LCP01, LCP02, LCP03, LCP04.

*[Case Officer Comment: The full and final lighting strategy can be secured by planning condition.]*

#### 9.11 DC – Street Lighting Team: Comments:

- The new estate and its roads will extend the existing urbanised area and will link from an existing highway which has a system of street lighting present. Any of the new estate being proposed for adoptable as public highway must also be lit, as per Dorset Council Street Lighting Policy POLS900, for areas where most roads are already lit.
- Roads and footpaths, adoptable as public highway and hence requiring street lighting, on the periphery or outside of the estate should be avoided or minimised where possible. Instead, adoptable roads and footpaths should be kept to within the built area, using the blocking effect of the houses to reduce outward light pollution, the overall visibility of the estate from a distance at night and also its impact upon bats and other species.
- Where existing hedgerows are to be preserved then adoptable roads or paths should be avoided near them; crossing them only at right angles, where necessary to minimise the impact of highway lighting on the hedgerow ecology, but always avoiding running parallel to and alongside the hedge.
- Where footpaths are shown physically separated from the estate roads, especially if by trees, then an additional system of lighting will be required upon them, if those footpaths are to be adopted as public highway. Placing all the adoptable footpaths alongside the estate roads with any trees at the rear will reduce the lifetime energy and carbon emissions, as only one system of lighting would be required instead of two or three.
- Some areas of the estate have arrangements for off street parking and/or tree planting that will not allow any locations for a system of street lighting to be achieved, which will conflict with the adoption of its roads as public highway.
- The use/absence of generic tree symbols on the highway layout drawings makes the evaluation of their impact on highway lighting difficult, which is likely to lead to tree positions then being deleted before the road can be adopted as highway. Instead, both the as planted & mature tree canopy size must be shown for each tree location and to the same drawing scale, so that the highway lighting design can be verified to meet a minimum standard.
- The use of a vertical traffic calming features will require permanent all-night street lighting, to comply with the Road Hump Regulations, rather than part night street lighting which would otherwise apply to the estate if horizontal or other measures were employed.

*[Case Officer Comment: The full and final lighting strategy can be secured by planning condition.]*

#### 9.12 DC – Trees: No objection. Comments.

The site is protected by Tree Preservation Order reference 2023/0008 served on 1st February 2023. I can confirm following study of the Arboricultural documentation supplied that subject to adherence of these reports the trees on site should be adequately protected but this is only if suitable levels of supervision by the project arboriculturist is achieved. I would ask that during supervision the arboriculturist takes photos and keeps contemporaneous notes of their supervision should it be needed in the future.

#### 9.13 DC - Urban Design Officer: Unable to support

The following points were raised in the UDO comment:

Existing context and character:

- Proposals have a formal and very uniform approach to layout and built form which gives an overtly urban character.
- Little variation in development form including street design, landscaping and architectural style which is contrary to the local plan concept statement and masterplan framework.
- The use of cul-de-sacs restricts movement, creates detours and longer travel distances. They are not always linked to pedestrian and cycle routes and the turning heads create a detrimental impact on the street scene. Cul-de-sacs should be avoided where possible.
- Footpaths should be widest along streets where pedestrian and vehicle movements are likely to be higher. In this case that is the secondary street.
- Parking at the front of the houses is highly visible and will have a detrimental impact on the overall quality of the street.
- Generally not enough space provided around the parking spaces and the footpaths.
- Street designs should be coordinated with other phases. Include street trees and verges along secondary street.
- Waste collection points in cul-de-sacs need to be amended to ensure householders do not need to carry waste more than 30 meters from home (as per Dorset Council's Waste Collection Guidance Notes for Residential Developments).
- Streets should be redesigned in a way that promotes character and street hierarchy.
- Greater consideration to be given to house types and roof design. End of terraces should have hipped roofs, so it does not appear that the terrace has been cut short and to better relate to lower dwellings adjacent.
- The distribution and patterning of house types should create rhythm and balance in the street rather than appear disjointed and uncoordinated.
- Material selection does not appear to have a considered approach to distribution. It does not support the street hierarchy or relate to the adjacent phase on the secondary street.
- Affordable housing should be better distributed throughout the site.

- There is a lack of front boundaries which would reinforce street character. These should be in line with the design code and include railings, low walls and hedges.

*[Case Officer Comment: The proposals were amended in response to the UDO comments where possible, however the UDO was unable to provide a further review. Therefore the UDO concerns are addressed in Section 16 planning assessment below.]*

#### 9.14 **Dorset Ramblers:** Comments:

- Concerned to note that, despite the fact that at outline application stage, the Senior Ranger pointed out that five public rights of way (N64/33, 34, 35 78 and N62/1) would be impacted by the proposal, there is only a single reference to public rights of way in the Design and Access statement and no explanation of how the rights of way are to be accommodated within the site
- Would welcome further information about this and early consultation on any diversions which may be necessary.

*[Case Officer Comment: The red line area for this site includes only N64/34 and N64/35. It should be noted that both of these public rights of way are located in the north of the site, which is being retained as a landscaped area with no built form proposed. It is considered that this results in no long-term adverse impact to the existing public right of way routes.]*

#### 9.15 **Gillingham Town Council:** Objection.

Initially the Town Council agreed and resolved to recommend approval of Planning Application P/RES/2023/05868, subject to a satisfactory response from the Highways Authority, the Flood Risk Manager, Dorset Council Street Lighting Team and the Tree and Landscape Officer. However, upon re-consultation they have provided an objection based upon the following grounds:

- Whilst the concerns raised by the Lead Local Flood Authority (LLFA) have now been addressed, the town council is still of the opinion that the proposal to deploy end-pipe solutions into large attenuation basins with no aquatic shelves will have very limited environmental benefits and will not enhance the landscape.
- The inclusion of aquatic shelves will enable the attenuation basins to support an array of wildlife, enhance the landscape and provide a positive contribution towards nature recovery.
- The designs of the proposed dwellings are dull and do not contribute positively to local character or create a positive and coherent identity that residents and local communities can identify with. The development could be improved by enhancing features such as doors, windows and their surrounds, porches, decorative features and ironmongery, and in some cases the proposed dwellings could be improved by the inclusion of chimneys.
- Concerns have been raised over the proposed render finishes. Experience in similar developments shows that render often weathers poorly and tends to

discolour and crack, resulting in an unsightly appearance and the need for maintenance.

- Insufficient information has been provided regarding the proposed vehicular access into the small southern section of development (plots 161 to 174).

