

Application Number:	P/RES/2023/06629		
Webpage:	https://planning.dorsetcouncil.gov.uk/		
Site address:	Land At Park Farm Kingsmead Business Park Gillingham		
Proposal:	Erect 316 No. dwellings with associated open space, access, sustainable urban drainage, and infrastructure. (Phase 1 Reserved Matters application to determine appearance, landscaping, layout and scale; following the grant of Outline Planning Permission No. 2/2018/0077/OUT).		
Applicant name:	C G Fry & Son Ltd		
Case Officer:	Kirsten Williams		
Ward Member(s):	Cllr. Val Potheary, Cllr. Belinda Ridout & Cllr. Carl Woode		
Publicity expiry date:	22 May 2024	Officer site visit date:	24 November 2023
Decision due date:	31 July 2024	Ext(s) of time:	12 December 2025

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

2.0 Summary of recommendation:

APPROVE subject to conditions

3.0 Reason for the recommendation:

- The principle of residential development on this site has already been established.
- Para 11 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise.
- The proposal is acceptable in its design, scale, layout and landscaping.
- There is not considered to be any significant harm to residential amenity.
- There are no material considerations which would warrant refusal of this application.

4.0 Key planning issues

Issue	Conclusion
Principle of development	The principle of development was agreed through the grant of outline planning permission (2/2018/0077/OUT) and a Local Plan allocation supported by the Gillingham Neighbourhood Plan.
Layout	The layout provides a positive townscape with a clear street hierarchy and a considered transition towards open countryside to the east. It also provides sufficient natural surveillance and pedestrian linkages throughout.

Scale	The proposal is of acceptable scale. Proposals are predominantly a domestic 2-storey with some 2.5 storey on primary streets and key locations.
Appearance	Character areas are clearly defined with key plots at corners and gateways providing definition through subtle design differences and details. The architectural detailing and material palette and mix is considered acceptable, providing variation while avoiding a discordant appearance.
Landscaping	The scheme provides sufficient provision of open space through a large bisecting public open space and the provision of three pocket parks across the site. Street trees have been incorporated throughout the development as far as practicable to ensure their long-term establishment.
Affordable Housing	32 units are proposed for Affordable Rent and 9 for Shared Ownership within the current proposal, to be managed by a Registered Provider. This would comprise 10% of the current proposed 316 units as required by the outline S106 agreement. The planning statement confirms that the tenure proposed is 50% affordable rented, 50% intermediate units with no more than 30% of the intermediate units being discount open market.
Highway safety and parking	The Highway Authority has raised no objections on highway safety, policy or capacity grounds. A Road Safety Audit has been completed, and the HA are satisfied with the that the design is suitable for use by all road users.
Residential amenity	It is not considered that the proposal would lead to adverse impact on the residential amenity of surrounding neighbours.
Flood risk and drainage	The proposed dwellings remain outside of the flood risk zones. The detailed surface water scheme is subject to a condition on the outline application. The foul drainage scheme is also subject to a condition on the Outline consent.
Environmental Impact Assessment (EIA)	The outline planning application included an Environmental Statement (ES). It is considered that there would be no material change to the findings of the ES.

5.0 Description of Site

- 5.1 The application site comprises an area of approximately 9.86 hectares, which is wholly within the Gillingham Southern Extension Strategic Site Allocation as set out in the North Dorset Local Plan (Policy 21). Gillingham is located to the south of the North Dorset District Boundary. It is recognised as one of the main towns in North Dorset and serves a wide catchment of surrounding villages and settlements.
- 5.2 The application site is specifically identified as part of 'Land to the East of Ham' under Policy 21 and is located to the southeast of Gillingham town and to the immediate east of Ham. It comprises an area of open fields, divided by a series of mature trees and hedgerows. There are no existing buildings within the site.

- 5.3 The application site comprises agricultural land with a gentle slope from the north to the south, with a total level change of approximately 12m across the site. The field boundaries within the reserved matters site are comprised of mature managed hedgerows.
- 5.4 The site is constrained by a number of existing features including flood risk zone on the northern boundary, a gas main, existing foul sewer and surface water sewer which are located beneath the site.
- 5.5 The proposal is submitted as the first phase of the Park Farm development, which benefits from Outline planning permission (2/2018/0077/OUT) for up to 634 dwellings (please see Section 7 planning history below).
- 5.6 The site access adjoins the Kingsmead Business Park D Road which runs west to adjoin Ham roundabout on Shaftesbury Road (B3081).
- 5.7 The northwestern boundary of the site bounds a future residential phase of the Park Farm development for which a Reserved Matters application is yet to be submitted. To the southeast of the site is another future phase of the Park Farm development which will comprise of a new school, formal and informal open space and Residential or Education, allowing for potential school plot expansion subject to agreement, and / or further residential development. A reserved matters application for this phase is also yet to come forward. To the northeast of the site is agricultural land extending towards the villages of Coppleridge and Motcombe. To the southwest of the site is the Orchard Garden Centre, Kingsmead Business Park and the existing residential development (Ham estate) on the periphery of Gillingham.
- 5.8 The other part of the SSA lies to the southwest of the current proposal site, at the other side of Shaftesbury Road (Land at Ham Farm). This site benefits from Reserved Matters consent for 3 of the 5 phases, with construction currently underway for the first phase.

