

Application Number:	6/2021/0282
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land east of Wareham Road Lytchett Matravers
Proposal:	Residential development of site for 95 dwellings, new vehicular and pedestrian access onto Wareham Road and other associated works including landscaping and open space
Applicant name:	Lewis Wyatt (Construction) Ltd
Case Officer:	Naomi Shinkins
Ward Member(s):	Cllr Brenton, Cllr Robinson and Cllr Starr

1. Reason application is going to committee:

Lytchett Matravers Parish Council objection, contrary to Officer recommendation as required by the Dorset Council Constitution.

2. Summary of recommendation:

Grant subject to conditions as set out at the end of this report and the completion of a legal agreement to secure:

- 40% affordable housing
- Education contribution
- Special education needs contribution
- GP surgery contribution
- Public right of way contribution
- Nutrient neutrality requirements
- Local equipped area for play requirements.

Or, if no agreement is completed then refuse for failure to secure the necessary obligations.

3. Key planning issues

Issue	Conclusion
Principle of development	Acceptable, allocated site under the Purbeck Local Plan (PLP) Policy H6
Scale, design and appearance	Acceptable, subject to condition
Impact on landscape and character of the area	Acceptable, subject to condition

Issue	Conclusion
Impact on the living conditions of the occupants and neighbouring properties	Acceptable, subject to condition
Flood risk and drainage	Acceptable, subject to condition
Highway impacts, safety, access and parking	Acceptable, subject to condition
Impact on trees	Acceptable, subject to condition
Biodiversity	Acceptable, subject to condition

4. Description of site

The site is located to the south of Lytchett Matravers, between the properties bordering Glebe Road (to the south of the site), Wareham Road (to the west) and Burbidge Close (beyond the site to the north). Properties, Romany Way and Willowbrook are located approximately 40m to the north of the north-eastern site boundary. These properties are accessed via Burbidge Close to the west. Number 28 Wareham Road is located to the immediate north-west of the site.

The site is located on sloping ground and consists of two fields. The western field has a gentle south-east facing slope, with a high point of approximately +53.75m AOD (above ordnance datum), located in the north-western corner of the site. The south-western corner lies at approximately +50.0m AOD and the south-eastern corner is approximately +46.75m AOD. The eastern field has a relatively steep east facing slope, which drops to a low point of +31.0 in the south-eastern corner. The slope forms part of a narrow valley for the stream which runs along the eastern site boundary. A ditch is located within the site, which drains south-east to the stream.

The site consists of two fields in pasture. The western field is rectilinear and is bound to the south by the housing to the north of Glebe Road. Housing in the vicinity of the application site is a mixture of detached and semi-detached properties, including bungalows and two storey dwellings. Houses fronting onto Glebe Road back onto the southern site boundary. The boundary treatment of those properties varies and includes various types of fencing and planting.

The western site boundary lies adjacent to Wareham Road and comprises a 2m high hedgerow, dominated by blackthorn. The northern and eastern boundaries of the western field are also formed by hedgerows. The northern hedgerow is approximately 2m high and is intact, whereas the eastern hedgerow is approximately 1.5m high and has occasional gaps. The western field slopes gently to the south-east, with a high point of +53.75 m AOD in the north-western corner and a low point

of +46.75m AOD in the south-eastern corner of the field. There are no internal landscape features within the western field.

The eastern field is also rectilinear, but slopes more steeply to the east, with a high point of +48.0m AOD on the western boundary of the field and a low point of +31.0m AOD in the south-eastern corner of the field. There are long views out to the south-east from the high ground within the Site.

5. Description of development

The application is submitted in Full. The application proposes 95 two storey dwellings comprising:

- 1 x 1 bed apartments
- 1 x 2 bed apartments
- 37 x 2 bed houses
- 33 x 3 bed houses
- 20 x 4 bed houses
- 3 x 5 bed houses

The mix of dwelling types is apartments, terraces, semi-detached houses, and detached houses. Of this total, 38 (40%) will be provided as affordable homes. Garages are generally single storey though some will have space in the roof for a home office.

The proposals will deliver a total of 1.68 ha of open space comprising amenity Green Space (0.38 ha) primarily centred on the focal green space, and informal play including a Local area for play (LAP) and a Local equipped area for play (LEAP).

Two sustainable drainage (SuDS) features will be located in the natural space to the east of the housing - one will be a pond and the other a wet meadow. Natural / semi-natural green space will be located around the site edges and southern corner. The existing boundary hedges will be retained, though the hedge along Wareham Road will need to be re-planted. A section of internal hedgerow is to be removed (approximately 83m), however as set out in the approved biodiversity plan it does not meet criteria for consideration as being ecologically important under the 1997 Hedgerow Regulations.

6. Background and relevant planning history

No relevant planning history other than the allocation of the site under Policy H6 of the PLP.

7. List of constraints

Poole Harbour Nutrient Catchment Area

Environment Agency (EA) –Risk of surface water (ROFSW) Extent 1 in 30 1 in 100 and 1 in 1000

–Natural England (NE) designation – Site of Special Scientific Interest (SSSI): Holton and Sandford Heaths; - Distance: 1877.78

NE - SSSI: Morden Bog and Hyde Heath; - Distance: 3961.77

NE - SSSI: Upton Heath; - Distance: 2945.52

NE - SSSI: East Coppice; - Distance: 4796.54

NE - SSSI: Corfe Mullen Pastures; - Distance: 2785.8

NE - SSSI: Ham Common; - Distance: 4447.86

Greenbelt: Bournemouth Greenbelt; - Distance: 0

EA - Detailed River Network: Tertiary River (Master Map single line) Drain - Distance: 0

EA Culvert and: Tertiary River

8. Consultations

The following consultee responses were received. Summary only, all consultee responses can be viewed in full on the website.

Consultees

1. Lytchett Matravers Parish Council

Initial submission Sept 2021	Object - Not yet allocated site as Purbeck Local Plan not adopted. - Inappropriate development in the Green Belt.
Revised plans June 2025	Object - Contradicts the sustainable planning principles outlined in both the 2017 Neighbourhood Plan and the Purbeck Local Plan. - Unlike Flowers Drove and Blaneys Corner, this site is well outside a 10-minute walk from village amenities, making car dependency inevitable. This fails to support local facilities and undermines sustainable transport objectives. - The layout as submitted is a disconnected cul-de-sac with a single road access onto Wareham Road, posing significant traffic congestion and safety risks, particularly during peak hours. This design disregards connectivity opportunities to the

	north and northeast, areas also controlled by Wyatts and likely to be included in the Dorset Local Plan. A more integrated layout is essential for safe pedestrian routes, reduced traffic impact, and improved community cohesion. - We also raise concerns over child safety due to narrow front gardens directly facing busy roads, insufficient play area connectivity, and inadequate traffic calming measures. A Home Zone approach with pedestrian-priority clusters and green corridors should be considered to enhance safety and community interaction. - Significant layout revisions are necessary to meet planning policies and community expectations
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2. Dorset Council (DC) - Landscape

Initial submission Sept 2021	No objection, subject to condition - No objection in general. - Some design changes required.
Revised plans June 2025	No objection, subject to condition and additional tree planting - The following changes (as shown in Figure 1 of comments) are required to comply with NPPF 136, enhance the development, and integrate it into its setting: - Move 4 of the trees shown on the revised Landscape Strategy to more suitable locations. - Plant 10 additional trees along the northern edge of the development/in rear gardens. - Subject to these changes, and there being no conflict between the position of tree planting and street lighting, the Landscape Strategy and the ornamental/hedge planting shown on the Boundaries Materials Plan can be conditioned as part of any approval.
Revised to address landscape comments	No objection, subject to condition - Revised plans overcome previous concerns

July 2025	- Where concerns are not addressed a reasonable justification has been provided
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3. DC - Policy - Urban Design

Initial submission Oct 2021	Further information required - Lack of a materials plan - Lack of accommodation schedule, leading to ambiguity re: the distinction between affordable and open market units. - Of the assumed affordable plots, the scheme is not considered to be tenure blind. - Lack of street tree planting
Revised plans June 2025	No objection, subject to condition - The revised plans have addressed concerns previously raised. - Materials to be conditioned.