*[Case Officer Comment: The Town Council comments on design are discussed in Section 16 planning assessment below]*

## 10.0 Representations received

10.1 At time of preparation of this report, 0 neighbouring representations have been received.

Total - Objections	Total - No Objections	Total - Comments
0	0	0

Petitions Objecting	Petitions Supporting
0	0
0	0

## 11.0 Relevant Policies

### Development Plan

11.1 The North Dorset Local Plan Part 1 (LPP1) was adopted by North Dorset District Council (NDDC) on 15 January 2016. It, along with policies retained from the 2003 North Dorset District-Wide Local Plan, 1 and the 'made' Gillingham Neighbourhood Plan, form the development plan for North Dorset. Planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

11.2 Relevant applicable policies in the LPP1 are as follows:

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Core Spatial Strategy

Policy 3: Climate Change

Policy 4: The Natural Environment

Policy 5: The Historic Environment

Policy 6: Housing Distribution

Policy 7: Delivering Homes

Policy 8: Affordable Housing

Policy 11: The Economy

Policy 12: Retail, Leisure and Other Commercial Developments

Policy 13: Grey Infrastructure

Policy 14: Social Infrastructure

Policy 15: Green Infrastructure

Policy 17: Gillingham

Policy 21: Gillingham Strategic Site Allocation

Policy 23: Parking

Policy 24: Design  
Policy 25: Amenity

### **Neighbourhood Plan**

- 11.3 The Gillingham Neighbourhood Plan was 'made' on 27 July 2018 and forms part of the Development Plan for North Dorset. Relevant policies applicable to this Reserved Matters application are:
- Policy 1. Custom and self-build housing
  - Policy 4. Support improvements in existing employment sites
  - Policy 12. Pedestrian and cycle links
  - Policy 13. Road designs in new development
  - Policy 14. New and improved health and social care provision
  - Policy 15. New and improved education and training facilities
  - Policy 16. New and improved community, leisure and cultural venues
  - Policy 17. Formal outdoor sports provision
  - Policy 18. Equipped play areas and informal recreation / amenity spaces
  - Policy 19. Allotments
  - Policy 20. Accessible natural green space and river corridors
  - Policy 23. The pattern and shape of development
  - Policy 24. Plots and buildings
  - Policy 25. Hard and soft landscaping

### **Other Material Considerations**

#### **National Planning Policy Framework (NPPF):**

- 11.4 The NPPF has been updated with a revised version published in December 2023. The following sections and paragraphs are relevant to this outline application:
1. Introduction
  2. Achieving sustainable development
  4. Decision-making
  5. Delivering a sufficient supply of homes
  6. Building a strong, competitive economy
  8. Promoting healthy and safe communities
  9. Promoting sustainable transport
  10. Supporting high quality communications
  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

#### *The presumption in favour of sustainable development*

Para 11 – Plans and decisions should apply a presumption in favour of sustainable development [...]

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay...

### **Current housing land supply**

- 11.5 On the 26 September 2024, the Planning Inspectorate (PINS) confirmed that Dorset Council can demonstrate a Housing Land Supply (HLS) of 5.02 years. This covers the entire Dorset Council area and replaces all previous calculations for the former districts. The Inspector's Report states that we are entitled to rely on this position until 31 October 2025.
- 11.6 The Council can therefore demonstrate a 5-year housing land supply. In addition, no areas in Dorset Council have a Housing Delivery Test result of less than 75% delivery, meaning that the two minimum criteria of footnote 8 of the NPPF are met. This means that in most cases, the presumption in favour of sustainable development (the tilted balance) does not apply. Full weight can therefore be given to relevant policies in the adopted Local Plans and Neighbourhood Plans.

**Emerging Dorset Council Local Plan:**

- 11.7 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.

**Relevant Policies:**

- DEV4: Growth in the northern Dorset functional area
- DEV9: Neighbourhood plans
- ENV1: Green infrastructure: strategic approach
- ENVV4: Landscape
- ENV8: The landscape and townscape context
- ENV11: Amenity
- ENV13: Flood risk
- ENV14: Sustainable drainage systems (SuDs)
- HOUS1: Housing Mix
- HOUS2: Affordable housing
- COM4: Recreation, sports facilities and open space
- COM8: Parking standards in new development
- COM9: Provision of infrastructure for electric and other low emission vehicles
- COM12: The provision of utilities service infrastructure
- GILL2: Gillingham Southern Extension

**Master Plan Framework (MPF), August 2018**

- 11.8 The Master Plan Framework (MPF) was prepared by a consortium of three developers Taylor Wimpey, CG Fry and Welbeck over the period 2015-2018,

working with and in consultation with the officers at North Dorset District Council (now Dorset Council). The MPF is a requirement of Policy 21 of the NDLP. It covers the whole SSA and was a pre-requisite to the submission and consideration of any planning applications for development.

- 11.9 The MPF sets out the overall vision for the SSA, from which an analysis of constraints and opportunities provides the basis of a Framework Masterplan in the MPF. The analysis covered the key planning, transport, landscape and delivery aspects of the various land parcels. The site investigations led to a series of plans that set out the site opportunities and responses to constraints in terms of topography, views to/from the site, green infrastructure, walkable neighbourhoods, transport links, density, form and open space.

### **North Dorset District Council Landscape Character Assessment (2008)**

- 11.10 The site lies within the Dorset Landscape Character Assessment 'Clay Vale' landscape character type and the North Dorset District Council Landscape Character Assessment 'Blackmore Vale' landscape character type. The area forms of a broad expansive clay vale with a mosaic of woods and pastoral fields bounded by straight hedgerows dotted with mature Oaks. Open layered views are possible across the gently undulating landscape to the low hills of the chalk escarpment which forms a backdrop. The area has a dense network of twisting lanes often with grass verges and sharp double 90 degree bends. It is also characterised by a network of ditches, streams and brooks which drain into the tributaries of the River Stour. There are numerous small villages and hamlets across the area built with distinctive mix of materials such as stone, red brick, tile and thatch.

### **Gillingham Town Design Statement (adopted 2012)**

- 11.11 The Gillingham Town Design Statement (TDS) was adopted by Cabinet on 19 March 2012 and endorsed by Council on 30 March 2012, as an evidence base study. It was developed to safeguard the local characteristics of the Town, and to encourage sensitive, high quality design where new development occurs. It details distinctive local features and policies to inform those applying for planning permission what should be considered when preparing a scheme for submission.

## **12.0 Human rights**

- 12.1 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**

- 13.1 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.

13.2 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.

13.3 The application site is located in line with the spatial strategy of the local plan, which seeks to locate development close to services. Occupiers of the dwellings would have access to open space and to health and other facilities that are contained within the town.