6.0 Description of Development

- 6.1 This application seeks approval of reserved matters for layout, scale, appearance and landscaping in relation to outline approval 2/2018/0077/OUT. This application proposes a parcel of 316 dwellings, comprising:

Market Housing

28x 2-bed houses

225x 3-bed houses

31x 4-bed houses

Affordable Housing (10%)

25 x 2 bed houses

5 x 3 bed houses

2 x 4 bed houses

- 6.2 The proposed 316 dwellings would be predominantly two storey and terraced in form but would provide a series of area types characterised by different house forms and typologies.
- 6.3 The proposal is bisected by a green public open space running west through east. In the southern section, a primary street runs east and north through the development and across the green space, linking the northern parcel to the southern. A lattice of secondary, tertiary, mews and urban wall street's run off this primary street. Each street type is defined as a character area and therefore has a set of architectural elements, materials, door colours etc. which will be repeated to enhance the architectural consistency, feel and overall legibility of the development.
- 6.4 The Primary character area fronts onto the primary access road through the south part of the site in addition to the primary route running through the northern part of the site and around the

northern perimeter. The dwellings are predominantly in longer terraces which creates a solid building form along the primary route. Finishes are predominantly slate roofs with red brickwork walls. Character features include cast stone cills, 6 pane casement windows with a vertical emphasis and segmental or rubbed brick arches, panelled front doors with formal door surrounds and large chimneys. Boundaries are characterised by the use of hedges and red brick walls. Streets are to be tree lined where possible.

- 6.5 The Secondary character areas front onto longer bisecting routes through the larger southern parcels of development. The dwellings are predominantly 3-unit terraces or semi-detached with varying roof pitches. There is a mix of plain tile and slate roofs with light rendered walls and red or buff brick plinths. White 2 or 4 pane casement windows are proposed, some with have sub cills. Panelled front doors with integral glazing are proposed in addition to medium sized chimneys in matching brickwork to the plinth. The majority of plots have front planting without hedges. Boundary walls are proposed with a render finish with buff brick copings and plinths. Street trees are located behind boundary walls.
- 6.6 The Tertiary character areas front onto shorter bisecting routes through both the southern and northern parcels of development. The dwellings are a mixture of gable end of terrace, semi-detached and wide fronted shallow terraces. The roofs are to have varying, generally steeper pitches and a mix of plain tile and slate and the walls are proposed to be a mix of painted render and red brick. Windows are proposed as white casement cottage windows with many small panes. Front doors are proposed to be a random mix of cottage style doors. Low eaves are proposed to reinforce the cottage style of these properties in addition to small or tall red brick chimneys. All plots are proposed to have front planting without hedges. Boundary walls are proposed as red brick. Tree planting is to be randomly positioned.
- 6.7 The Mews character area fronts onto the central parking areas within each cluster of dwellings. The dwellings are proposed as a mixture of detached, terraced, duplexes and apartments over garages. Finishes include plain tile or slate roofs and precoloured roughcast render walls with a tall brown brick plinth. Character features include casement cottage windows with many small panes and painted concrete lintels. Doors are proposed as a simple cottage style with canopies. Small chimneys are proposed in brown brick. All plots are proposed to have front planting without hedges. Boundary walls are proposed as render and painted to match adjoining plot with brown brick plinth. Tree planting is to be randomly positioned.
- 6.8 The Urban Wall character area fronts onto the public open spaces through the site. The dwellings are predominantly terraced or semi-detached, creating a defined edge to the built form. Finishes include slate roofs and buff brickwork walls. Character features include cast stone cills, casement windows, brisk quoins to windows, cottage style doors with canopies and chimneys. Boundaries are characterised by the use of large hedges, arts and crafts style gate and buff brick walls.
- 6.9 In addition to the above character areas, there are key plots throughout the proposal with features selected to contrast and complement the character area within which it sits.
 - The proposed Affordable Housing would comprise: (The S106 agrees the 50/50 split between the affordable rented units and the intermediate units.)
 - One terrace of five 2-bed 4-person 2-storey dwellings. (S27-S31)
 - One terrace of six 2-bed 4-person 2-storey dwellings. (S78-S83)
 - Two terraces of two 3-bed 5-person 2-storey dwellings and one 4-bed 6-person 2-storey dwelling. (S106-S108) & (S145-S147)
 - One terrace of three 2-bed 4-person 2-storey dwellings. (S183-S185)

- One pair of semi-detached 2-bed 4-person 2-storey dwellings. (S217-S218)
- One terrace of four 2-bed 4-person 2-storey dwellings. (S262-S265)
- One terraces of three 2-bed 4-person 2-storey dwellings and one 3-bed 5-person 2-storey dwelling. (S274-S277)
- One pair of semi-detached 2-bed 4-person 2-storey dwellings. (S293-S294)

6.10 Rear parking courts are generally provided in the core area of each perimeter block of dwellings, allowing for a continuous urban street frontage and preventing parking from dominating the primary streets. On plot parking is provided on the edge of development streets which creates gaps between buildings and creates for a more open edge of town character. 15 visitor spaces are provided throughout the site.