4. DC - Natural Environment Team (NET)

Initial submission Oct 2021	No response
Revised plans June 2025	DC NET approved Biodiversity Mitigation Enhancement Plan agreed July 2025

4. Natural England

Initial submission	No response
Revised plans June 2025	No objection, subject to condition - Consulted on Appropriate Assessment and no objection subject to securing nutrient mitigation

5. DC Highways

Initial submission Oct 2021	Response deferred
Revised plans July 2025	Additional information required - Updated Transport Assessment information required. - Street lighting plan required
Updated Information as requested July 2025	No objection, subject to condition - Transport Assessment Addendum is acceptable - To align with the updated Inclusive Mobility guidance, any pedestrian crossing points within the internal layout estate road will require tactile paving, this can be conditioned. - Any footpaths that are presented to the carriageway should be perpendicular with adequate pedestrian refuge areas. Service margins adjacent to visitor spaces should be hardened and provide 1.5m width of pedestrian refuge areas with crossing point to connect with nearest footway/s, this can be dealt with at the 38-agreement stage. - To respond to the need for Active Travel (walking, wheeling and cycling) and Dorset Councils Natural Environment, Climate and Ecology Strategy, the applicant will submit a Travel Plan - The residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) - December 2024. - No objection in relation to proposed street lighting.

6. DC - Dorset Waste Team

Initial submission Oct 2021	No objection - No objection to proposed layout
Revised plans June 2025	No response (Officer note – changes to revised plans do not impact waste collection)

7. DC - Housing Enabling Team

Initial submission Oct 2021	Comments No objection if the correct percentage of affordable housing is provided on site, according to the policy it is assessed on at planning committee.
Revised plans June & July 2025	No objection With the adoption of the Purbeck Local Plan 2018-2034 the housing tenure mix should be as per Policy H11. 10% social rented, 65% affordable rented and 25% affordable home ownership. Proposed mix is 60% affordable rent 40% shared ownership. Proposed affordable housing tenure considered acceptable on the basis 40% is being provided.

8. DC – Trees

Initial submission Oct 2021	Comments - Existing trees on site appear to be on the periphery of the development with only T7 (A quality Oak) near to housing units and therefore at risk of increased pressure. - Sufficient distance to the higher quality trees and wooded boundary appears to have been given but it is important they are protected so they are retained for the future. - Would benefit from a greater volume of street planting and hedging given its edge of village location - Tree information submitted to be conditioned
Revised plans July 2025	Comments - Explore possibility of changing plot density near T7 Oak - If no - Updated Tree Protection Plan and Arboricultural Method Statement should be submitted to reflect present site plan. This will need

	to be conditioned along with a Pre-commencement site meeting. Examples below. - Removal of permitted development rights for plots 57&58. - Informative regarding local geology and influence this and nearby trees may have on foundation design. - Informative regarding future marketing.
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9. DC – Local Lead Flood Authority (LLFA)

Initial submission Oct 2021	No objection subject to drainage conditions
Revised plans July 2025	No objection subject to drainage conditions - The proposed pond includes 2 small gabions to provide platforms for pond dipping, sitting and additional amenity. We acknowledge that these gabions had been previously accepted on this basis. A suitable risk assessment should still be undertaken and included with the finalised design. - The applicant has confirmed that the basin side slopes will comply with CIRIA standards and are 1 in 3. - On this basis the recently submitted response has allowed the LLFA to withdraw our most recent holding objection. We therefore now have no objection to the application subject to the below revised conditions and informatives being included on any permission granted

10. Southern Gas Networks (was Transco)

Initial submission Oct 2021	Comments - In proximity of gas pipes. - Easement requirements.
Revised plans	Further consultation not required

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11. Wessex Water

Initial submission Oct 2021	Comments - In proximity of foul sewer - Easement requirements - Foul sewage connection will be acceptable - Surface SuDs to be agreed with LFA - Point of connection for water supply can be provided.
Revised plans	Further consultation not required

The following consultees were also consulted but no response was received:

- Ward Councillors
- Crime prevention advisor
- NHS Dorset
- Environment Agency
- Scottish And Southern Energy

Representations received

The application was advertised by site notice initially in September 2021 and again in July 2025 to advertise revised plans. The following summary of comments were received (full comments available online):

Total - objections	Total - No objections	Total - comments
249	2	5

Summary of comments:

Objections

- Over development of Lytchett Matravers
- Impact on the character of village
- Impact on rural character of this part of the village
- Impact on local infrastructure including schools, doctors' surgeries and shops

- Additional infrastructure required to support new housing
- Impact on highway network including highway safety, particularly with the proximity to the school
- Submitted traffic assessments are thought to be underestimated
- Insufficient parking proposed
- Should not build on green sites or Green Belt
- Housing not needed
- Concerns houses will be second homes
- Adverse visual impact
- Noise from additional houses and traffic
- Loss of fertile land
- Impact on biodiversity and wildlife
- Impact on neighbouring amenity, including overlooking
- Construction noise
- Impact on views
- Impact on property values
- Houses won't be affordable
- Insufficient amount of affordable housing proposed
- Not an appropriate place for affordable housing
- Climate impact of the proposed development
- Potential flood risk on and off site
- Surface water run off concerns
- Increase of hardstanding and impermeable areas
- Existing sewage system does not have capacity
- Proposed density is out of keeping with the surrounding area
- Proposed Suitable Alternative Natural Greenspace (SANG) is too far from the proposed houses
- No bus service to the area
- No employment opportunities in the area for new residents
- Proposed houses should have solar panels
- Contrary to the neighbourhood plan
- Increased use and pressure on existing narrow footpaths
- Village centre sites should be built on first
- Not sustainable development
- Little employment opportunity in the area for new occupants

- Current public transport insufficient
- Green buffer zones should be provided on the site
- Tandem parking is not appropriate
- Plot and garden sizes are too small
- Will not meet the needs of first time buyers
- Will result in increased pollution
- The site should only be considered as a rural exception site
- Revised plans do not address previous concerns
- Not enough planting in revised plans

Support

- Supports houses to be built
- Uses infill rather than extending the village
- Housing need in Dorset
- Design considered good quality and in keeping

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.

10. Relevant policies

Development plan

In this case the development plan comprises the adopted Purbeck Local Plan 2018-34 and the adopted Lytchett Matravers Neighbourhood Plan 2017-31:

Local Plan Adopted Purbeck Local Plan:

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

V1: Spatial strategy for sustainable communities

E1: Landscape

E2: Historic environment

E3: Renewable energy

E4: Assessing flood risk

E5: Sustainable drainage systems (SuDs)

E6: Coastal change management areas

E7: Conservation of protected sites

E8: Dorset heathlands

E9: Poole Harbour

E10: Biodiversity and geodiversity

E12: Design

H2: The housing land supply

H6: Lytchett Matravers

H9: Housing mix

H11: Affordable Housing

I2: Improving accessibility and transport

Policy I3: Green infrastructure, trees, and hedgerows

Made Neighbourhood Plans

Lytchett Matravers Neighbourhood Plan to 2031 (made June 2017)

Material considerations

Emerging local plans:

Paragraph 49 of the National Planning Policy Framework (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 with further consultation planned between 18 Aug – 13 October 2025. 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 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.
- 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.