13.4 The proposed change in land use will not result in any disadvantage to people due to their protected characteristics. While there is no specific provision for lifetime homes or accommodation specifically for those with protected characteristics, the form of development proposed will provide housing, additional open space and connections to the local rights of way network, to ensure the needs of people with disabilities or mobility impairments or pushing buggies are met. This will be through accommodation of appropriate off road footpath links, shared surfaces and by ensuring that the access arrangements to the new housing and open space are subject to the requisite standards applied by the Building Regulations and the County Highway Authority (where applicable).

13.5 Officers have considered the requirement of the duty, and it is not considered that the proposal would give rise to specific impacts on persons with protected characteristics.



## 14.0 Financial benefits

What	Amount / value
Material Considerations	
Affordable housing	31 units - 20% of the overall third phase. Note the requirement for 25% is achieved across the whole site in accordance with the Outline s106 agreement.
Quantum of greenspace	The third phase provides a wildflower meadow pocket park, 'The copse' pocket park, a large wet meadow SUDs basin and smaller wet meadow SUDs basins, a cycle route through open space and set in a green corridor totalling approx. 3.918ha.
Employment created during construction phase	The proposal will support local jobs in the construction sector and will bring about 'added value' in the local area through associated spending and economic activity.
Spending in local economy by residents of proposed dwellings	The proposal will support the local economy, providing housing required to support the long-term economic growth in the area with new residents spending on goods and services as they move in.
Non Material Considerations	
Contributions to Council Tax Revenue	According to the appropriate charging bands.

## 15.0 Environmental Implications

15.1 In May 2019, Dorset Council declared a Climate Emergency and there is a heightened expectation that the planning department will secure reductions in the carbon footprint of developments.

15.2 The submitted Design and Access Statement advises that the development will achieve sustainability building construction in line with current Building Regulations. The development will also seek to:

- Enhance existing habitat and create new habitat through retention of existing trees/hedgerows and provision of new native planting throughout.
- Improve energy efficiency through siting, design and orientation of buildings, and;
- Use simple traditional construction detailing and materials.

- 15.3 The amended scheme now includes a Sustainability Statement. This advises that the development will have to comply with Part G of the Building Regulations, which requires homes to achieve an internal water consumption rate of no more than 125 litres per person per day. In response to Part L of the Building Regulations, every home will be constructed to an energy efficient fabric and building services specification capable of complying with the Fabric First Efficiency Standard. In addition, the heating designs of every home will include an air source heat pump. This allows each home to be labelled as “zero carbon ready” from the point of occupation. The heat pumps were considered as feasible within the outline Energy Strategy.
- 15.4 The proposed development would result in change to the nature of the site with increased vehicular movement, domestic noise, and general activity. Matters relating to air quality were assessed at Outline stage and found to be acceptable.
- 15.5 Outline Condition 31 requires details of a scheme to install infrastructure to facilitate charging for plug-in and other ultra-low emission vehicles to be submitted to and agreed in writing by the Council prior to the commencement of development.

## **16.0 Planning Assessment**

- 16.1 The principle of development was agreed through the grant of Outline planning permission (2/2018/0036/OUT) and a Local Plan allocation (Policy 21) supported by the Gillingham Neighbourhood Plan. The Outline permission also approved the means of access to the site.
- 16.2 The main issues of this reserved matters application are considered to relate to:
- Affordable Housing
  - Layout
  - Scale
  - Appearance
  - Landscaping
  - Highway safety and parking
  - Residential amenity
  - Flood risk and drainage
  - Biodiversity
  - Other matters

### **Affordable Housing**

- 16.3 22No. units are proposed for Affordable Rent and 9No. for Shared Ownership within the current proposal, to be managed by a Registered Provider. This would comprise 20% of the current proposed 155No. units. The wider outline site delivery of 961 dwellings will provide the required 25% affordable housing as required by the Outline s106 agreement.
- 16.4 The proposed Affordable Housing would comprise:
- a terraced row of three 3-bed 2-storey affordable rent dwellings with one 3-bed 2-storey terraced shared ownership dwelling,

- a terraced row comprising one 2-bed 2-storey shared ownership dwelling with two 2-bed 2 storey affordable rent dwellings with two 1-bed maisonette affordable rent dwellings,
- a pair of semi-detached units comprising one 4-bed 2-storey affordable rent dwelling with one 4-bed 2-storey shared ownership dwelling,
- a terraced row of two 3-bed 2-storey affordable rent dwellings with two 1-bed maisonette affordable rent dwellings,
- a terraced row comprising one 3-bed 2-storey terraced affordable rent dwelling with one 3-bed 2-storey shared ownership dwelling and two 1-bed maisonette shared ownership dwellings,
- a terrace of 3-bed 2 storey shared ownership dwellings, and;
- a 3-storey apartment building comprising of six 2-bed and three 1-bed affordable rent apartments.

16.5 The proposed Affordable two-bedroom terraced properties are designed for 4 people to occupy, with a floorspace of 76sq m. These would be slightly below the nationally prescribed minimum space standards (3sq m shortfall). The proposed 3-bed dwellings have a floorspace of 83sq m and if occupied by four persons, would be 1sq m below the minimum space standards. The proposed Affordable two-bedroom flatted properties are designed for 3 people to occupy, with a floorspace of 57sq m. These would be slightly below the nationally prescribed minimum space standards (4sq m shortfall). The proposed Affordable 1-bed flatted dwellings have a floorspace of 49sq m and if occupied by two persons, would be 1sq m below the minimum space standards. However, these standards were considered through the North Dorset Local Plan Examination and the Council decided not to incorporate these into the Local Plan. The case officer considers that the proposed Affordable units would be provided with sufficient internal living space and would also have sufficient private garden space. In this respect, the Affordable Housing complies with Policy 8 of the North Dorset Local Plan. Their layout relative to the open market dwellings is considered below.

16.6 The S106 attached to 2/2018/0036/OUT agrees a 50/50 split between the affordable rented units and the intermediate units across the whole development. The proposal on this phase works out at 73% affordable rent and 27% intermediate units. However, the case officer considers that the 50/50 split is not related to phases and it the applicant has confirmed that the site wide mix will amount to the policy compliant 50/50 split.

16.7 The Council's Housing Enabling Officer (HEO) raised concerns that whilst providing a small number of flats will provide a useful contribution to the mix and satisfy the needs of Dorset Home Choice, there is a high need for family homes. Their view was that the proposal needs to be re-considered and amended to offer a better range of affordable accommodation mix to include fewer flats. This issue was raised with the applicant who advised that the apartments have been designed in accordance with the landscape strategy plan and are in line with the outline planning consent. The case officer considers that these apartments may have been better suited to open market homes which would have resulted in more affordable terraced or semi-detached homes in the mix which would have better met the affordable home need

in Dorset. However, on balance the scheme provides a significant amount of much needed affordable homes, the flatted accommodation being just 9 of the total 22 affordable units. It is therefore considered that in this instance the benefit of the affordable provision outweighs any harm of not providing the mix that most reflects demand.