6.11 The proposed development will be served by a single main vehicular access from the Kingsmead Business Park on the southwestern edge of the site. Four pedestrian/cycle access points are proposed, one linking to the main access point and three linking into phase 2 of the overall development which will in turn have two links into the adjacent existing development of Cerne Way.

6.12 Soft and hard landscaping is provided throughout the site, including incidental trees and planting to public areas and front gardens and areas of informal public open space to the west and east boundaries. Additional informal public open space is proposed in the form of a west-east green corridor bisecting the development site.

6.13 A locally equipped area for play is located to the west of the southern parcel of the development, adjacent to an existing public open space associated with the adjacent existing Ferne Brook Lane Parkland Space and Play Facilities. Further amenity areas, including informal areas of play are scattered throughout the site, with two in the northern section, one in the central green corridor, several within the public open space to the east and a further small amenity space in the southern section.

6.14 The proposal also includes a large surface water attenuation pond to the east of the development parcels within the informal open space and outside the flood zone.

6.15 This Reserved Matters application is supported by the following documents:

- Planning Statement
- Sustainability Statement
- Planning, Affordable Housing and Statement of Community Involvement Statement
- Design and Access Statement
- Accommodation Schedule
- Ecological Appraisal Report
- Landscape and Ecology Management Plan
- Environmental Statement Compliance Report
- Site-wide Ecological Mitigation Strategy
- Tree Survey

- Drainage Technical Note
- Drainage calculations
- Drainage Maintenance Plan
- Surface Water Construction Management Plan
- Outdoor Lighting Report
- Archaeological Desk-Based Assessment
- Character Area Booklet
- S38 Stage 1 Road Safety Audit
- BNG Metric – Full Site

Amended plans

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

7.0 Relevant Planning History

7.1 2/2018/0077/OUT - Develop land by the erection of up to 634 dwellings (use class C3), a primary school (use class D1), sports pitches with floodlighting, public open space, play facilities, access and internal estate roads, internal footpaths and cycleways, sustainable drainage system with ponds, landscaping, utility connections and associated/infrastructure. (Outline application to determine access only).

Decision: Granted Decision Date: 22/11/2021

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

Decision: Granted Decision Date: 22/05/2024

Other parts of the Gillingham Strategic Site Allocation

Ham Farm site

7.3 2/2018/0036/OUT - Develop land by construction of an urban extension to the south of Gillingham between Shaftesbury Road (B3081) and New Road (B3092). The urban extension would comprise up to 961 dwellings. Up to 2,642 sq. m. in a new local centre providing retail, community, health and leisure uses, new and enhanced pedestrian/cycle routes, open spaces, roads, car parking and vehicular access. To include all ancillary works and associated infrastructure (Outline application to determine access only).

Decision: Granted Decision Date: 09/09/2021

- 7.4 2/2020/0379/FUL - Construction of a Principal Street, associated access, landscaping and infrastructure works at land to the East of New Road (B3092), Gillingham.
Decision: Granted Decision Date: 18/11/2020
- 7.7 P/VOC/2021/01567 - Construction of a Principal Street, associated access, landscaping and infrastructure works at land to the East of New Road (B3092), Gillingham. (Variation of Condition No. 3 of Planning Permission No. 2/2020/0379/FUL to allow an alternative location for the site compound).
Decision: Granted Decision Date: 29/06/2021
- 7.8 P/NMA/2022/04874 - Non-material amendment to Outline Planning Permission No. 2/2018/0036/OUT to vary Condition No. 4 by substituting the approved plans with amended plans to allow the alignment with the Principal Street (approved under Planning Permission No. 2/2020/0379/FUL) and the approved SuDS infrastructure, and to amend the parameters to be in line with the Reserved Matters submissions.
Decision: Granted Decision Date: 02/11/2023
- 7.9 P/MPO/2022/05586 - Modification of S106 Agreement dated 3 September 2021, on Planning Permission 2/2018/0036/OUT - up to 961 dwellings, to remove the requirement for a viability assessment for each phase of development and instead commit to a site wide policy-compliant 25% affordable housing provision, in accordance with a site wide plan and amendment to approved Phasing Plan.
Decision: Granted Decision Date: 10/04/2024
- 7.12 P/FUL/2022/07873 - Installation of a Sewage Pumping Station (SPS)
Decision: Granted Decision Date: 20/04/2024
[East of Junction between B3092 and Cole Street Lane]
- 7.13 P/RES/2022/07898 - Erection of 280 dwellings and associated parking, landscaping and infrastructure (reserved matters application to determine appearance, landscaping, layout and scale) following grant of outline planning permission 2/2018/0036/OUT).
Decision: Granted Decision Date: 04/06/2024
[Ham Farm "Phase 2" Reserved Matters application]
- 7.13 P/RES/2023/05868 - Erection of 155 dwellings and associated infrastructure - including informal and formal public open space. (Reserved matters application to determine access, appearance, landscaping, layout and scale following the grant of Outline planning permission 2/2018/0036/OUT).
Decision: Granted Decision Date: 11/12/2024
[Ham Farm "Phase 3" Reserved Matters application]
- 7.14 P/NMA/2023/01566 - Non material amendment - To amend the approved access plan to include a 3m cycleway replacing a 2m footway and the addition of a maintenance bay to outline consent