National Planning Practice Guidance

All of Dorset:

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

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.

Supplementary Planning Documents (SPD)/Guidance for Purbeck area:

Affordable Housing SPD

District Design Guide SPD

Managing and using traditional building details in Purbeck

Poole Harbour Recreation 2019-2024 SPD

Housing land supply

On the 26th 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.

The following addresses the above matters:

- 20% provision of adaptable houses as required under Part M of Building Regulations.
- Accessible roads and pavements as required under the relevant highways legislation and mobility/inclusivity guidance.

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	
Affordable housing	40% (38 units - 10% social rent, 40% affordable rent and 50% affordable home ownership)
Green space	Approx. 1.68 ha including play space to east, additional periphery green space provided throughout the development
Education contributions	£6,161 per dwelling (excluding 1 beds)
Special Educational Needs (SEN) Education Contribution	£1,487.62 per dwelling (excluding 1 beds)
GP Surgeries Contribution	£80 per dwelling
Public Right of Way Contribution	£430 per dwelling
Non material considerations	
CIL contributions	currently £167.09 per square metre

14. Planning Assessment

Officer Assessment

The main issues relation to this application are considered to be:

1. The Principle of Development
2. Housing Mix
3. Design and Appearance
4. Local Amenity and Standard of Accommodation
5. Highway Impact

6. Public Rights of Way
7. Trees
8. Biodiversity
9. Drainage
10. Contamination
11. Servicing
12. Planning Obligations

1 Principle of Development

- 1.1 This planning application, submitted in full, proposes the erection of new dwellings on an allocated site under Policy H6 of the Purbeck Local Plan 2018-2034, where the principle of development is acceptable subject to accordance with other local and national planning policy. Policy H6 advises 'around 95 homes on land to the East of Wareham Road'. The proposed provides 95 dwellings, therefore the proposed number of units is in accordance with policy H6.
- 1.2 Policy H6 has a number of specific requirements, which are considered to have been met as follows:

Policy requirement	
<i>a. provide 20% of its overall housing requirement in accordance with M4(2) building control optional standards to meet the needs of the elderly and/or disabled people;</i>	Proposed housing meets this requirement as follows: • Plots 6, 7, 8, 9, 10, 11, 16, 17, 18, 19, 20, 21, 22, 27, 28, 29, 30, 54, 55, 56, 57, 58, 65, 66, 67, 68, 69, 70, 87, 88, 89, 90) to be M4 compliant This is a total of 32 plots and would therefore exceed the policy requirement of 20%.
<i>b. include details of mitigation me improve accessibility in Lytchett Matravers by forming or improving walking and cycling routes within the village or its immediate surroundings. Off-site improvements can be delivered through financial contributions and/or physical works.</i>	Financial contribution to be secured by legal agreement. Additional bus stop and foot path improvements secured by condition.

<i>c. provide financial contributions for local health infrastructure and education (as required by Policy I1)</i>	Financial contributions to be secured by legal agreement
<i>d. provide and manage in perpetuity a provide and manage in perpetuity a SANG totalling 7.6 hectares at Flower's Drove as indicated on the policies map to avoid the adverse effects from the new homes on the national site network (including European sites).</i>	A SANG has been approved under Planning Application reference: 6/2019/0530, which meets this requirement

- 1.3 Further to a positive referendum vote on 4 May 2017, Purbeck District Council resolved to 'make' (adopt) the Lytchett Matravers Neighbourhood Plan (LMNP) on 13 June 2017. This is a material planning consideration; however the Purbeck Local Plan, allocating the site under Policy H6, was adopted more recently and therefore carries more weight.
- 1.4 The application site lies within the LMNP boundary but is not allocated in the plan. The Parish Council has raised a concern that the proposed contradicts the sustainable planning principles outlined in both the 2017 Neighbourhood Plan and the Purbeck Local Plan. Whilst the Parish Council comment is noted, the site is allocated for development under Policy H6 of the recently adopted Purbeck Local Plan. The principle of development is therefore considered acceptable.
- 1.5 Development Management Policies of the 2017 LMNP are:
1. Public Engagement: Encourage consultation and alignment with LMNP vision.
 2. Good Design: Promote sustainable, inclusive, and landscape-led development.
 3. Home Zones: Prioritise pedestrian safety and shared spaces.
 4. Environmental Protection: Preserve trees, hedgerows, and open spaces.
 5. Employment Uses: Support light industry and mixed-use developments.
 6. Shopping Facilities: Protect and enhance local retail options.
- 1.6 The proposed is considered to be in accordance with LMNP development management policies as follows:

- 1 - The submitted Statement of Community Involvement provides details of community engagement, which took place prior to submission.
- 2 - The proposed design has been reviewed by the DC Urban Design and Landscape Officers and is considered acceptable.
- 3 - While specific home zones are not provided, pedestrian access is provided throughout the site and there are no highway safety concerns.
- 4 - Existing trees are preserved on site with additional planting added where possible.
- 5 & 6 - The protection and enhancement of Employment and shopping facilities outside the scope of this proposal which is for residential development.

2 Housing Mix

- 2.1 Policy H11 of the adopted Purbeck Local Plan 2018-34 (PLP) requires developments of 10 or more homes on greenfield sites to provide 40% affordable housing on site. The proposed development will provide 40% affordable housing in line with PLP Policy H11.
- 2.2 Policy H11 also requires that sites with 40% affordable housing should provide 10% social rented housing, 65% affordable rented housing and 25% affordable home ownership.
- 2.3 Policy H11 also notes in relation to tenure mix:
- Any variation to the identified tenure mix will be considered on specific sites, in consultation with the Council's housing strategy team and registered providers, where necessary to secure the most appropriate and deliverable mix of affordable housing tenures. If calculating the proportions of different types of affordable homes gives part of a new home, the Council expects the proportion to be rounded up, to one decimal place.*
- 2.4 During the course of the application the applicant raised concerns regarding the delivery of the identified mix due to rising costs of construction and the requirement to provide nutrient mitigation, which was not an issue at the time of allocation.
- 2.5 In order to ensure a policy compliant affordable housing delivery of 40% it has been necessary to amend the proposed tenure mix in consultation with the Dorset Council Housing Officer.
- 2.6 38 affordable homes will be provided on site as 10% social rent, 40% affordable for rent homes and 50% affordable home ownership. The proposed mix is considered acceptable in agreement with the DC Housing Officer.
- 2.7 A summary of the recommended mix of housing in Purbeck is outlined in the table below with further detail provided in the SHMA (2015 and 2018 Update). This is the housing mix recommended in the Purbeck Local Plan:

	1-bedroom	2-bedrooms	3-bedrooms	4+ bedrooms
Market Housing	0-5%	30-35%	40-45%	20-25%
Affordable Home Ownership	15-20%	45-50%	25-30%	5-10%
Affordable Rented	20-25%	40-45%	25-30%	5-10%

The proposed housing mix is:

Private		Affordable	
1 bed flat	0 (0%)	1 bed flat	1 (3%)
2 bed flat	0 (0%)	2 bed flat	1 (3%)
2 bed house	13 (23%)	1 bed house	0 (0%)
3 bed house	22 (39%)	2 bed house	24 (62%)
4 bed house	19 (33%)	3 bed house	11 (29%)
5 bed house	3 (5%)	4 bed house	1 (3%)
Total	57	Total	38

While there are variations to the Purbeck Local Plan requirements, it is noted these are recommendations only. Officers consider that the variety of proposed accommodation will assist in providing a well-balanced community. The proposals will provide a good range of accommodation to help open-up local housing choice. PLP Policy H9 notes the final housing mix proposed will be agreed between the applicant and the Council. The DC Housing Officer has agreed to the proposed housing mix.