### **Layout**

- 16.8 As defined in planning legislation, for the purposes of a Reserved Matters application “layout” means the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development.
- 16.9 The concerns raised by the Council’s Urban Design Officer (UDO) noted that a formal and uniform approach to layout and built form gave an overtly urban character to the initial proposed scheme. Comments outlined that there was little variation in form in the initial proposals submitted. During discussions with the Officer and Agent it was demonstrated that the proposals are broken down into two different character areas, Meadow Brook and Hawthorn Crescent. The Meadow Brook area is located to the north of the site and benefits from views across the River Lodden and Meadows. The character of this area responds with a semi-rural approach with a more informal character to the streets facing onto the meadows to enable a more sensitive transition. A high number of the dwellings in Meadow Brook are detached and set within their own curtilage, creating a lower density-built form. In contrast with this, the second character area, Hawthorn Crescent faces onto the secondary loop road and Principal Street and has a medium density built form with more semi-detached and terraced units providing a more strongly defined built edge to the streets.
- 16.10 The UDO commented that the proposed use of cul-de-sacs restricts movement and creates unnecessary detours and longer travelling distances particularly for pedestrians and cyclists. Although the applicant has not reduced the number of cul-de-sacs, they have amended the proposals to provide a more connected network of pedestrian and cycle links across the site. The UDO also noted that some cul-de-sacs do not have turning heads, which could be problematic for refuse collection. However, it has been considered that this occurs in only two locations in the proposal adjacent to the Principal Street. The refuse tracking submitted in the transport statement demonstrates that a refuse vehicle can reverse into these two cul-de-sacs for their collections. Both instances are very short cul-de-sacs only each serving 6-8 dwellings. Additionally, it is noted that adding turning heads at the end of these roads would negatively impact on the landscaped dark corridor running north-south of the site so on balance it is preferable to retain the current layout for both amenity and biodiversity.
- 16.11 A proposed network of footpaths runs throughout the site, linking into a key northern pedestrian and cycle route thorough the meadows and into the town. There are a further five pedestrian and cycle links into Phase 2, which the site wraps around, two links into Phase 1a’s public open space and LAP to the southeast, and 3 pedestrian and cycle links into the future phase 4 to the west.

- 16.12 The street layout links into phase 2 to the east, phase 4 to the west and the principal street to the south. The transition into phase 2 via the secondary street to the north is bounded by a hedgerow which the secondary street runs through. Whilst the housing types vary in each phase either side of the hedgerow there is some consistency with the use of street trees and landscaped strips running between the footpath and the dwellings, which is in line with the design code. To the south side of the secondary street adjacent to the boundary with Phase 2 is an apartment block which mirrors in plan an apartment block in the earlier phase on the other side of the boundary hedge. These elements of the proposed design help to coordinate the development with the previous phase.
- 16.13 The streets have been broadly designed to vary between three types, which defines a street hierarchy and reinforces the character types across the site. Dwellings that front onto the Principal street are medium density and set back a significant distance from the Principal Street with their own access road, parking and landscaping between them and the street. Dwellings fronting the Secondary Street are generally medium density and are set back from street with parking, some with small front gardens. There are more semi-detached and terraced properties here which creates a more continuous building line. Dwellings that front onto tertiary streets are generally lower in density and are set back further from the road with larger front gardens.
- 16.14 The UDO states that the design of parking will result in cars dominating the street scene as spaces are not always set back from the building line or are in front of dwellings. The case officer however notes that the proposed frontage parking would mainly be interspersed by gardens or soft landscaped verge, including a number of trees within plot frontages or the verges. Where side-of-plot parking comes forward of the building line, the projection is marginal which is not considered to result in a significant visual impact.
- 16.15 In light of all the above, the case officer considers that the proposed layout is acceptable, as it provides a positive townscape with the principal street, permeable linkages within and throughout the site and an appropriate relationship with the northern boundary facing open space/countryside. This meets the aims and requirements of the overall Outline approved scheme, Policies 7, 21, 24 and 25 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

### **Scale**

- 16.16 "Scale" is defined as meaning the height, width and length of each building proposed within the development in relation to its surroundings.
- 16.17 The Outline approved Building Heights Plan permits dwelling heights of up to 3 storeys (12m to top of ridge line) within the application site area, to the north along the boundary with an informal open space. This then reduces to 2.5 storey (12m to top of ridge line) in the central section of the site. The southern edges of the site adjoining the principal street are also permitted dwelling heights of up to 3 storeys (12m to top of ridge line). The proposed apartment block is 3-storey in form, which sits in the northern section of the site. This massing mirrors the adjacent consented phase 2 scheme which also provides a 3-storey apartment block at this location, therefore creating a mirrored feature and reinforcing the defined character of this

area. The majority of dwellings are proposed to be 2-storey with some 2.5-storey dwellings located opposite two vehicular access points into the western edge of the site and either side of the vehicular access point off the principal street to the southeastern parcel of the site. These provide appropriate formality and variation in height/roof form to respond to the hierarchy of the road layout. The 2.5-storey dwellings are not of significantly greater height or bulk than the 2-storey dwellings, but they do provide some degree of variation to the built form.

- 16.18 The dwellings facing the principal street are sufficiently set back to allow provision of a landscaped frontage, to avoid an overly hard urban landscape. The dwellings along the western edge facing the boundary with the future phase 4 are mostly 2-storey in scale, with 2.5-storey properties fronting onto road junctions with the future phase. The front elevations of the dwellings face towards the phase 4 site, with a generous landscaped separation between them. The dwellings on the northern boundary facing the informal open space are all 2-storey, mostly detached with generous open space between them, creating a gentler edge condition. The roof forms generally comprise full side hipped ends or barn-hips, which assists in containing the scale of built form facing the site edges.
- 16.19 It is accepted that the proposed dwellings would be a mix of mostly two storey terraces, semi-detached and detached homes. Given the context of this site along the northern edge of the principal street, sitting within other phases of the development running east west and facing open space along the northern boundary, this scale is considered to be acceptable. The proposal therefore complies with Policies 7, 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

### **Appearance**

- 16.20 “Appearance” is defined as meaning the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 16.21 The D&A Statement states that the proposals incorporate ‘Arts and Crafts’ detailing to enhance the design of the development. The Council’s Urban Design Officer (UDO) has raised some concern regarding the proposed reference to ‘Arts and Crafts’ style housing. Design principles that are synonymous with the movement including a variety of locally specific materials and asymmetry of façade design which tended to include large chimneys, are lacking from the proposal. Additionally the Gillingham Town Design Statement does not refer to ‘arts and crafts’ in its local vernacular and it is not clear what local precedents are reflected in the architectural design of proposed homes.
- 16.22 Following on from comments from the UDO on the initial proposals, the applicant has revised their proposals, giving greater consideration to house types and roof design and how they relate to adjoining dwellings and also the street as a whole. Where the end of a terrace and adjoining house has a hipped roof the end of the adjacent terrace now mirrors this so that it does not appear that the terrace has been chopped short. This results in a better relationship between dwellings that vary in their overall height.