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

Decision: Granted Decision Date: 18/05/2023

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

Decision: Granted Decision Date: 08/03/2024

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

Decision: Granted Decision Date: 23/11/2023

- 7.17 P/VOC/2024/04599 - Erect 34 No. dwellings (including show homes/ sales area) and associated infrastructure including formal and informal public open space, following the grant of Outline Planning Permission No. 2/2018/0036/OUT. (Reserved matters application to determine access, appearance, landscaping, layout and scale). (with variation of condition No. 14 of Planning Permission P/RES/2023/02376 to increase the construction of the development times to accelerate delivery of new housing).

Decision: Withdrawn

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

Decision: Granted Decision Date: 16/10/2024

Lodden Lakes Phase 1

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

Decision: Granted Decision Date: 11/05/2015

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

Decision: Granted Decision Date: 27/02/2019

Lodden Lakes Phase 2

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

Decision: Granted Decision Date: 06/01/2022

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

Decision: Granted Decision Date: 14/07/2022

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

Decision: Granted Decision Date: 06/02/2023

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

Decision: Granted Decision Date: 11/05/2023

8.0 List of Constraints

Agricultural Land Grade: 4

Agricultural Land Grade: 3

Flood zone Type: Flood Zone 1, 2, and 3

Parish Name: Gillingham CP

Parish Name: Motcombe CP

Settlement Boundary - Name: Gillingham

9.0 Consultations

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

9.1 Active Travel England:

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

- The primary Street that runs vertically along the north section of the site and the primary Street that curves through the site to the vehicle access point has raised some concern due to the straight length. ATE would welcome further details on whether raised tables would be established and any other traffic calming measures.
- It is recommended that the footways around the perimeter of the site and through the green spaces be provided for shared use. ATE would welcome further details on the surface

material that would be used. Smooth, sealed, solid surfaces offer the best conditions for everyday cycling. Loose surfaces are also not suitable for wheelchair users.

- The Design and Access Statement submitted illustrates sports pitches and sports pavilions. It is noted that the area is outside this application site (phase 1), but priority should be given to walkers, wheelers, and cyclists on these routes. In addition, it is not apparent what cycle parking facilities are provided at the sports pitches and sports pavilions. In order to promote cycling to this facility, it is recommended that cycling parking in line with LTN 1/20 is provided.
- It has not been possible to identify the location of the bus stops from the drawings submitted. Bus stops should be located within a maximum 400m walking distance of all dwellings in the proposed new development, and the applicant will need to confirm whether appropriate crossing points or other arrangements have been provided to ensure that there is no conflict with cycle routes. Each bus stop must have the appropriate high kerbs and shelters and be large enough to accommodate the predicted number of users.

Reconsult on amended plans:

ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response. It is considered that the issue around traffic speeds within the site has been satisfactorily resolved. In relation to active travel routes, while a number of concerns remain in relation to the safety of active travel routes around the site, for expedience these can be suitably addressed by way of a condition and / or the submission of revised drawings prior to commencement.

9.2 DC Environmental Protection: Comment:

Land contamination:

Note any contaminated land reports submitted will need to be referred to the Council's contaminated land consultants.

Air Quality:

There is a need to update the Air Quality Assessment with current data as it is considered that the assessment data is now out of date having been based upon data from 2017. Note the dust mitigation measures detailed in the report will need to be included in the Construction Environmental Management Plan.

Note If the chimney's proposed to the dwellings will be used for the burning of solid fuels in the future the effects of this on the local air quality should be considered in the Air Quality Assessment for the development.

Noise:

New Dwellings:

Outline Noise Assessment identified mitigation measures will be required to prevent an adverse noise effect at some new dwellings from the existing noise climate dominated by traffic noise. The noise model needs to be run on the final proposed layout of houses and roads to ensure that noise mitigation chosen is suitable and sufficient. Need to provide a final Acoustic Design Statement in order that necessary noise mitigation measures can be conditioned should planning permission be granted or a suitably worded condition will be required to ensure necessary noise mitigation is fully established, implemented, and maintained in the future.

Primary School:

The indicative location of the Primary School used in the noise assessment appears to have changed. The noise model needs to be run on the final proposed layout of the school to ensure appropriate noise mitigation against traffic noise.