- 2.8 The proposed affordable housing is considered acceptable and to be policy compliant in accordance with policies H6, H9 and H11 of the adopted Purbeck Local Plan.

3 Design and Appearance

- 3.1 Policy E12 of the Purbeck Local Plan states that new development must be of a high quality, including its visual impact, and it must positively integrate with its surroundings. Section 12 of NPPF requires good design as a key aspect of sustainable development.
- 3.2 The proposed development includes:
- Development of 95 new homes, including 40% affordable housing provision.
 - Vehicular and pedestrian access via the existing access on Wareham Road
 - Public open space, including attenuation ponds.
 - Retaining protected trees and providing additional landscaping.

- 3.3 Dwellings have been positioned set back from the public footpaths to ensure that all dwelling plots have a defensible space to the front. A mixture of on-plot (driveway and garages) and some on-street (visitors) parking is proposed.
- Ground profiling works are proposed for the open space areas to the east to facilitate the attenuation ponds and the public recreation and amenity uses. A 1:3 slope will lead down from the development edge to the area designated for play, and then on to a wet meadow area with informal paths, planting SuDS. To the northeast gabions will be used to create a 'stepped' approach.
- Brick walling, post and rail fencing or planting are proposed where plot boundaries adjoin the public realm. Closed board timber fencing will be used between rear or side gardens and along the southern boundary.
- 3.4 There are a number of proposed house types on site that create a variation in architectural design and visual interest. There is a good mix of dwelling types with 2 apartments, terraces, semi-detached houses and detached houses. The site layout shows that units are distributed across the site to include a higher density of predominantly terraced and semi-detached at the core of the site which tapers out towards the edge of the site to include a higher proportion of detached units.
- 3.5 The proposed architecture is similar to that of other new developments in Lytchett Matravers. It is of a high-quality residential style that relates to the existing local character. Some house types include decorative chimneys. Proposed materials include brick, render, slate, tile, timber and concrete detailing.
- 3.6 The DC Urban Design and Landscape Officers have been consulted and raised no objection to the proposed subject to additional landscaping and a materials plan condition.
- 3.8 In terms of landscaping – a landscape strategy plan and supporting strategy document have been submitted. This plan has been amended in consultation with the DC Urban Design and Landscape Officers to achieve a suitable design, where landscaping was increased as requested. Due to site constraints, it was not possible to accommodate all changes requested, however changes requested by the DC Landscape Officer have been made where possible. These additional landscaping details will be secured by condition.
- 3.9 Boundary treatments include closed board fencing to gardens, brick walls to public facing areas and post and rail fencing to open space areas. Officers are satisfied the proposed boundary treatments are acceptable.
- 3.10 A locally equipped area for play (LEAP) is proposed as part of the open space to the east. Details have not been provided for play equipment and a condition is therefore required to ensure the LEAP is suitably designed. Delivery of the LEAP will be secured by legal agreement and will include maintenance details.
- 3.11 The proposed layout and design are considered to address the Purbeck District Design Guide where it is required to reflect and reinforce locally distinctive

characteristics; use 'traditional' patterns and forms of development; and make creative use of local materials in contemporary design.

- 3.12 In general the proposed design is considered acceptable and in accordance with Policy E12 and section 12 of the NPPF.

4 Local Amenity and Standard of Accommodation

- 4.1 Policy E12 of PLP requires that new development should be compatible with or improve its surroundings in relation to nearby properties and general disturbance to amenity. Section 12 of the NPPF encourages good design that is safe and inclusive.
- 4.2 Concerns have been raised the proposed will impact on neighbouring amenity, particularly in terms of overlooking.
- 4.3 Existing dwellings are located to the northwest and south of the proposed development. Separation distances of back-to-back (proposed to existing) are 10 to 15m from proposed dwellings to the neighbouring boundary. Side facing proposed dwellings avoid non- obscured glazing to side elevations.
- 4.4 Specific concerns have been raised with regards to the impact on Glebe Road residents, in particular back-to-back relationships and the relationship of plot 32 to the adjacent property on Glebe Road. Proposed dwellings are approx. 10.5 -15m from neighbouring boundaries and back-to-back property distances are approx. 20-29m. While the proposed dwellings may be at a higher level than the existing dwellings at Glebe Road (proposed dwellings will be at 50-51m AOD and existing dwellings at 50-49m AOD), the proposed separation distances are sufficient to not impact on neighbouring amenity to an extent that would warrant refusal regardless of the change in ground level. This back-to-back relationship and separation distances are not uncommon in a residential context.
- 4.5 With regards to plot 32 - a revised plan has been submitted in August 2025, which moves the proposed approx. 1m further from the neighbouring dwelling and slightly reorientated to try to address concerns. While the proximity to the boundary and existing dwelling is noted, the design and orientation of the proposed dwelling is such that it prevents overlooking, where there are no windows to the side elevation facing the existing property, the orientation ensures first floor windows do not directly overlook neighbouring properties and oblique views are not possible. The height of the proposed dwelling is approx. 5m to the eaves and approx. 9m to the ridge. This is a standard two storey dwelling height and the relationship to existing dwelling on Glebe Road is unacceptable in residential context. The set back and orientation reduces the impact of the height and is not considered to impact on neighbouring amenity to an extent that would warrant refusal.
- 4.6 In terms of the amenity of future occupiers – proposed dwellings generally meet guidance set out in national space standards. All dwellings have access to private

gardens and additional access to open space to the east. The layout is suitably designed to prevent overlooking of neighbouring dwellings.

- 4.7 The proposed development is considered acceptable where it is not anticipated development would result in a negative impact on neighbouring amenity given the separation distances, orientation and boundary treatments. Therefore, the proposal is considered to be in accordance with Policy E12 and section 12 of the NPPF.

5 Highways

- 5.1 Access is provided via existing access from Wareham Road. Third party concerns have been raised in relation to access, traffic congestion and highways safety.
- 5.2 Dorset Council Highways Officers have been consulted and raise no objection on highways safety grounds subject to conditions. It is noted the access vehicular visibility splay is in excess of that required by guidance.
- 5.3 A total allocated provision of 274 spaces are provided, including garages of the requisite size to be included as a 'space'. All parking spaces will be allocated and/or within the curtilage of each plot, adjacent to properties and often accompanied by at least a single garage. In addition to 19 visitor spaces are provided across the site and the internal road layout creates the opportunity for safe on-street parking. Parking allocation is as follows:
- Visitor spaces – 19
 - Allocated parking – 193
 - Garages – 62
 - Cycle sheds provided for houses without garages
- 5.4 Car parking provision is considered acceptable. All garage space dimensions are policy compliant (3m x 6m) and as such are considered bona fide car parking spaces. With this in mind, all units have 2 spaces with over half (due to drive lengths/widths) having 3 plus spaces. The road layout will allow for informal on-street car parking to occur. Visitor bays have been indicatively indicated on the submitted plans, however, these bays would not be marked or formalised.

The overall provision compares favourably to the provision recommended through using DC's parking study methodology and calculator, which recommends that for the housing types provided a total provision of approx. 180 spaces is required plus a total visitor parking provision of approx. 20 spaces.

- 5.5 The applicant provided a Transport Assessment Addendum in June 2025 the Highways Officer considered to be comprehensive and acceptable. It includes an updated TRICS analysis (the national standard for trip generation analysis which employs a system of site selection filtering that enables users to simulate site

scenarios through a number of progressive stages and to calculate vehicular and multi-modal trip rates based on these selections). When consideration is given to the development proposal there will be increased movements on the highway network, predicted as 14 arrivals and 35 departures between 08:00-09:00, and 33 arrivals and 15 departures between 17:00-18:00, these being the network peak hours. This details a slight decrease from what was previously predicted and accepted by the Highway Authority during the consultation period in 2022.