- 16.23 The UDO has commented that the proposed materials of red and brown brick with some detailing; render and weatherboarding are not a considered approach to distribution of materials and do not support the street hierarchy or the creation of distinct character areas. The Town Council have objected to the scheme citing that the designs of the proposed dwellings are dull and do not contribute positively to local character or create a positive and coherent identity that residents and local communities can identify with. The case officer considers that adequate thought has been put into defining the character of the proposals. The dwellings include a reasonable variety of elevational treatments and some distinctive design features such as hipped roofs, large gables with double barge boards and some areas of tile hanging.
- 16.24 The D&AS outlines two differing character styles as outlined above under the 'layout' section of the planning assessment. It is suggested that the more formal Hawthorn Crescent character area along the principal street and secondary loop road is further defined by the use of more urban materials including brown or red stock brick with buff brick detailing, yellow stock brick with red brick detailing, white render and/ or brown vertical hanging tiles. A small number of chimneys have been included in this character area on some semi-detached and terraced dwellings. Where garages are provided in the Hawthorn Crescent area, they are generally integral to the dwelling. The roof finishes to this area are a mixture of brown, red or grey roof tiles. The grey tiles are generally more abundant along the principal street and secondary loop road, and a mixture of brown and red roof tiles are proposed in greater numbers around the edges of the site.
- 16.25 The semi-rural character area, Meadow Brooke along the northern edge of the site is unified with the overall scheme by the inclusion of all the envelope finishes used elsewhere in the development but with the additional use of waney edge timber boarding which is intended to respond to the more rural outlook of these dwellings. No chimneys have been provided in this area. There is a mixture of integral and detached garages and roof finishes in this area are either brown or red roof tiles.
- 16.26 Regard must be had to Condition 7 of the Outline approval, as it requires each Reserved Matters proposal to reflect a palette of materials referenced in the Outline Design & Access Statement (D&AS), Design Coding Section 8.16 (Material Palettes). It is stated here that the code does not seek to prescribe a particular architectural style, but rather to develop a distinctive 'Gillingham' colour and materials palette that can be used on different styles of building as the development grows over time. It is considered that the palette includes enough variety to create unity without uniformity and that some attempt has been made to differentiate the character areas through the variation of form and elevational treatment. The precise specification of all external materials can be secured by condition.
- 16.27 Although the Affordable units lack some of the design detail of the open market units, they are nonetheless of traditional design that broadly reflect the design cues of the wider proposed development. It is therefore considered that a sufficiently tenure-blind appearance would be achieved.
- 16.28 It is accepted that the proposed open market units share many similarities in terms of appearance and plot layout. However, the final proposed scheme includes stronger

building frontages in prominent locations and chimney features in several locations along the Principal Street which adds some variation to the street scene. All dwellings facing the open space areas have active frontages. This means that the street scenes will positively engage with their surrounding public open spaces. The proposal is therefore in line with Policies 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

### **Landscaping**

16.29 “Landscaping” is defined as meaning the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—

- (a) screening by fences, walls or other means;
- (b) the planting of trees, hedges, shrubs or grass;
- (c) the formation of banks, terraces or other earthworks;
- (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- (e) the provision of other amenity features.

16.30 The overall approach to landscape has been developed with the aim to integrate the development with the local landscape setting and enhance biodiversity. The landscape led strategy is based around a hierarchy framework of streets and spaces with open spaces and play areas in central locations. The site has some distinctive natural features and existing trees, boundary hedgerows, and other planting are important considerations. The proposal prioritises the retention and strengthening of these boundaries. Key landscape features proposed include:

- New SUDS basins.
- Cycle route through open space and set in an attractive green corridor.
- New walking routes are accentuated by new trees and planting.
- Boundary planting is retained and is considered an important part of the strategic green infrastructure.
- Street trees are used throughout.
- Retained trees are set in open space.

16.31 Development parcels are generally outward facing and overlook open spaces and strategic walking routes. There are several landscape buffers within the proposals which form green corridors and are supported by new planting. Homes are set back from these features to ensure existing planting can be maintained for their long-term protection and enhancement of the landscape character of the site in line with the North Dorset Local Plan Policy 4.

16.32 The Council’s Senior Landscape Architect (LA) still does not consider that the proposed secondary street is sufficiently tree-lined in terms of having a row of trees on each side. The LA however notes that revised proposals represent a marked improvement in the quantum of tree planting along the secondary street when compared to the previous iterations. The case officer considers that the proposed tree planting in the public open space edges would also effectively contribute to tree-lined streets for the secondary street. The service routes restrict the amount of street trees that can be provided in the more built-up areas, along with the development parameters that have already been approved at Outline stage.



- 16.33 In locations where the development interacts with the central public open space buildings are detached and set in large plots to break down the massing of the built form and create a more open, lower density character with the inclusion of large front gardens, trees, hedges, shrubs and other planting to create an attractive active street scene. This approach results in a gentler transition from the development into the public open space whilst also providing natural surveillance in line with the North Dorset Local Plan policy 24.
- 16.34 The Council's Urban Design Officer raised some concern over a lack of front boundaries which would reinforce street character and help mitigate the impact of parked cars. It is suggested that boundaries should include railings, low walls and hedges in order to comply with the design code. The case officer considers that solid wall boundary treatments have been used only to secure rear gardens, however ornamental hedge and shrub planting has been provided to front boundaries which is reflective of treatments used within the adjoining phase 2 site area.
- 16.35 A footpath/cycle link runs east-west through a landscaped route through the site and provides a link between the previous phase 1 local area of play to the east and the future phase 4 to the west. Two pedestrian connections are also provided through the adjacent hedgerow to provide appropriate ease of movement into the phase 2 area of the development to the north and east in line with Policy 24 of the North Dorset Local Plan.