Other Noise:

The proposed sports pitches (five), pavilion, and new primary school to the southeast do not form part of this application, however this use has the potential to have an adverse noise impact upon the proposed residential properties for this application. This potential impact needs to be assessed early enough to guarantee suitable mitigation can be adopted. This may include appropriate orientation of houses, sufficient glazing, acoustic fencing, and management of use. Requirement to consider potential noise from existing commercial businesses located Southwest of the site, including possible 24-hour operations or traffic movements early in the morning or late into the night.

Plant / Air Source Heat Pumps:

The proposed new electrical substation will likely emit noise. The applicant needs to demonstrate there will be no adverse effect of noise upon proposed nearby residents. Such an assessment could be undertaken with reference to BS4142: 2014 Methods for rating and assessing industrial and commercial sound. This could be dealt with via condition.

Should there be a proposal to install Air Source Heat Pumps (ASHP's) in the development the applicant will need to submit a noise assessment to demonstrate there will be no adverse effect from any proposed ASHP. The noise assessment must be undertaken by a Suitably Qualified Acoustician and consider the local circumstances, the nature of the installation, tonality, intermittency of operation, sound levels in reverse cycle, background sound levels, structure borne sound and vibration transmission. The Institute of Acoustics (IOA) and the Chartered Institute of Environmental Health have recently issued guidance on this matter CIEH and IOA launch new heat pump briefing notes.

Lighting:

The proposed sports pitches, pavilion, and new primary school to the southeast do not form part of this application, however if artificial lighting is to be installed on the site, the applicant will need to demonstrate that there will be no adverse impact on nearby future receptors of this application. A light spill assessment will need to be undertaken at the appropriate time to ensure lights do not spill and glare onto nearby properties. This could be addressed by a suitable condition.

9.3 Natural England: No comment.

9.4 DC Street Lighting: Comments

- The new estate road being proposed for adoptable as public highway must be lit, as per Dorset Council Street Lighting Policy POLS900, for areas where most roads are already lit.
- Adoptable roads and footpaths should be kept to within the built area, using the blocking effect of the houses to reduce outward light pollution, the overall visibility of the estate from a distance at night and also its impact upon bats and other species.
- Where existing hedgerows are to be preserved then adoptable roads or paths should be avoided near them, crossing them only at right angles, where necessary... always avoiding running parallel to and alongside the hedge.
- Where footpaths are shown physically separated from the estate roads, especially if by trees, then an additional system of lighting will be required upon them, if those footpaths are to be adopted as public highway. Placing all adoptable footpaths alongside the estate

roads with any trees at the rear will reduce the lifetime energy and carbon emissions, as only one system of lighting would be required instead of two or three.

- Some areas of the estate have arrangements for off street parking and/or tree planting that will not allow any locations for a system of street lighting to be achieved, which will conflict with the adoption of its roads as public highway.
- The as planted & mature tree canopy size must be shown for each tree location and to the same drawing scale, so that the highway lighting design can be verified to meet a minimum standard.
- Vertical traffic calming features will require permanent all-night street lighting, to comply with the Road Hump Regulations.

9.5 Gillingham Town Council: Recommend approval of Planning Application P/RES/2023/06629 subject to a positive response by the Environmental Protection Officer and the Dorset Council Street Lighting Team.

[LPO NOTE: Environmental Protection recommendations have been addressed via proposed conditions. The street lighting proposals have been reviewed for conflicts with the proposed trees and services by DC Landscape and the Lead Project Officer and changes have been made to proposals to address concerns where possible.]

Reconsult

Gillingham Town Council supports Application No. P/RES/2023/06629; however, the Council strongly recommends that the render on buildings should be of high quality to prevent staining over time, ensuring the long-term aesthetic appeal and durability of the development.

9.6 DC Housing Enabling:

- Phase one is proposing 316 units, made up of 284 market homes and 32 affordable homes. This complies with the S106 which requires a minimum of 10% of the dwellings in the first phase to be affordable units.
- The submitted Planning Statement including Affordable Housing Statement and Statement of Community Involvement November 2023 includes some contradictions.
- 6.0.3 states “While this is subject to further agreement with the Council the following tenure split is set out in the S106 and the corresponding number of units required in the phase 1 proposals are as follows – 50% affordable rented (17 units), 50% intermediate units (17 units) with no more than 30% of the intermediate units being discount open market (5 units).” This adds up to 34 but the proposal is for 32 units.
- The submitted Design and Access Statement includes a table of the 32 units broken down by size (see below).

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Private	0	26	225	31	0
Social	0	25	5	2	0

- Policy 7 of the Dorset Local Plan supports the delivery of about 60% of affordable housing in North Dorset as one- or two-bedroom properties and about 40% of affordable housing as three or more-bedroom properties.

- With the proposal set out in the Design and Access Statement the percentage of units works out as 1-2 bedroom properties = 78% and 3+ bedroom properties = 22%. The policy does say it is a starting point for negotiation, and I would like the provision to change to 20 1-2 bedroom properties and 12 3+ bedroom properties.
- The development would benefit a small number of 1 bedroom units to satisfy the variety of dwelling sizes that are required from households on the housing register.
- The S106 agrees the 50/50 split between the affordable rented units and the intermediate units.