- 5.6 To align with the updated Inclusive Mobility Guidance, any pedestrian crossing points within the internal layout estate road will require tactile paving, this can be conditioned. Any required tactile paving on the junction with Wareham Road will be subject to the section 278 works.
- 5.7 Any footpaths that are presented to the carriageway should be perpendicular with adequate pedestrian refuge areas. Service margins adjacent to visitor spaces should be hardened and provide 1.5m width of pedestrian refuge areas with crossing point to connect with nearest footway/s, this can be dealt with at the highways Section 38-agreement stage.
- 5.8 To respond to the need for Active Travel (walking, wheeling and cycling) and Dorset Councils Natural Environment, Climate and Ecology Strategy, the applicant will need to submit a Travel Plan. It will seek to encourage the use of sustainable transport modes and implement change in travel patterns. This can be secured by condition.
- 5.9 The residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) - December 2024. Therefore, the Highway Authority has no objection subject recommended conditions.
- 5.10 Further to the above, alterations/improvements to the bus stop and footway are proposed. This is welcomed and secured by condition.
- 5.11 Highways Officers have considered the proposal and have raised no objections, subject to the use of conditions in relation to estate roads, visibility splays, bus stop improvements, footway alterations, construction traffic management plan, junction completion, tactile paving and a travel plan to be submitted. access and parking provision . In terms of its impact on highway safety the proposal is considered to be in accordance with the Purbeck Local Plan, subject to the use of the aforementioned conditions.

6 Public Rights of Way (PRoW)

- 6.1 The proposed development is not within the immediate vicinity of public rights of way, however, contribution towards improving walking and cycling links between Lytchett Matravers and Lytchett Minster School are required for this application.

- 6.2 The newly adopted Purbeck Local Plan (2018-2034) sets out the requirements for new housing sites in Policy H6: Lytchett Matravers. Housing development on allocated sites is expected to “improve accessibility in Lytchett Matravers by forming or improving walking and cycling routes within the village or its immediate surroundings. Off-site improvements can be delivered through financial contributions and/or physical works”.
- 6.3 The Purbeck Infrastructure Delivery Plan, which accompanies the Local Plan, provides additional details about the approximate cost of implementing these improvements and how they should be funded. The cost is £150,000 and should be funded through S106 developer contributions and these improvements are considered essential to support the new housing development set out in the Local Plan.
- 6.4 The improvements directly relate to the application, as it will generate children who will attend Lychett Minster School. The public right of way used to travel on foot to school from the development site would benefit from these contributions to improve access on the route to the school.
- 6.5 £430 per dwelling is required under this contribution. Subject to securing this contribution through a planning obligation/legal agreement, the proposed is considered acceptable in relation to the impact on PRoWs in the area.

7 Trees

- 7.1 Policy I3 of the Purbeck Local Plan notes development needs to protect and seek to enhance green networks. Section 15 of the NPPF aims to protect the natural environment including trees.
- 7.2 There is existing vegetation to the peripheries and vegetation and trees are generally retained with additional planting provided as noted above.
- 7.3 Tree Preservation Order TPO/2022/0094 was served on this site and land to the northeast encompassing the linear, wooded area ‘W1’ on the far eastern boundary and three individual trees T1 Oak (T7 in the submitted Barrells Report), T2 Oak (T12 in the submitted Barrells Report) and T3 Oak (T13 in the submitted Barrells report). Arboricultural information has been submitted, and DC Tree Officer has been consulted.
- 7.4 The Tree Officer is content that trees within the TPO in general are retained but has raised concerns regarding ‘A’ category Oak ‘T7’ that has been incorporated within the residential gardens of plots 57&58. Boundary fencing for both rear gardens with an access to the central plot ‘57’ is shown on the Boundaries Material Plan. It is important the Arboricultural Method Statement is updated to reflect these works that could present a risk to the root protection area i.e. hand dig post locations to 600mm and relocate if roots in excess of 25mm are encountered, non-permeable membrane in post holes etc. An updated method statement is required by condition.

- 7.5 The Tree Officer has noted it is important that any marketing material highlights the presence of the trees and the fact they are protected. With the British Geological Society suggesting the local bedrock to be a mix of sand and clay, it is advisable further soil investigations are undertaken to determine appropriate foundation design.
- 7.6 The Tree Officer has also suggested a condition removing permitted development rights for plots 57 & 58 to ensure any future developments i.e. small extensions, outbuildings etc. fully consider the trees, their rooting environment and influence on the soil to limit tree harm and loss. This condition and other requested conditions have been imposed.
- 7.7 Based on the above, the proposed therefore is in accordance with policy I3 and Section 15 of the NPPF.

8 Biodiversity

- 8.1 The application site lies within 5km but beyond 400m of Dorset Heathland and Poole Harbour, which are both designated protected sites.
- 8.2 The proposal for 95 new units of accommodation, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is likely to have a significant effect on the aforementioned protected sites. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.
- 8.3 The appropriate assessment (AA) dated April 2025 has concluded that the mitigation measures can prevent adverse impacts on the integrity of protected sites. This includes contributions via CIL, SANG provisions at Flowers Drove approved under PA 6/2019/0530, a fallow land management plan and purchasing of nutrient credits.
- 8.4 Natural England have been consulted on the AA and raised no objection subject to securing the required mitigation. Fallow land management is secured by Section 106 legal agreement and the purchase of nutrient credits is secured by pre-commencement condition.
- 8.5 With the mitigation secured the development will not result in an adverse effect on the integrity of designated sites so in accordance with regulation 70 of the Habitats Regulations 2017 planning permission can be granted.
- 8.6 A Dorset Council Natural Environment Team (NET) endorsed Biodiversity Mitigation Enhancement Plan (BMEP) dated 7 July 2025. The BMEP has been signed and Certificate of Approval issued by NET.
- 8.7 The application was submitted in 2019 which predates the introduction of Biodiversity Net Gain (BNG) and therefore BNG is not applicable. BNG became mandatory for major developments on February 12 2024 in England.

- 8.8 The proposed is considered acceptable in relation to biodiversity and impact on protected sites subject to conditions and completion of a planning obligation.

9 Drainage

- 9.1 The site falls within Flood Zone 1 (low risk of fluvial / tidal flooding) as indicated by the Environment Agency's (EA) indicative flood maps. Whilst according to the EA's Risk of Flooding from Surface Water (RoFfSW) mapping the site is mostly free from the theoretical risk of pluvial flooding up to the 1-in-1000 year rainfall event apart from along a strip down the eastern edge of the site. A surface water flow path is predicted to run from north to south from the 1-in-30 year rainfall event and upwards along the line of the ordinary watercourse on the east of the site. Surrounding areas also sit within Flood Zone 1, and parts of the nearby Wareham Road are shown to be affected by surface water flooding from the 1-in-30 year rainfall event and upwards. Dorset Council have records of actual historic flooding to parts of the nearby Glebe Road. The site is not within a ground surface water risk area and the submitted flood risk assessment (FRA) addresses flood risk matters.
- 9.2 Proposed drainage includes sustainable urban drainage systems (SUDs) to the east of the site in the form of two ponds. Given the level changes gabions are proposed as part of the SUDs to allow for additional amenity and flexible use of the ponds.
- 9.5 The DC Lead Flood Authority (LLFA) has been consulted and advised based on additional information submitted as requested, they have no objection to the proposed subject to condition.
- 9.9 The Environment Agency have also been consulted but no response was received.
- 9.10 The proposed development is considered to be accordance with Policies E4 and E5 of the Purbeck Local Plan.

