

Application Number:	P/FUL/2024/04528
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Garages at Wingfield Road Sherborne DT9 3HH
Proposal:	Demolition of existing garage block and redevelopment with two dwellings including landscaping and associated works.
Applicant name:	D. O. Stewart Limited
Case Officer:	Jennie Roberts
Ward Member(s):	Cllr Crabb

1. Reason application is referred under Scheme of Delegation protocol:

The Town Council has objected to the proposed development

2. Summary of recommendation:

GRANT subject to conditions as set out at the end of this report

3. Key planning issues

Issue	Conclusion
Principle of development	The site is located in a sustainable location, within the defined development boundary of Sherborne. The principle of new residential development is acceptable in this location.
Scale, design, impact on character and appearance	The proposed scale and design of the development would have an acceptable impact upon the character and appearance of the surrounding area.
Impact on the living conditions of the occupants and neighbouring properties	The proposal would have an acceptable impact on the residential amenity of nearby properties. It would also provide an acceptable level of residential amenity for the proposed dwellings themselves.
Impact on heritage assets	The proposed development would preserve the character and appearance of the setting of the adjacent conservation area.
Flood risk and drainage	The site is at low risk of flooding and a pre-commencement condition requiring details of the proposed surface water drainage scheme will be attached.

Issue	Conclusion
Highway impacts, safety, access and parking	The proposal would have an acceptable impact in relation to highway safety, access and parking provision.
Biodiversity	Whilst the site falls below the threshold for Biodiversity Net Gain, the proposed development will result in a net gain in biodiversity – the recommended mitigation, compensation and enhancement measures set out in the submitted Ecological Impact Assessment will be secured by condition.
Nutrient Neutrality	In order to address the Somerset Levels and Moors SPA and Ramsar being in an unfavourable condition it is necessary to provide mitigation. In this case, the applicants have reserved P Credits from Woodrow Farm P Credits Scheme. This ensures that the proposals would not adversely affect the protected area; the requirement to purchase these credits will be secured by pre-commencement condition.

4. Description of site

The site, which is accessed off Wingfield Road, is located within the defined development boundary (DDB) of Sherborne. It lies outside, but adjacent to, the Sherborne Conservation Area, and there are no listed buildings in its vicinity. The site is currently occupied by a private garage block, comprising 48 privately rented garages, over two blocks, running west to east either side of a central concrete/tarmac/gravel access track. The units are privately rented and not associated with any development or dwellings. There are no trees or notable vegetation on the site. The site is surrounded on all sides by existing residential development. To the north are six bungalows facing on to Half Acres, whilst to the south is Horsecastles, a large terrace of circa 31 dwellings.

5. Description of development

The application proposes the demolition of the two existing garage blocks and the redevelopment of the site with two 1.5-storey detached dwellings. Each dwelling will have three bedrooms, private parking and amenity space. The dwellings would be constructed of clay brickwork walls, under a natural slate roof.

6. Background and relevant planning history

7. List of constraints

Adjacent to Sherborne Conservation Area

Nutrient Neutrality Catchments

Groundwater – Susceptibility to flooding

Site of Special Scientific Interest (SSSI) impact risk zone

Risk of Surface Water Flooding Extent 1 in 30

Risk of Surface Water Flooding Extent 1 in 100

8. Consultations

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

Consultees

1. Highway Authority

- No objection, subject to conditions

2. Dorset Waste Team

- No comments received

3. Conservation Officers

- The proposed new dwellings are situated just outside the Conservation Area Boundary and will cause no harm to the setting and character of the Conservation Area.

4. Sherborne TC

- Objection:
 - Traffic generation and public safety
 - Impact on the highway - congestion as vehicles previously stored in garages will be deployed on to the street, in an area which is already heavily used for parking.
 - Public safety - there is sheltered accommodation in the vicinity and unhindered vehicle access is critical for these residents.
 - Diminished access for emergency service vehicles - access to the sheltered accommodation is vital as there are many elderly residents.