Reconsult on amended plans:

- The housing mix plan provided highlights the planned affordable housing across the first phase, however it does not provide the planned tenure split cross the 50% affordable rented units and the 50% intermediate units. Within each distinct section of the housing plan dwellings need to be well integrated as per policy 8 to ensure tenure blindness.
- The affordable housing currently comprises of: 18x two-bedroom properties 12x three-bedroom properties 2x4 Bedroom properties. This meets the 10% S106 compliance but development would benefit a small number of 1 bedroom units to satisfy the variety of dwelling sizes that are required from households on the housing register.
- The S106 agrees the 50/50 split between the affordable rented units and the intermediate units.

9.7 Dorset & Wiltshire Fire and Rescue Service:

In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements.

Recommendations Identified under B5 of Approved Document B

At this stage of the planning application Dorset & Wiltshire Fire and Rescue Service is required to make comment relating to section B5 of Approved Document B. This relates to the provision of reasonable facilities to assist fire fighters within the building and to enable fire appliances to gain access to the building.

- Consideration is to be given to ensure access to the site, for the purpose of firefighting, is adequate for the size and nature of the development.
- Consideration should be given to the National Guidance Document on the Provision of Water for Fire Fighting and the specific advice of this Authority on the location of fire hydrants.
- The proposed development should be served by the necessary water supply and fire hydrants for use in the event of fire, prior to the commencement of development.
- Dorset & Wiltshire Fire and Rescue Service support and encourage an increase in the provision of residential sprinklers in domestic properties.

9.8 DC Highway Authority: No Objection

A review of the initial proposals a number of changes were identified as required before the layout could be considered for adoption, including:

- The identified primary route should measure a minimum of 6.7m in width as it could operate as a bus route. If the intention is that the primary route will be subject to a 30mph speed limit, then the traffic calming features need to be removed.
- All service margins need to measure 1m, not the 0.5m shown.
- Traffic calming measures should be spaced at intervals of no more than 70m.
- Once the changes to the adopted highway are made, a Stage 1 RSA needs to be carried out to ensure that all highways, not just those that are to be offered for public adoption, are safe and accord with the guidance provided by Inclusive Mobility, etc.
- A refuse collection strategy needs to be submitted confirming that all properties can be served by Dorset Waste, including those side roads that aren't offered to be offered for adoption.
- Whilst the parking numbers proposed are acceptable, we need to be certain that indiscriminate parking on the carriageway will not cause obstruction to emergency and service vehicles. It may be necessary to widen carriageways to accommodate this on-street parking.
- Our Transport Planning team have commented that the footways around the perimeter of the site and through the green spaces should be provided for shared use and of appropriate surface material which are suitable for cyclists and wheelchairs. They should conform to the requirements of LTN 1/20 (Section 6.5).

Reconsult on amended plans:

The updated estate road layout reflects the necessary changes that DC Highways identified in their previous observation, and it meets with the requirements of the Council's "Adopted Highways" policy.

A Stage 1 Road Safety Audit (RSA) supports the proposed highway layout and demonstrates that the design is suitable for use by all road users. Swept path analysis confirms that refuse vehicles and emergency service vehicles can freely traverse the site. Car and cycle parking provision accords with the Authority's guidance. The layout itself has been designed to operate with a target design speed of 20mph or lower.

9.9 Public Health Dorset:

PHD welcome:

- the priority given to walking and active modes of travel in development design, recognising the comments from Active Travel England where further detail is needed.
- the intention to provide EV charging for vehicles and renewable energy sources for properties, which we strongly support, particularly in light of the Dorset Council climate and ecological emergency strategy and the contribution this can make to reducing running costs for residents.
- the recognition of the importance of planned green spaces and trees to climate change mitigation.
- the experience of community management of green space to contribute to maintenance.

PHD would however welcome more detail in relation to:

- Opportunities for food growing

- Evidence shows a positive association between food growing and improved attitudes towards healthy food, increased opportunities for physical activity and social connectivity and increased fruit and vegetable consumption, leading to improvements in physical and mental well-being.
- Local food growing initiatives could also contribute to tackling climate change by reducing food miles and increasing physical activity outdoors - physical activity in a natural setting is associated with more improved mental health outcomes than in an indoor setting.
- There is potential for provision of food growing areas within the residential development, both on and around properties and within open communal spaces which could particularly benefit those in properties with little or no access to private green space, though consideration of this was not evident in the design and access statement.
- Provision of equipment in play areas
 - Given the likely ingress of younger families into the area as a result of planned development in the local area, PHD would welcome further detail on the intention to provide play facilities, and what consideration will be given to accommodating older children in the design of play areas, particularly in respect of inclusion of both boys and girls to maximise use and enjoyment of facilities at all ages.
 - There is no detail at this stage to suggest the type of play equipment that will be provided and how this will meet the needs of the local population, and this should be a requirement.