10 Contamination

- 10.1 The site has remained undeveloped as fields from first edition mapping until the present day. Therefore, widespread contamination is not anticipated as a result of the historical site usage. A contaminated land study has been submitted with the application.
- 10.2 In order for land affected by contamination to cause harm, there must be a source of contamination, a receptor that can be harmed and a pathway by which the receptor can be exposed to the contamination. The results of the preliminary contamination risk assessment indicate that whilst the majority of the site is anticipated to be free from significantly elevated levels of contamination, localised areas of contamination may be

present as a result of an unknown historical tank in the northeast and, to a lesser extent, a pollution incident adjacent to the southeast of the site. Therefore, it is considered necessary to impose an unexpected finds condition, which is added to this report.

- 10.3 The proposed is considered acceptable in relation to contaminated land subject to the above condition.

11 Servicing

- 11.1 It is proposed that refuse collection and servicing would be kerbside collection for all dwellings, and the proposed road layout allows for kerbside collection to all units.
- 11.2 Dorset Waste Services (DWS) were consulted and raised no objection to the proposed. Therefore, the proposed servicing is considered acceptable.

12 Planning Obligations

- 12.1 The following planning obligations are required by legal agreement and have been agreed to be secured by legal agreement:

Affordable Housing	Policy compliant affordable housing - Purbeck Local Plan (2018-2034) Policy H11: Affordable housing requires 40% affordable provision.
Education Contribution	£6,161 per dwelling towards Primary & Secondary school provision. Purbeck Local Plan (2018-2034) Policy I1: Developer contributions to deliver Purbeck's infrastructure requires an education contribution for sites of 10 or more. Dept for Education - Securing Developer Contributions for Education Guidance from August 2023
Special Educational Needs (SEN) Education Contribution	£1,487.62 per dwelling Reflecting current Government advice in the Dept for Education - Securing Developer Contributions for Education Guidance August 2023
Nutrient Neutrality	Secure mitigation in perpetuity
On site SANG provision	Provide SANG provision to comply with on this Dorset Heathlands Planning Framework SPD (2020-2025)
GP Surgeries	£80 per dwelling towards local GP facilities. The GP surgery serving the proposed site is at capacity and a contribution is required as set out in the Purbeck Local Plan (2018-2034) Policy I1
PRoW	£430 per dwelling towards PRoW improvements. Contribution towards improving walking and cycling links between Lytchett Matravers and Lytchett Minster School.

LEAP & LAP Play Area	On site LAP & LEAP
LAP Commuted Sum	A commuted sum for the maintenance of an onsite LAP if it is transferred to the parish or Dorset Council

12.2 This development proposal is CIL liable development. A CIL liability notice will be issued at reserved matters stage. CIL Exceptional Circumstances Relief Policy applies in this area and the proposed is considered policy compliant should the relief policy be applied for.

13 Other matters

13.1 Third party concerns have been raised that the proposed will result in the loss of fertile agricultural land. Again the site is allocated under policy H6, where the suitability of the site for development was assessed. The principle of development is

acceptable. Further to this, Natural England are the statutory consultees in relation to the loss of agricultural land. Natural England have not raised concerns in relation to this matter.

- 13.2 Concerns have been raised the proposed is too far from the approved SANG at Flowers Drove under planning application 6/2019/0530. Flowers Drove is approximately a 30 minute walk from the application site, however the approved SANG forms part of the strategic allocation for Lytchett Matravers under Policy H6 of the PLP, where it is considered to be appropriate mitigation for 95 homes at Land to the East of Wareham Road, around 25 homes on Land at Blaney's Corner and around 30 homes on Land to the East of Flowers Drove. Natural England have raised no objection in terms of heathland mitigation.

14 Response to Lytchett Matravers Parish Council

- 14.1 The following table addresses concerns raised by Lytchett Matravers Parish Council:

Concern raised	Officer response
Contradicts the sustainable planning principles outlined in both the 2017 Neighbourhood Plan and the Purbeck Local Plan.	The site is an allocated site under Policy H6 of the Purbeck Local Plan, where the principle of development is considered sustainable and acceptable.
Unlike Flowers Drove and Blaneys Corner, this site is well outside a 10-minute walk from village amenities, making car dependency inevitable. This fails to support local facilities and undermines sustainable transport objectives.	Allocated site as noted above. The distance to Huntick Road is 0.7 miles, approx. walking times to most facilities is 10-15 mins. The site is still within the settlement boundaries and closer to village amenities than houses on Glebe Road. Contributions to improve footpaths in Lytchett Matravers are to be secured by legal agreement. Improvements to the existing bus stop opposite and footpath providing access to the site are also secured by condition.
The layout as submitted is a disconnected cul-de-sac with a single road access onto Wareham Road, posing significant traffic	No objection from the DC Urban Design and Highways officers.

congestion and safety risks, particularly during peak hours. This design disregards connectivity opportunities to the north and northeast, areas also controlled by Wyatts and likely to be included in the Dorset Local Plan.	Proposed layout is in keeping with existing development, where there are a number of cul-de-sac along Wareham Road. Access utilises the existing access point from Wareham Road. With limited existing development and no current allocated sites adjacent there are no connectivity opportunities.
We also raise concerns over child safety due to narrow front gardens directly facing busy roads, insufficient play area connectivity, and inadequate traffic calming measures. A Home Zone approach with pedestrian-priority clusters and green corridors should be considered to enhance safety and community interaction.	Proposed layout incorporates traffic calming measures, including speed ramps and winding roads. Pedestrian access provided to proposed play space. No highway safety concerns raised by DC Highways.

15 Conditions

15.1 The following conditions are required to ensure the acceptability of the proposed development:

- Expiration of permission
- Approved plans
- Pre-commencement:
 - Drainage details
 - Construction management
 - Tree protection
 - Nutrient mitigation
 - Access construction
- Pre damp proof course:
 - Landscaping
 - Materials
- Pre-occupation:
 - Drainage management
 - Road layouts

- Visibility splays
- Bus stop and footway improvements
- Tactile paving
- Travel plan
- Biodiversity plan
- Renewable energy requirements
- Water efficiency
- Compliance:
 - M4 layout compliance
- Other:
 - Contaminated land
 - Construction hours
 - PD rights removed for plots 57 and 58

16 Conclusion

16.1 This assessment exercise has involved considering the acceptability of the proposal in relation to the Development Plan, taken as a whole, and all other material considerations. All of the foregoing factors have also been considered in relation to the social, economic, and environmental benefits to be provided by the proposal. It is considered the proposed is acceptable in relation to material planning considerations.

16.2 The proposal is therefore considered to be sustainable development for the purposes of NPPF paragraph 11. The recommendation is for approval of the application with conditions.

Recommendation

To delegate authority to the Service Manager for Development Management and Enforcement and Development Management Area Manager East to either:

- A) Grant, subject to the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services manager to secure the following:
- 40% affordable housing
 - Education contribution
 - Special education needs contribution
 - GP surgery contribution
 - Public right of way contribution

Eastern Area Planning Committee
3 September 2025

- Nutrient neutrality requirements
- Local equipped area for play requirements

Written agreement to the pre-commencement condition(s) was received from the applicant on 31 July 2025.

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.