4. Building Control North Team

- Windows to habitable rooms to first floor should comply with B1 (Means of Escape) or provide alternative solution.
- Any unprotected areas (window and doors) should comply with B4, in relation to the boundary position.
- The external approaches should comply with the requirements of M4(1) as a minimum standard.

5. Archaeology - Steve Wallis

- I agree with the application's Archaeological Impact Assessment that the proposed development is unlikely to have a significant archaeological impact.

6. Natural England

- No Objection subject to securing mitigation:
 - Ensuring that the proposed new development is required to limit water use to 110 l per person per day.
 - Ensuring the requisite phosphorus credits are secured by any permission.

7. Sherborne West Ward

- Has there been any proper assessment of parking, if the space is removed and converted to two dwellings?

8. Natural Environment Team

- We recommend that the ecological enhancements set out in Section 5 of Ecological Impact Assessment (Halpin Robbins, 23.04.2024) are secured by condition, should the application be approved.

9. Environmental Assessment

- The Appropriate Assessment concluded that the proposed development will not result in an adverse effect upon the integrity of Somerset Levels and Moors Ramsar, subject to the mitigation being legally secured. Therefore, in accordance with Regulation 63(5) of the Conservation of Habitats and Species Regulations 2017, the planning permission for the proposed development can proceed towards determination

Representations received

Total - objections	Total - No objections	Total - comments
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8	0	0
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Petitions objecting	Petitions supporting
0	0
0	0

Summary of comments of objections:

- The garages currently provide essential parking for nearby residents, including elderly and disabled individuals. Removing them would displace many vehicles onto already congested streets (e.g., Wingfield Road, Half Acres, Richmond Road).
- Emergency services already struggle with access to properties; the situation would worsen.
- Fear of accidents due to increased traffic and poor visibility at junctions.
- The adjacent cul-de-sac, Half Acres, contains sheltered housing for people aged 55+, many of whom are infirm or disabled; residents are concerned about losing the ability to park near their homes, affecting independence and wellbeing.
- Concerns about being overlooked by new buildings and loss of privacy.
- Anticipated noise and disruption from demolition and building works.
- Concerns about road closures and restricted access during construction.
- Concern about not being able to hang out washing or access their homes easily.
- Construction vehicles would further reduce available parking and increase congestion.
- The garages are used not only for parking but also for storage, including by local tradespeople.
- Some garages house classic cars and motorcycles, which are vulnerable if left outside.
- The garages are seen as part of the community's infrastructure and history.
- Concerns that the new dwellings will create a 'concrete jungle' feel and degrade the area's character.
- Concerns about losing secure storage and increased risk of vandalism or theft.
- Concerns about increased insurance costs and stress from trying to find alternative parking.

9. Duties

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

Section 72 of the 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

10. Relevant policies

Development plan

In this case the development plan comprises:

West Dorset and Weymouth & Portland Local Plan:

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

- INT1: Presumption in favour of sustainable development
- ENV2: Wildlife and habitats
- ENV4: Heritage assets
- ENV5: Flood risk
- ENV10: The landscape and townscape setting
- ENV11: The pattern of streets and spaces
- ENV12: The design and positioning of buildings
- ENV13: Achieving high levels of environmental performance
- ENV15: Efficient and appropriate use of land
- ENV16: Amenity
- SUS2: Distribution of development
- COM7: Creating a safe and efficient transport network
- COM9: Parking provision

Material considerations

Emerging local plans:

Paragraph 49 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

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 plan should be accorded very limited weight in decision making.

National Planning Policy Framework 2024 (as amended 2025)

Paragraph 11 sets out the presumption in favour of sustainable development. Proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless specific NPPF policies protecting areas or assets provide a strong reason for refusal and/or any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, with particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well designed places and providing affordable homes.