#### *Tree impacts*

- 16.36 The Council's Senior Landscape Architect has some concerns regarding some instances where the species/cultivars proposed may have insufficient tree soil volume available to allow them to reach their expected mature height and spread. The applicant has confirmed that they have ensured that the species have been chosen with reference to rootable volumes available and the Green Blue Urban Tree Species Volume Guide v2. They are confident that what they are proposing is achievable and will result in good long term tree presence.
- 16.37 Having regard to all the above, the case officer considers that Landscape as a reserved matter can be discharged. In this regard, the proposal complies with Policies 4, 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

#### **Highway safety and parking**

- 16.38 The Transport Statement advises that the proposed layout would provide a total of 289 allocated parking spaces in the form of driveways or allocated parking bays (excluding garages) and 45 garages. In addition, 33 visitor spaces are provided, distributed throughout the site. This equates to an overall provision of 367 spaces (2.38spaces per unit). 45 dwellings will have a garage where they can store their bicycle. All remaining properties have their own private garden in which a lockable cycle store can be provided where their bicycle can be safely stored or a suitable communal cycle storage space in the case of flats. Precise details of secure cycle parking facilities for each unit can be secured by means of planning condition.

- 16.39 Dorset Council Highway Authority (CHA) have stated that the amendments requested to the initial designs have been made in the current submission. Additional street parking has been incorporated along the secondary street that runs around the site (this was also requested by the Urban Design Officer), 2-meter-wide footways have been added where necessary and raised table traffic calming has been added at 70meter spacings. Turning heads have also been adjusted to provide adequate space for safe manoeuvring, and legible road crossings have been added for pedestrian and cycle ways.
- 16.40 The design of the roads within the development on the whole encourages low vehicle speeds, through the use of curves and raised tables / surface changes with the exception of the carriageway serving plots 161 to 174, which requires traffic calming measures to be introduced for it to be considered suitable for public adoption. It is understood that the details of the traffic calming measure can be agreed under the S38 application in due course. A stage 1 safety audit will also be required to be submitted in support of the proposed layout to demonstrate adequate safety compliance.
- 16.41 The Transport Statement advises that its swept path analysis shows that a large refuse vehicle and emergency fire tender accessing the site are able to get within acceptable bin carry / hose length (45M) distance, as required by Parts B and H of the building regulations. Refuse collection has been fully considered and on-site parking numbers, for both cycles and cars, are considered to be appropriate for this location.
- 16.42 Subject to traffic calming measures being introduced to the carriageway serving plots 161 to 174 and a stage 1 safety audit being submitted, no adverse impacts are envisaged in terms of highway safety, capacity or policy. Matters regarding: vehicle access and visibility splay provision; improvement works to the B3081 Shaftesbury Road and B3092 New Road; pedestrian/cycle access; cycle parking details, and; electric vehicle charge point details, are subject to the conditions attached to the Outline planning permission and where necessary, also secured by the s106 agreement (which also requires a Travel Plan). The proposal would comply with Policy 13 of the North Dorset Local Plan.

### **Residential amenity**

#### *Impact on neighbours*

- 16.43 The nearest dwellings to the proposal site would comprise those along and off Anglers Road to the northwest, Chaffinch Chase and Pheasant Way to the northeast and dwellings along and Cole Street Farmhouse and cottages on the northern side of Cole Street Lane to the south. The proposed dwellings across the site would be sited at sufficient distance from these neighbouring dwellings to avoid any adverse impacts in terms of loss of light, outlook, privacy or overbearing impact.
- 16.44 The Council's Environmental Health Team commented that mitigation measures will be required to prevent an adverse noise effect at new dwellings from the existing noise climate dominated by traffic noise. The applicant will need to provide a final Acoustic Design Statement in order that necessary noise mitigation measures can be established, implemented, and maintained in the future. The Acoustic Design

Statement will need to ensure mitigation won't conflict with ventilation requirements. This can be secured via a suitably worded condition.

16.45 If air source heat pumps (ASHP) are to be installed, a noise assessment will also be needed to demonstrate there will be no adverse noise effect from the proposed ASHP. This can also be secured by planning condition.

16.46 Condition 32 of the Outline permission requires the submission of a Construction Environmental Management Plan (CEMP) to be agreed upon by the Council to include, amongst other things, hours of construction, construction vehicle and delivery details and measures to control noise, vibration, dust and dirt. A CEMP has been submitted with this application, but this only covers biodiversity matters and doesn't cover impacts such as noise and dust on nearby residents. As such, the above outstanding Condition 32 requirements are still to be agreed before development commences. A planning condition can also be imposed to ensure that the hours of demolition and construction are limited to Monday – Friday 0700 – 1900 Saturday 0800 – 1300, with no activity on Sundays or Bank Holidays, to ensure neighbouring amenities are protected.

#### *Impact on future occupiers*

16.47 The floorspace of 76sqm for each the two proposed 2-bed Affordable dwellings does not meet the minimum space standard of 79 sqm. The proposed 3-bed Affordable dwellings would also fall 1 sqm short of the minimum space standard. However, this standard was not adopted as policy under the North Dorset Local Plan. It is also considered that all proposed dwellings would be provided with sufficient private amenity space commensurate to their size. As such, overall, it is considered that future occupiers would be afforded with sufficient internal living and storage space. The built form relationships within the scheme would also afford future occupiers with sufficient light, outlook and privacy.

16.48 In light of all the above, the proposal complies with Policy 25 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

#### **Flood risk and drainage**

16.49 The proposed residential development will continue to avoid development in Flood Zones 2 and 3 plus a climate change sensitivity buffer. Surface water attenuation will be achieved via attenuation basins, permeable paving and cellular storage. The Council's Flood Risk Management Team (FRMT) raised no objection.

#### **Biodiversity**

16.50 Following initial comments raised by the Council's Natural Environment Team (NET), a Biodiversity Net Gain (BNG) Assessment and Metric has been provided, along with a Biodiversity Mitigation and Enhancement Strategy (BMES) and an Ecological Mitigation Strategy for the wider Outline approved site.

16.51 The NET has commented that the BNG Assessment and Metric documents clearly demonstrate a gain in habitat units of 42.68% and a gain in watercourse units of 28.44%. The gain in hedgerow units is less substantial, at 0.26%, and there is some loss of hedgerow in this particular phase. However, this was consented by the

outline approval and across the whole site, each habitat will experience an uplift which is sufficient to demonstrate that a measurable biodiversity gain is achieved. The biodiversity mitigation, compensation and enhancement/net gain strategy set out within the Biodiversity Mitigation and Enhancement Plan can be secured by means of planning condition.