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

- 122_DI_07.5 (Location Plan)
- 122_DI_10.20 (Site Layout Plan)
- 122_DI_14.7 (Site Layout – Coloured)
- 122_DI_15.7 (Dwelling Materials Plan)
- 122_DI_16.5 (Parking Layout Plan)
- 122_DI_17.5 (Building Heights Plan)
- 122_DI_18.5 (Boundary Materials Plan)
- 122_DI_19.5 (Block Layout Plan)
- 122_DI_20.5 (Roof Plan)
- 122_DI_21.5 (Housing Mix Plan)
- 122_DI_23.4 (Affordable Housing Plan)
- 01-ATR-101 Rev A (Vehicle Swept Path Analysis Sheet 1 of 4)
- 01-ATR-102 Rev A (Vehicle Swept Path Analysis Sheet 2 of 4)
- 01-ATR-103 Rev A (Vehicle Swept Path Analysis Sheet 3 of 4)
- 01-ATR-104 Rev A (Vehicle Swept Path Analysis Sheet 4 of 4)
- 01-PHL-0001 Rev C (Proposed Access Arrangements)
- 01-PHL-0003 Rev B (Refuse Collection Distances Plan)
- 01-PHL-1010 Rev B (Preliminary Highways Layout Sheet 1 of 4)
- 01-PHL-1011 Rev B (Preliminary Highways Layout Sheet 2 of 4)
- 01-PHL-1012 Rev B (Preliminary Highways Layout Sheet 3 of 4)
- 01-PHL-1013 Rev B (Preliminary Highways Layout Sheet 4 of 4)
- 01-PHL-2010 Rev A (Preliminary Road Profiles Sheet 1 of 2)
- 01-PHL-2011 Rev A (Preliminary Road Profiles Sheet 2 of 2)
- 01-PDL-1101 Rev B (Preliminary Drainage Strategy)
- 01-PDL-1002 Rev B (Preliminary Pond Sections)
- 813.11 Rev A (Landscape Strategy June 2025)
- 813.11_34E (Landscape Strategy Plan)
- 813.11/43 (Landscape Layout with Services)
- 1639 (S38 Street Lighting Strategy)
- 1639-LB-EX-XX-DR-E-7080-41 (Street Lighting Strategy Plan)
- 1639-LB-XX-XX-SH-E-7080-01 (Lighting Designers Risk Assessment)
- Urbis Axia 3 Datasheet
- A024-HAB Rev A (Plots 27, 28, 87 and 88)
- A024-875-HA-B-T3 Rev A (Plots 68, 69 and 70)
- A024-777-HA-B-T3-V2 (Plots 56, 57 and 58)
- A024-875-HA-B-V Rev A (plots 8, 9, 10 and 11)
- A024-HA-R-T3-V2 (plots 16, 17, 18)
- A024 - HA-R-T3-V Rev A (plots 65, 66, 67)
- A024-875-HA-R Rev A (Plots 54, 55, 89 and 90)

Eastern Area Planning Committee
3 September 2025

- A024-1006-HA-B Rev A (Plots 6, 7, 21, 22, 29 and 30)
- A024-1006-HA-B-V Rev A (Plots 19 and 20)
- A024-1006-HA-R Rev A (Plots 74 and 75)
- A024-1217-HA-R & 1356-HA-R-V (Plots 1 and 2)
- A024-Bea-B-C (Plots 63 and 64)
- A024-Bea-B-C-V (Plots 81 and 82)
- A024-Bry-B-C & Bri-R-C-V (Plots 14, 15, 23, 24, 85 and 86)
- A024-Bry-B-C (Plots 79 and 80)
- A024-Com-B-C (Plot 36)
- A024-Com-R-C (Plot 35)
- A024-FBT 3-HA-B Rev A (Plots 12 and 13)
- A024-Gla-B-C (Plots 3, 32, 59, 72, 84 and 91)
- A024-lbb-B-C (Plots 25 and 73)
- A024-lbb-B-C-V (Plot 47)
- A024-lbb-B-I1-V (Plot 62)
- A024-lwe-B-C1 (Plot 31)
- A024-Kim-B-C & Bri-R-C-V (Plots 76 and 77)
- A024-Kin-B-C & Gla-B-C-V (Plots 33 and 34)
- A024-Kin-B-C (Plot 71)
- A024-Kin-B-I (Plot 61)
- A024-Kin-B-I-V (Plots 5 and 94)
- A024-Kin-R-C (Plot 26)
- A024-Kno-B-C (Plot 45)
- A024-Lyt-B-C (Plots 38 and 39)
- A024-Lyt-R-I2 (Plot 78)
- A024-Mor-R-C (Plots 40 and 52)
- A024-Net-B-C (Plots 43 and 44)
- A024-Pul-B-C-V (Plot 51)
- A024-Reg-B-C (Plot 95)
- A024-Shi-B-I (Plot 4)
- A024-Sil-B-C (Plot 46)
- A024-Sil-B-I (Plot 92)
- A024-Six-B-I (Plots 48, 50 and 83)
- A024-Six-R-I (Plot 37)
- A024-Spe-B-I (Plots 53 and 60)
- A024-Spe-R-I (Plot 49)
- A024-Upw-B-I (Plots 41 and 42)
- A024-Upw-B-I-V (Plot 93)
- A024-P-100A (Street Scenes – Plans and Elevations)
- A024-SG2-B (Single Garage 2-B)
- A024-DG2-B (Double Garage 2-B)
- A024-DGHO-B (Double Garage with Home Office)
- A024-TwG2-B (Twin Garage 2-B)

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

Pre-commencement

3. No development shall commence until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed.

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

4. No development hereby approved shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods
- a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

The development must be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: to minimise the likely impact of construction traffic on the surrounding highway network and prevent the possible deposit of loose material on the adjoining highway.

5. No development hereby approved shall commence until a Construction Method Statement (CMS) and Construction Environmental Management Plan (CEMP) must be submitted to and approved in writing by the Planning Authority. The CMS & CEMP must include:

- storage of plant and materials used in constructing the development
- delivery, demolition and construction working hours
- the use of plant and machinery
- wheel washing and vehicle wash-down and disposal of resultant dirty water
- oils/chemicals and materials
- the control and removal of spoil and wastes
- control of potential nuisances to neighbours including dust and noise.

The approved CMS & CEMP 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.

6. No development hereby approved shall commence (and before any equipment, machinery or materials are brought on to the site for the purposes of the development) until an updated Arboricultural Method Statement and tree protection plan shall be submitted to and approved in writing by the local planning authority. The barriers shall be erected and maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure that trees and their rooting environments are afforded adequate physical protection during construction.

7. No development hereby approved shall commence (including site clearance, demolition and construction) until a pre-commencement meeting has been held on site and attended by the developers appointed arboricultural consultant, the site manager/foreman and the Local Planning Authority (LPA) Tree Officer to discuss details of the working procedures and agree either the precise position of the approved tree protection measures to be installed OR that all tree protection measures have been installed in accordance with the approved tree protection plan. The development shall thereafter be carried out in accordance with the approved details, or any variation as may subsequently be agreed in writing by the LPA.

Reason: Required prior to the commencement of development in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works and to ensure that the work is carried out in accordance with the approved details.

8. No development hereby approved shall commence until the necessary nutrient mitigation credits to mitigate the impacts of the development on the Poole Harbour/River Avon/Somerset Levels and Moors Special Protection Area (SPA) and Ramsar have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour/River Avon/Somerset Levels and Moors SPA and Ramsar.

9. No development hereby approved shall commence (other than those required by this condition) on the development hereby permitted until the first 15.00m of the proposed

access road, including the junction with the existing public highway, has been completed to at least binder course level.

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.

Above DPC

10. Prior to development above damp proof course level, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include:

- (i) proposed finished levels or contours;
- (ii) means of enclosure;
- (iii) hard surfacing materials;
- (iv) soft landscaping details including plant species;
- (v) structures (eg furniture, play equipment, refuse or other storage units, signs, lighting, etc);

If within a period of 5 years from the date of the planting of any tree/plant, that tree/plant or any tree/plant planted in replacement for it, is removed, uprooted or destroyed or dies (or becomes in the opinion of the Local Planning Authority seriously damaged or defective) another tree/plant of the same species and size as that originally planted shall be replanted in the first available planting season unless the Local Planning Authority agrees in writing to any variation.