Other relevant NPPF sections include:

- Section 4 'Decision making': Para 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' This outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 11 'Making effective use of land'
- Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:

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

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

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- In National Landscapes (formerly known as Areas of Outstanding Natural Beauty), paragraph 189 requires great weight to be given to conserving and enhancing the landscape and scenic beauty. Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para

191). Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

- Section 16 ‘Conserving and Enhancing the Historic Environment’- Paragraph 212 says that when considering designated heritage assets, great weight should be given to the asset’s conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. The effect of an application on the significance of non-designated heritage assets should also be taken into account (para 216).

National Planning Practice Guidance

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

Housing land supply

On 26 September 2024, The Planning Inspectorate issued the Inspector’s report confirming the Council’s Annual Position Statement (APS). The APS confirms that the whole of the Dorset Council area can demonstrate a 5-year supply of housing of 5.02 years, and that this figure is fixed until 31 October 2025 in accordance with paragraph 233 of the NPPF. An updated APS that reflects the Inspector’s findings is available on the Council’s website.

Housing Delivery Test (HDT)

The latest HDT results (2023 measurement) show that enough homes have been delivered within the local plan area to demonstrate 106% of the target.

11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

12. Public Sector Equalities Duty

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

- Removing or minimising disadvantages suffered by people due to their protected characteristics

- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty. There are no known impacts on persons with protected characteristics associated with this development proposal.

13. Public Benefits

The proposals would provide a number of financial and non-financial benefits, including public benefits. These are summarised in the table below:

What	Amount/Value
Material considerations	
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
Community Infrastructure Levy (CIL)	The charge would be based on the adopted charging schedule of the West Dorset Area.

14. Planning Assessment

Principle of development

The site is in a sustainable location within the defined development boundary (DDB) of Sherborne, where the principle of new residential development is acceptable. The proposal accords with Policy SUS2 of the West Dorset, Weymouth & Portland Local Plan 2015 (Local Plan).

Scale, design, impact on character and appearance

To the north of the site are six 1960s-style bungalows, which face onto Half Acres and are constructed of rendered walls under concrete-tiled roofs. More than 30m to the south, is Horsecastles, a terrace of c.31 houses constructed of natural stone under slate roofs. These latter dwellings lie within the Sherborne Conservation Area, which ends at the southern boundary of the application site.

The application site, which is accessed off Wingfield Road, is tucked in between the properties on Horsecastles and the six bungalows in Half Acres. The proposed 1.5-storey dwellings will each have three bedrooms, private parking and amenity space. Materials proposed include:

- Natural slate roof with matching ridge/hip capping
- Clay facing brickwork walls
- Conservation type rooflights
- Aluminium, double-glazed doors and windows
- Black fascias and soffits, with imitation cast iron rainwater goods

The proposed development would see the removal of the dated 1970s garage block. The two dwellings would be located within the centre of the site, and large areas of soft landscaping would replace much of the extensive hardstanding that currently covers the site.

Having regard to the scale, design and layout of the proposed development, it is considered that it would result in a visual betterment over existing. As such, it is considered to be in accordance with policy ENV12 of the Local Plan.

Impact on the living conditions of the occupants and neighbouring properties

Residential amenity of neighbouring properties

The proposed 1.5-storey dwellings, with bedrooms and bathrooms in the roof space, have been designed with the privacy of neighbouring properties in mind. The proposed northern-most dwelling, which lies closest to the bungalows in Half Acres, has just two small rooflights in its northern elevation, serving a bathroom and a stairway. No side dormers are proposed on either dwelling. Each dwelling will have a front and rear dormer (east and west), but these will not cause unacceptable overlooking of neighbouring dwellings due to the distances involved. Whilst the current garages sit directly on the boundary, the proposed northern-most dwelling is positioned 3.3m from the boundary, which will provide more separation from the northern bungalows. Having regard to their positioning, bulk, scale, mass and fenestration, it is considered that the proposed dwellings would have an acceptable impact upon the residential amenity of neighbouring properties; they would not unacceptably overlook, overshadow or be overbearing upon their neighbours.