- 16.52 The BMES has been updated in line with NET comments to include details of a scheme for the provision and management of an 8-metre-wide buffer along the River Lodden, a plan detailing the protection to populations of water voles and otters and their associated habitats within the site where works are within 50m of the River Lodden, a method statement for the maintenance and enhancement of the Great Crested Newt population and Details of otter holts to be provided along the River Lodden corridor. The BMES is now considered to be acceptable.
- 16.53 The Lighting Layout plans submitted appear to show some incursion into the dark corridors. NET have requested that some amendments are made to the location of lighting columns to limit their impact on ecology. The lighting plans submitted are also not in line with the amended layouts so are not sufficient to form part of a consented scheme. It has been established that a condition can be applied to secure a full lighting proposal which meets the requirements set out in the BMES and the Biodiversity conditions attached to the Outline consent.
- 16.54 It should be noted that as part of the Great Crested Newt District Licence requirements, a conservation payment of £113,659.63 towards the Great Crested Newt licensing scheme has now been received. The Great Crested Newt District Licence has been secured on Phase 1 and the Section 106 agreement is now complete.
- 16.55 In light of all the above and subject to conditions the proposal complies with Policies 4 and 21 of the North Dorset Local Plan and the Gillingham Neighbourhood Plan.

## **17.0 Conclusion**

- 17.1 Outline planning permission for the construction of 961 dwellings and a local centre, with details of access, and the provision of 25% affordable housing to be delivered across the allocation, was granted with s106 legal agreement in September 2021. The principle of development is therefore established subject to the details of reserved matters relating to layout, scale, appearance, and landscape – all of which make up this application.
- 17.2 The applicant has amended the details of the original submission to take account of concerns and comments raised in consultation. It is considered that the revised proposal accords with the terms of the Outline permission along with the overall aims of the Development Plan and the NPPF, having due regard to the context of this site. This proposal therefore complies with the Development Plan as a whole and there are no material considerations that indicate that the development should be decided other than in accordance with the plan.

## 18.0 Recommendation

Approval of Reserved Matters, subject to the following conditions:

### Conditions:

1. The development to which these reserved matters and accompanying details relates shall be begun not later than two years from the date of this permission.

Reason: To comply with the provision of Section 92(2) of the Town and Country Planning Act 1990 (as amended).

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

- Location Plan (STEN Architecture, Ref: 2346.02.B Location Plan)
- Planning Layout Plan (STEN Architecture, Ref: 2346.01.X Location Plan)
- Planning Layout Plan A0 (B&W) (STEN Architecture, Ref: 2346.10.N Location Plan)
- Materials Plan (A0) (STEN Architecture, Ref: 2346.03.H Materials Plan)
- Storey Heights Plan (STEN Architecture, Ref: 2346.06.G Storey Heights Plan)
- Affordable Location Plan (STEN Architecture, Ref: 2346.09.L Affordable Location Plan)
- Boundary Treatment Plan (STEN Architecture, Ref: 2346.05.H Boundary Treatment Plan)
- Parking Plan (STEN Architecture, Ref: 2346.08.G Parking Plan)
- Cycle Storage Plan – (STEN Architecture, Ref: 2346.12)
- Street Scenes (STEN Architecture, Ref: 2346.04.H Street Scenes)
- Wider Planning Layout Plan (STEN Architecture, Ref: 2346.11.G Planning Layout)
- Landscape Strategy Plan 1 of 3 (RPS Ref: JSL4949\_100 D Landscape Strategy Plan 1 of 3)
- Landscape Strategy Plan 2 of 3 (RPS Ref: JSL4949\_101 B Landscape Strategy Plan 2 of 3)
- Landscape Strategy Plan 3 of 3 (RPS Ref: JSL4949\_102 B Landscape Strategy Plan 3 of 3)
- Landscape + Services Plan 1 of 2 (RPS Ref: JSL4949\_110 B Landscape + Services Plan 1 of 2)
- Landscape + Services Plan 2 of 2 (RPS Ref: JSL4949\_111 A Landscape + Services Plan 2 of 2)
- Softwork Proposals Sheet 1 of 7 (RPS Ref: JSL4949\_510A)
- Softwork Proposals Sheet 2 of 7 (RPS Ref: JSL4949\_511)
- Softwork Proposals Sheet 3 of 7 (RPS Ref: JSL4949\_512A)
- Softwork Proposals Sheet 4 of 7 (RPS Ref: JSL4949\_513A)
- Softwork Proposals Sheet 5 of 7 (RPS Ref: JSL4949\_514)
- Softwork Proposals Sheet 6 of 7 (RPS Ref: JSL4949\_515)
- Softwork Proposals Sheet 7 of 7 (RPS Ref: JSL4949\_516)
- Drainage Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-51 G)
- Drainage Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-52 G)
- Drainage Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-53 I)
- General Arrangement Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-01 F)
- General Arrangement Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-02 F)

- General Arrangement Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-03 H)
- Long Sections Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-15 C)
- Long Sections Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-16 D)
- Long Sections Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-17 C)
- Engineering Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-41 F)
- Engineering Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-42 F)
- Engineering Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-43 H)
- Materials Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-71 G)
- Materials Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-72 G)
- Materials Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-73 H)
- Amberley & Stamford Elevations - 2346.AMB&STA.01.C
- Amberley & Stamford Plans - 2346.AMB&STA.02.C
- Amberley & Stamford Elevations - 2346.AMB&STA.03.B
- Amberley & Stamford Plans - 2346.AMB&STA.04.B
- Amberley & Stamford Elevations - 2346.AMB&STA.05.B
- Amberley & Stamford Plans - 2346.AMB&STA.06.B
- Amberley & Stamford Elevations - 2346.AMB&STA.07.B
- Amberley & Stamford Plans - 2346.AMB&STA.08.B
- Amberley & Stamford Elevations - 2346.AMB&STA.09.B
- Amberley & Stamford Plans - 2346.AMB&STA.10.B
- Apartments Elevations - 2346.APA.01.C
- Apartments Plans - 2346.APA.02.D
- Apartments Plans - 2346.APA.03.D
- Apartments Plans - 2346.APA.04.D
- Buxton and Bakewell Elevations - 2346.BAK&BUX.01.B
- Buxton and Bakewell Elevations - 2346.BAK&BUX.02.C
- Buxton and Bakewell Plans - 2346.BAK&BUX.05.C
- Buxton and Bakewell Elevations - 2346.BAK&BUX.06.C
- Buxton and Bakewell Elevations - 2346.BAK&BUX.07.B
- Buxton and Bakewell Plans - 2346.BAK&BUX.08.B
- Buxton 3 Block Handing Elevations – 2346.BUX.01
- Buxton 3 Block Handing Plans – 2346.BUX.02
- Buxton 3 Block Handing Elevations – 2346.BUX.03.A
- Buxton 3 Block Handing Plans – 2346.BUX.04.A
- Cambridge Handing - 2346.CAM.01.B
- Cambridge Handing - 2346.CAM.02.B
- Dart and Spey Elevations - 2346.DAR&SPE.01.B
- Dart and Spey Plans - 2346.DAR&SPE.02.B
- Dart and Spey Elevations - 2346.DAR&SPE.03.A
- Dart and Spey Plans - 2346.DAR&SPE.04.A
- Dart Handing Elevations - 2346.DAR.03.A
- Dart Handing Plans - 2346.DAR.04.A
- Dart Handing Elevations - 2346.DAR.05.A
- Dart Handing Plans - 2346.DAR.06.A
- Ledbury Handing - 2346.LED.01.B