Reason: Landscaping is considered essential in order to preserve and enhance the visual amenities of the locality.

11. Prior to development above damp proof course level, a Landscape Management Plan, including long term design objectives, management responsibilities, maintenance schedules and a timetable for implementation and/or phasing; for all landscape areas (other than small, privately owned domestic gardens,) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Landscape Management Plan shall be implemented as approved.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

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

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

Pre- occupation

13. Prior to occupation of the development, details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system 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 future maintenance of the surface water drainage system, and to prevent the increased risk of flooding

14. Prior to occupation of the development, where surface water drainage infrastructure is located within private property, evidence that property owners have been made aware of any SuDS/drainage features within their ownership boundary and their obligations to maintain such features has been submitted to and approved in writing by the Local Planning Authority. Such evidence shall take the form of confirmation of legal covenants associated with the deeds of the properties or similar documentation.

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

15. The development hereby approved shall not be occupied unless and until the access, geometric highway layout, turning and parking areas shown on the submitted plans must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

16. The development hereby approved shall not be occupied unless and until the visibility splay areas as shown on drawing 01-PHL-0001 REV C 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.

17. The development hereby approved shall not be occupied unless and until the following works must have been constructed to the specification of the Planning Authority:

- Bus stop improvements – indicatively indicated on drawing 01-PHL-0001 REV C (or similar scheme to be agreed in writing with the Local Planning Authority)
- Footway alterations – indicatively indicated on drawing 01-PHL-0001 REV C (or similar scheme to be agreed in writing with the Local Planning Authority)

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

18. The development hereby approved shall not be occupied unless and until details of the tactile paving at pedestrian crossing points within the internal layout of the estate road shall be submitted to and approved in writing by the Local Planning Authority, implemented in accordance with the approved details.

Reason: To provide safe and suitable crossing points within the internal layout of the estate road to align with Inclusive Mobility guidance.

19. The development hereby approved shall not be occupied unless and until, a Travel Plan must be submitted to and approved in writing by the Planning Authority. The Travel Plan, as submitted, will include:

- Targets for sustainable travel arrangements.
- Effective measures for the on-going monitoring of the Travel Plan.
- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers of the development

The development must be implemented only in accordance with the approved Travel Plan.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

20. The development hereby approved shall not be occupied unless and until the protected species mitigation measures as detailed in the approved mitigation plan dated 7 July 2025 have been completed in full unless any modifications to the agreed mitigation plan as a result of the requirements of a European Protected Species Licence or the results of subsequent bat surveys have first been submitted to and agreed in writing by the Local Planning Authority.

Thereafter approved mitigation measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interest of biodiversity and ecology.

21. Prior to occupation of the development, details shall be submitted which demonstrates:

- how the development shall achieve at least 10% of the total regulated energy (used for space heating, hot water provision, fixed lighting and ventilation) used in the dwellings in each phase from renewable sources
- that options for district heating, and/or power facilities to serve the development have been investigated

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME4 of the Christchurch and East Dorset Core Strategy.

22. Prior to occupation of the development, details of measures to limit the water use of the dwelling(s) in accordance with the optional requirement in regulation 36(2)(b) and 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 in writing by the Local Planning Authority. The submitted details shall include a water consumption calculation for each dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented prior to occupation and maintained in accordance with the approved details thereafter.

Reason: To ensure nutrient neutrality in Poole Harbour catchment in the interests of protected habitats.

Compliance

23. The development hereby approved shall provide 20% of its overall housing requirement in accordance with M4(2) building control optional standards to meet the needs of the elderly and/or disabled people.

Reason: In the interest of amenity of future occupiers.

Other

24. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

25. No construction work in relation to the development, including preparation prior to operations, shall take place other than between the hours of 08.00 hours to 18.00 hours Monday to Friday and 09.00 hours to 13.00 hours on Saturdays and at no time on Sundays or Public or Bank Holidays.

Reason: To safeguard the amenity of existing residents having regard to Local Plan Policy HE2.

26. 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 dwellings identified as plots 57 and 58 in the plans hereby approved, permitted by Class A and Class B of Schedule 2 Part 1 of the 2015 Order, shall be erected or constructed.

Reason: In the interest of protected trees within the dwelling curtilages.

Informatives

1. This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated [TBC] relating to affordable housing, contributions, open space and nutrient mitigation.
2. If the applicant wishes to offer for adoption any highways drainage to DC, they should contact DC Highway's Development team at DLI@dorsetcouncil.gov.uk as soon as possible to ensure that any highways drainage proposals meet DC's design requirements.
3. Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquires can be sent to floodriskmanagement@dorsetcouncil.gov.uk.
4. The applicant is advised to have early discussions with Wessex Water in relation to the possible adoption of SuDS features in order to ensure that the final design of the basins are in line with their design requirements.
5. Pollution Prevention During Construction- Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at: <https://www.gov.uk/government/collections/pollution-prevention-guidance-ppg>
6. Waste - The applicant should consider reduction, reuse and recovery of waste in preference to offsite incineration and disposal to landfill during site construction. We note that screening bund is to be created, and this likely to require material to be imported to the site. Depending

on the material and quantity a waste exemption or environmental permit may be required.

If any waste is to be used onsite, the applicant will be required to obtain the appropriate waste exemption or permit from the Environment Agency. We are unable to specify what exactly would be required if anything, due to the limited amount of information provided. The applicant is advised to contact the Local Environment Management team at Blandford Office on 03708 506 506 or refer to guidance on our website

<https://www.gov.uk/topic/environmental-management/environmental-permits>

If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant require more specific guidance it is available on our website

<https://www.gov.uk/how-to-classify-different-types-of-waste>

7. In addition to this permission, the junction works referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.
8. 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, or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.
9. 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.
10. The applicant is advised that as part of the continued monitoring of the Travel Plan, they are required to regularly liaise, at regular time periods to be agreed, with Dorset Council's Travel Plan team (travelchoice@dorsetcouncil.gov.uk) for the lifespan of the Travel Plan. The Travel Plan surveys and other pertinent information should be submitted to Dorset Council to ensure that continued progress is being made to meet the targets of the Travel Plan.
11. The following British Standards should be referred to: a) BS: 3998:2010 Tree work – Recommendations b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations (Add BS 8545: Trees: from nursery to independence in the landscape)

12. The various trees standing within this site are protected by virtue of the Tree Preservation Order (TPO/2022/0094). Wilful damage to the trees is an offence under the Town and Country Planning Act 1990. Failure to comply with the tree protection conditions above is likely to result in damage to the trees and may lead to the prosecution of those undertaking the work and those causing or permitting the work.
13. The British Geological Society indicates local geology to have clay deposits. The council recommends advice is sought from a suitably qualified engineer to ensure foundation design is in accordance with the NHBC guidance Chapter 4.2- building near trees.

B) Refuse permission for the reasons set out below if the agreement is not completed by 3 February 2026 or such extended time as agreed by the Head of Planning:

- Lack of provision to secure policy compliant 40% affordable housing.
- Lack of provision to secure policy compliant education contributions.
- Lack of provision to secure policy compliant special education needs contributions.
- Lack of provision to secure policy compliant GP surgery contributions.
- Lack of provision to secure policy compliant public right of way contributions.
- Lack of provision to secure nutrient neutrality requirements.
- Lack of provision to secure policy compliant local equipped area for play requirements.