Disruption during construction period

A number of local residents have raised concerns about noise, impact on road safety and disruption - such as restricted access to their properties - during the construction period. Should planning permission be granted, a condition will be attached, to require the submission to and written approval by the council of a Construction Method Statement (CMS). The CMS will need to set out the following details and be adhered to throughout the construction period for the development:

- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials

- storage of plant and materials used in constructing the development
- delivery, demolition and construction working hours

Adherence to the CMS will minimise the likely impact of the development on the surrounding highway network and the residential amenity of neighbouring properties during the construction period.

Residential amenity of proposed dwellings

In terms of the new dwellings themselves, it is considered that they would provide an acceptable level of residential amenity for future occupants: they have good sized private gardens, each with external rear access, and would not be unacceptably overlooked by neighbouring properties. They also exceed the national minimum space standards in terms of internal size.

Having regard to the above, it is considered that the proposed development is in accordance with policy ENV16 of the Local Plan.

Impact on heritage assets

The site falls outside but adjacent to the Sherborne Conservation area with its boundary running parallel to the site's southern boundary. The council's Conservation team was consulted on the application and considers that the proposal will cause no harm to the setting and character of the Conservation Area. As such, it is considered that the proposed development is in accordance with policy ENV4 of the Local Plan.

Flood risk and drainage

The site lies within an area mapped as being susceptible to groundwater emergence, whilst there is a medium risk (1 in 100 years plus 40% climate change allowance) of surface water flooding at the entrance to the site access road off Wingfield Road. A Flood Risk Assessment (FRA) was submitted with the application, which concluded that there is a low risk of flooding to the site; the council's Flood Risk Management team (FRM) concurs with this assessment. As such, the application is not subject to the sequential test.

The FRA sets out that surface water disposal from the proposed development will follow the SuDS hierarchy. Pre-commencement conditions will be attached should planning permission be granted, which require the submission of details of the surface water drainage scheme, along with how it will be maintained/managed.

Having regard to the above, it is considered that the proposal accords with policy ENV5 of the Local Plan.

Highway impacts, safety, access and parking

Highway safety

An engineer from the Highway Authority visited the site and made a full assessment of the scheme. He noted that visibility is acceptable, as there is c.25m visibility to the junction to the north, and more than 43 m to the south. He identified no unacceptable impact on highway safety, and raised no objection to the application, subject to conditions. As such, it is considered that the proposed development is acceptable in relation to highway safety, in accordance with COM7 of the Local Plan.

Parking

Perceived parking displacement

The planning statement sets out that the garage blocks, which were constructed in the 1970s, are privately owned and independent from any existing development or property in the area. The owner rents them out to interested parties on a one-month rolling basis and can terminate the contracts at any time with a month's notice. The garages are in a poor state of repair and are past their optimal lifespan. Repair works are required more frequently and as such the site is becoming less viable to operate. Each garage is c.2.13m wide, which is smaller than modern standards for parking spaces (2.4m+ wide); as such many modern cars struggle to fit, let alone allow the driver to exit the vehicle.

The agent has confirmed that at present there are 37 occupied units out of the 48 on site. The lessee's addresses are as follows (less than half of the garages are rented by residents of immediate streets):

- Horsecastles: 11
- Wingfield Road: 11
- 5 to 10 mins walk away: 3
- > 10 mins walk in Sherborne: 6 Out-with Sherborne: 3
- Unknown: 3

Whilst the applicant does not monitor the usage nor have access to the rented units, based on their knowledge, experience and observations they estimate the following usage:

- Cars: 5
- Storage: 24
- Uncertain: 8

The applicant estimates that the majority are used for storage, which aligns with the unit sizes that, given the age of the units, are only suitable for smaller vehicles. There is also no electricity for charging electric vehicles.

There is no policy requirement for the retention of private garages that are unconnected to any development – as set out above, the rental of the garages is a private enterprise. The agent states that the applicants will not be investing further into the garages which are increasingly unviable, hence they have looked at alternative uses for this brownfield site.

Whilst it is acknowledged that local residents are concerned about the loss of the garaging facility, particularly having regard to reported parking issues experienced by local

residents, it must be recognised that the application site does not form part of the Council's parking strategy and is an entirely private entity. In any case, from reviewing the submitted information, it would appear that few people actually park cars in the garages.