- Ledbury Handing - 2346.LED.02.B
- Letchworth Handing Elevations - 2346.LET.01.B
- Letchworth Handing Elevations - 2346.LET.02.B
- Letchworth Handing Plans - 2346.LET.03.B
- Marlow Handing - 2346.MAR.01.B
- Marlow Handing - 2346.MAR.02
- Overton Handing - 2346.OVE.01.A
- Oxford Lifestyle Handing - 2346.OXF.01.C
- Oxford Lifestyle Handing - 2346.OXF.02.C
- Single Garage Plans and Elevations – 2346.SG.01
- Stamford 4 Block Handing Elevations – 2346.STA.01.A
- Stamford 4 Block Handing Plans – 2346.STA.02.A
- Stratford Handing - 2346.STR.01.C
- Stratford Handing - 2346.STR.02.B
- Tavy and Spey Elevations - 2346.TAV&SPE.01.B
- Tavy and Spey Plans - 2346.TAV&SPE.02.B
- Twin Garage Plans and Elevations – 2346.TG.01.A
- Tweed Handing Elevations - 2346.TWE.01.B
- Tweed Handing Plans - 2346.TWE.02.B
- Warwick Handing - 2346.WAR.01.B
- Warwick Handing - 2346.WAR.02.B
- Windsor Handing - 2346.WIN.01.B
- Windsor Handing - 2346.WIN.02.B

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

**3.** All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following first occupation of the development; and any trees or plants which, within a period of 10 years from the completion of this phase of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species,

Reason: In the interest of the amenity and appearance of the location.

**4.** No development shall proceed beyond damp proof course level until full specification details of all external facing materials (including, walls, roofs and fenestration detail) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with the approved materials and shall also comply with the approved materials distribution plan (Drawing No. 2346.03L).

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

**5.** Before installation of any air source heat pumps or similar equipment, a noise report from a suitably qualified/experienced person shall be submitted to and agreed in writing by the Local Planning Authority. The written report shall follow the BS4142:2014 format and contain details of background sound measurements at

times when the plant is likely to be in operation, against the operational plant sound level(s). The report shall predict the likely impact upon sensitive receptors in the area and all calculations, assumptions and standards applied shall be clearly shown. Where appropriate, the report shall set out appropriate measures to provide mitigation to prevent loss of amenity and prevent creeping background noise levels. The agreed mitigation measure shall be fully implemented and permanently retained thereafter.

Reason: In order to protect the living conditions of future occupiers of residential properties.

**6.** Prior to any occupation of development hereby approved, a final Acoustic Design Statement shall be submitted to and approved in writing by the Local Planning Authority. This statement shall demonstrate how occupiers of the approved dwellings will be protected from their noise climate, including anticipated traffic noise and where necessary, noise mitigation measures for the dwellings. Any such noise mitigation measures must be fully established, implemented, and maintained for the lifetime of the development, and avoid conflict with ventilation requirements.

Reason: In order to protect the living conditions of future occupiers of residential properties.

**7.** Prior to use or occupation of development hereby approved, the cycle parking facilities shown on Cycle Storage Plan – (STEN Architecture, Ref: 2346.12) shall be constructed and made available. Thereafter, these shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure provision of adequate cycle parking to support sustainable transport; in the interests of highway safety and residential amenity.

**8.** The development hereby approved shall be undertaken in accordance with the detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the Biodiversity Mitigation and Enhancement Plan (BMES) & Biodiversity Construction Environmental Management Plan (BCEMP) (RSK Biocensus – 2485927 Rev 02 14/08/2024), subject to all new hedgerows to be species-rich native hedgerow that includes at least 5 woody species.

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

**9.** Prior to the commencement of the development above damp course level, a scheme showing precise details of all external lighting (including appearance, supporting columns, siting, technical details, power, intensity, orientation and screening of the lamps) shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall reflect the need to assist public safety whilst adhering to standards set out in the approved Biodiversity Mitigation and Enhancement Plan. The approved scheme shall be implemented before the development is occupied and shall be permanently maintained thereafter. No further external lighting shall be installed on site without the prior approval, in writing, of the Local Planning Authority.



Reason: In the interest of the amenity of the area, public safety, protected species and biodiversity.

**10.** The development hereby approved shall be undertaken in accordance with the details set out in the submitted Tree Survey and Arboricultural Impact Assessment (JSL4949\_770 Rev C May 2024). All trees and hedges shown to be retained in the Appendix B Tree Removal & Protection Plan (Dwg. No. 710 Rev C 22/05/2024) shall be fully safeguarded during the course of site works and building operations.

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

**11.** The construction of the development hereby approved shall be limited to between the hours of 07:00hrs – 19:00hrs on Mondays to Fridays, 08:00hrs – 13:00hrs on Saturdays, with no activity on Sundays or Public Holidays.

Reason: To safeguard the amenity of the area and living conditions of any surrounding residential properties.

### **Informatives**

**12.** 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 applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.
- The application was acceptable as submitted and no further assistance was required.

**13.** The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at [dli@dorsetcc.gov.uk](mailto:dli@dorsetcc.gov.uk), or in writing at Development team, Dorset Highways, Environment and the Economy, Dorset Council, County Hall, Dorchester, DT1 1XJ.

### **14. Street Naming and Numbering**

The Council is responsible for street naming and numbering within our district. This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website [www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering](http://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering)

**Appendix 1 – Details submitted to seek discharge of Condition nos. 7 (Palette of materials), 8 (Updated Arboricultural Impact Assessment), & 10 (Landscape Management Plan)**

As set out in Paras 6.20-6.28 above, the case officer considers that the proposed external material types are sufficient to discharge Outline Condition 7, given this parcel's context between the Principal Street and the River Lodden corridor. A new condition (No. 4 above) is proposed to secure the precise specifications for these external materials.

Following the submission of an Arboricultural Impact Statement, the Council's Tree Officer has confirmed that Condition 8 can be discharged.

Condition 10 requires Reserved Matters to include a landscape management plan, to include long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens. The case officer considers that the landscape management details submitted with this application are sufficient to discharge Condition 10.