9.10 **National Highways:** Comment:

National Highways considers that the traffic impact of the development on the strategic road network, specifically the A303 in this case, was satisfactorily addressed at the outline stage and we therefore have no comments in respect of the reserved matters for which permission is now sought.

9.11 **DC Natural Environment Team:**

On review of the initial proposal the DC NET team provided the following comments:

Ecological Appraisal:

- Satisfied with the baseline assessment, and that all the necessary ecological receptors have been identified.
- However, the report is not specific to this reserved matters application and refers to providing greater detail once a phasing plan is made available. As such there is insufficient detail or clarity to allow me to confidently advise that the recommendations for mitigation are appropriate for this phase.
- Recommendations for mitigation have not been carried over to the LEMP which is specific to this phase, as required by Condition 13 of the outline application.
- This condition requires that the LEMP contains “Proposals to deliver the biodiversity mitigation identified in Chapter 7 (Ecology) of the WYG Environmental Statement submitted in support of this application, and specifically”. It is therefore unclear how the applicant intends to deal with this aspect of the application.

LEMP

- More broadly regarding the LEMP I cannot advise that this is sufficient to meet the requirements of Condition 13, for the reasons given above.

- It does not contain a “A method statement for the maintenance and enhancement of the Great Crested Newt population”, which is a specific requirement of this condition. (See below).

Great Crested Newts (GCN)

Concern that the GCN population will not be maintained or enhanced and in all likelihood could suffer without further proposals for mitigation and enhancements for the following reasons:

- The proposal is to apply for a EPS licence from Natural England to undertake a translocation exercise to avoid breach of the Habs Regs during construction, which is acceptable in principle (albeit it would be based on outdated information) and agreed as part of the outline application. Chapter 7 of the ES concludes that there will be no long-term impacts on GCN however this assessment is made on the basis of mitigation which has not been carried over to this RM application. This includes:
 - Use of off-set gully pots which will be used where necessary and dropped kerbs incorporated where roads cross potential commuting routes such as hedgerows.
 - Long-term management of retained habitat and a period of post-development monitoring- Recreation restricted to footpaths designed to avoid standing water and terrestrial GCN habitat.
- The translocation exercise itself proposes to use the existing on-site ponds as receptors for individual GCN however no assessment is given as to the current suitability of P1 to support a population of GCN. Both receptor ponds will become accessible to the public once the development is completed, resulting in increased disturbance from both people and dogs, for which no mitigation is set out.

Reptiles

The EcoApp refers to the receptor site for reptiles as being informal open space which will be created to the north of the site. However, my understanding is that this refers to POS in the north of the Ham Farm site rather than this site. Please clarify the proposals for reptile mitigation within this application boundary.

Habitat losses and gains

The application does not provide any quantification of habitat losses/gains. NPPF para 180(d) requires that planning decision should provide net gains for biodiversity. Without a demonstration that each phase, or the Park Farm development as a whole, adequately compensates for any habitat losses, and provides biodiversity gains, this policy requirement will not have been met.

Street lighting

- Condition 13 on the Outline consent, requires at that “A sensitive operational lighting strategy has been incorporated to avoid disturbance of nocturnal species. This will avoid light spill of above 1 lux upon the following habitats: woodland edge, hedgerows, running water and standing water.”
- The Outdoor Lighting Report and Layout do not demonstrate that this is achieved. Light levels >1lux will effect: a retained hedgerow in the southwest of the site; woodland in the northwest of the site; and the fragmented hedgerow which runs southeast-northwest toward to top of the site.

Ecological enhancements

The detail provided in the Ecology Plans is welcome.

NET reconsult on amended plans:

- There will be impact on foraging and commuting bats as a result of the layout of the site, and subsequent street lighting design. There are numerous areas where changes could be made to reduce the lighting impacts. The current layout has adoptable roads running parallel to the central hedgerow on both sides and neither the colour temperature nor shielding will fully mitigate impacts on the hedgerow. Vertical traffic calming will require all night lighting, but that the part night policy could be applied if it were made a 20mph zone by TRO, or if the traffic calming was amended or taken away. It is also possible that roads and paths can also be taken away from the adoptable area and therefore remain private and unlit.
- The current situation does not mitigate the adverse impact on commuting and foraging bats, nor is it compliant with the mitigation secured at outline (paragraph 7.4.6 in Chapter 7 of the ES describes avoiding light spill of above 1 lux upon hedgerows). This is not only as a result of impacts on the central hedgerow, but due to impacts other retained and proposed habitats including the woodland in the northwest, hedgerows in the south, and the attenuation basin. The lighting impacts are also on top of an overall loss of available habitat for bats, as demonstrated by the BNG calculation. The result of this being a loss of foraging habitat for bats, and a loss of connectivity across the site.
- My position on this...unless more can be done within this phase to mitigate the impact, a holistic approach will need to be taken to address the impact across the entire outline site.