Sherborne has six public car parks and operates a residents' permit scheme. As such the redevelopment of the site will not impact the parking provision available to the public within the town.

Proposed parking

Each dwelling has three parking spaces to the front, including an electric vehicle space for each, and it is considered that this level of parking is in accordance with policy COM9 of the Local Plan.

Biodiversity

The site falls below the threshold for Biodiversity Net Gain, and the application is not within the scope of the Dorset Biodiversity Appraisal Protocol (DBAP), as no evidence of protected species or habitats has been found on site, as set out in the submitted Ecological Impact Assessment (EIA). The EIA recommends a number of ecological enhancement measures, which would result in a net gain in biodiversity – the Council's Natural Environment Team (NET) has requested that these be secured by condition. It is considered that the proposed development would have an acceptable impact upon biodiversity, in accordance with policy ENV2 of the Local Plan.

Nutrient Neutrality

The application site falls within the hydrological catchment of Somerset Levels and Moors Special Protection Area (SPA). The site is also listed as of International Importance under the Ramsar Convention (Ramsar) as the Somerset Levels and Moors Ramsar Site. The Somerset Levels and Moors Ramsar site, underpinned by multiple SSSI's, is designated for its internationally important wetland habitats and species. The ditches and channels of the wetland are a component of this broad habitat type, supporting a diverse range of fauna and rare invertebrate species. In relation to the Somerset Levels and Moors SPA, based on their current understanding, Natural England is satisfied that additional nutrients from new developments such as this are unlikely, either alone or in combination, to have a likely significant effect on the internationally important bird communities for which the site is designated. However, the interest features of the Somerset Levels and Moors Ramsar Site, including many of the ditches and channels, are considered unfavourable, or at risk, from the effects of eutrophication caused by excessive phosphates. These are largely derived from a combination of point and diffuse pollution sources, which result in algal blooms. Natural England's advice therefore is that additional residential units within the catchment are likely to add phosphate to the designated site via the wastewater treatment effluent, thus contributing to the existing unfavourable condition and further preventing the site in achieving its conservation objectives.

The proposed development, which would result in a net increase of two dwellings, would impact on the Parrett catchment of the Somerset Levels and Moors designated site. The applicant has provided a Nutrient Assessment including a Phosphates Budget Calculator

commissioned by the Somerset authorities, which is guided by Natural England's Standing Advice on nutrient neutrality. The applicant has provided an estimate of the additional phosphorous loading which will result from the proposed development, which has been reviewed and agreed by the council's Environmental Assessment team (EA), through an Appropriate Assessment. To offset the new phosphate loading from the development, the application has reserved the required number of phosphorous credits through the Woodrow Farm Phosphorus Credits Scheme in the Parrett catchment. A pre-commencement condition would be applied to the planning permission for the proposed development to ensure that the correct number of credits are purchased prior to the works starting. Subject to this mitigation being adequately secured, EA concluded that the above proposal is not likely to result in an adverse effect upon the integrity of the Somerset Levels and Moors Ramsar. Natural England raise no objection to the proposal, subject to conditions to secure the mitigation and to limit water consumption to 110l per person per day.

Having regard to the above, it is considered that the proposed development would have an acceptable impact upon the Somerset Levels and Moors Special Protection Area, in accordance with policy ENV2 of the Local Plan.

15. Environmental implications

The agent states that the buildings have been designed to meet all current building regulations that refer to the conservation of fuel and power (approved document L1) and consideration has been given to thermal efficiency and regulation 25(A) regarding renewable options. It was concluded that the site is not suitable/large enough for ground source heat pumps and solar panels were considered, however in this instance, were considered unsuitable on design grounds given the proximity to the conservation area. It is the applicant's intention to source materials from local merchants.

16. Summary of issues and the planning balance

The site is within the defined development boundary for Sherborne and the proposal is for an appropriately designed and laid out scheme, so is considered to comply with the Development Plan taken as a whole. There are no material considerations indicating the decision should be taken otherwise than in accordance with the development plan. Consequently, the application is recommended for approval, subject to conditions.

17. Recommendation

Grant planning permission, subject to conditions.

Recommendation: Approve subject to the following conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
AT278 001 Location Plan
A/3358/04 Proposed Site Plan
A/3358/01 Plot 1 Proposed Floor & Roof Plans
A/3358/02 Plot 2 Proposed Floor & Roof Plans
A/3358/01 Proposed Elevations & Sections

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

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

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

4. Prior to the occupation of the development details of maintenance and management of the surface water sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

5. The development hereby permitted shall not be commenced until an Allocation Certificate has been submitted to and approved in writing by the Local Planning Authority which addresses the additional nutrient input arising from the development within the fluvial catchment area upstream of the Somerset Levels and Moors Ramsar site and on the same hydrological pathway. The Allocation Certificate shall be a written certificate issued by the phosphate credit provider confirming the allocation of the full phosphate credit requirement generated by the development, thereby mitigating the additional nutrient load imposed on the Somerset Levels and Moors Ramsar site by the development when fully occupied enabling the local planning authority to conclude on the basis of the best available scientific evidence that such additional nutrient loading will not have an adverse effect on the integrity of the protected site, having regard to the conservation objectives for the site.

Reason: To ensure that the proposed development is phosphate neutral in perpetuity.

6. Details of measures to limit the potential consumption of wholesome water use by persons occupying the new dwelling to 110 litres per person per day as measured in accordance with regulation 36 of the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory

Instrument) shall be submitted to and approved by the Local Planning Authority before the dwelling is occupied. The submitted details shall include a water consumption calculation for the dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented and maintained to the satisfaction of the Local Planning Authority thereafter.

Reason: To secure nutrient neutrality through effective mitigation in the interests of protected Habitat Sites

7. The development hereby approved must not be first brought into use unless and until the detailed biodiversity mitigation, compensation and enhancement measures set out within the submitted Ecological Impact Assessment (HalpinRobbins Ltd, 23.04.2024) have been completed in full, in accordance with any specified timetable. Thereafter, the approved mitigation, compensation and enhancement measures must be permanently maintained and retained in accordance with the submitted details.

Reason: To mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

8. Before the development hereby approved commences a Construction Method Statement (CMS) must be submitted to and approved in writing by the Planning Authority. The CMS must include:
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - delivery, demolition and construction working hoursThe approved Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: To minimise the likely impact of construction traffic on the surrounding highway network.

9. Before the development hereby approved is occupied or utilised, the visibility splay must have 25m to the north and 43m to the south of clear and unobstructed line of sight in both directions. Any obstruction on the verge both sides of the access must be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

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

10. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number A/3358/04 must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

11. Before the development is occupied or utilised the first 5.00 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing - see the

Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

Reason: In the interest of visual amenity.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) (with or without modification) no enlargement(s) of the dwellinghouse hereby approved, permitted by Class A and Class B of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

Reason: To protect amenity and the character of the area.

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

Reason: To protect amenity and the character of the area.

Informative Notes:

1. As the works affects a Council maintained structural asset the applicant should contact the Bridge and Structures Team by telephone at 01305 225366 or by email at j.burridge@dorsetcc.gov.uk, before the commencement of any works on or adjacent to the structural asset in question, to ensure that the appropriate licence(s) and or permission(s) are obtained.
2. These garages may contain asbestos. It is recommended the developer submits a detailed plan for the removal of asbestos that could be, Crocidolite asbestos, also known as blue asbestos, or Amosite asbestos otherwise known as brown asbestos. This will require specialists to remove this type of asbestos providing this is found in the building.

The more common will be Chrysotile asbestos or white asbestos which can be removed by non-specialists but will still need to be disposed of in a safe manner.

3. The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
4. The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.

5. National Planning Policy Framework Statement

In accordance with paragraph 39 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.