In response to this comment the following approach was proposed by the applicant:

- 1. Refine the landscape / habitat enhancement proposals within the RM redline to maximise BNG credits as far as possible in this area*
- 2. Undertake BNG audit of the wider site (i.e. the current RM area and Phase 2 etc) and calculate land area required outside the RM red line to deliver a satisfactory level of habitat enhancement overall*
- 3. In addition to the above, outside the RM area, propose a set of landscape / habitat creation proposals that would deliver a satisfactory level of mitigation for bats.*

NET reconsult on this approach:

- Agree that this is an appropriate approach in principle, subject to appropriate conditions on the RM to secure this for the subsequent phase. Point 1 in particular is important to demonstrate that habitat gains in this phase have been taken as far as they can.
- We will need to agree the proposals for bat mitigation before the RM can be determined. It has occurred to me that this may be restricted by the other details agreed at outline so I'm interested to see what will be proposed.
- Satisfied that the GCN DLL process gives us enough surety to be able to consider this as addressed.

NET reconsult on amended EMS and site wide BNG metric:

- Broadly happy with the Metric and the assumptions made about Phase 2, so I would agree they have demonstrated that a net gain (i.e. >0% in area and linear habitats) is achievable

across both phases. I'm also happy with the principles set out in relation to bat mitigation across the wider site (and the mitigation more generally).

9.12 **DC Flood Risk Manager:** No Objection

On review of the initial submission the DC Flood Risk Manager objected to the application and provided the following comments:

1. The site comprises of two catchments – described as the north and south catchments. A detention basin has been proposed for each catchment to attenuate peak flows. The outline application layout featured three smaller basins serving the northern catchment. The reserved matters layout shows a single larger basin for the northern catchment. This appears to be equivalent and therefore acceptable. The general location of the attenuation basins is acceptable.
2. It is noted that the southern basin has been made larger to accommodate the existing attenuation volume provided within the existing attenuation basin.
3. An existing surface water sewer is shown traversing the site and discharging to the southern attenuation basin. Who owns this pipe, and do they give approval for the new access road to be built over it? Please provide further information.
4. The approach to attenuating and limiting peak discharge rates is to use the long-term storage method. This method is to limit post development peak flow rates to less than or equal to the pre development peak runoff rate for all rainfall events. The outlets from each of the two basins features a hydrobrake control that limits the maximum discharge rate to the 1 in 100 year + 40% CC runoff rate. That is acceptable for that event. However, what I cannot determine is if this single orifice arrangement will also limit post development peak runoff rates to pre development runoff rates for more frequent events – i.e. 1 in 2 year, 1 in 10 year, 1 in 20 year event etc. Generally, the design of the outlet/s for a basin that is adopting the long-term storage method would incorporate staged outlets to match the required runoff rates. It would appear that the single outlet limiting flows to the 1 in 100 year + CC event flow rate may lead to an increase in peak runoff rates for the more frequent events. The drawings do contain a summary table that shows lower peak discharge rates for more frequent events, but I am unsure how the matching of pre and post development flow rates is achieved with a single outlet control with a relatively large discharge rate. Can designer provide additional information on the designed discharge rates (both pre and post development) from each of the basins and how they are achieved with a single outlet. In addition, it is not clear where/how the long-term storage volume is provided and how it is to drain at a lower rate of less than 2l/s/ha.

Note to overcome our objection the applicant should provide additional information to address items 3-4 above.

Reconsult:

1. The applicant has provided the greenfield rates for all rainfall events. The post development target discharge rates are 10% less than the pre-development rates. I have looked through the microdrainage model results and these appear to be consistent with the annotations provided on the preliminary drainage layout drawings.
2. The drainage maintenance manual is generic; a site-specific manual will be required for any future discharge of conditions stage. However, as a drainage maintenance manual is not required at this stage, then this can be submitted in the future for any future discharge of conditions.

3. There is not adequate information to determine if the base of the northern detention basin has sufficient elevation to drain freely to the watercourse during flood events. There appears to be adequate area for the proposed location of the basin to be adjusted if needs be, or a larger footprint is required at the detailed design stage. At the detailed design stage, the applicant will need to demonstrate that the basin will drain freely and/or that the design of the basin allows for the water level in the watercourse.

9.13 **Environment Agency:** No Objection

The Environment Agency (EA) initially objected to this application due to insufficient information on finished floor levels to enable them to make informed comment on this reserved matter application which includes the discharge of condition 11. They requested sufficient evidence to be provided to demonstrate that the finished floor levels will be set a minimum of 600mm above the nearest 100-year flood level (with allowance for climate change).

On receipt of amended plans the EA was reconsulted. The EA advised that they accept that the finished floor levels would be sufficiently elevated, however they advised that it would be prudent for the LPA to seek more detailed clarification over this from the applicant prior to the discharge of Condition 11 of the outline permission.

9.14 **DC Senior Urban Design Officer:** Unable to support

Context and Identity/Character:

The DAS outlines key design principles that will be applied to 3 different types of streets – primary, secondary and tertiary/ mews streets. However, this is not consistently applied and does not build identifiable character areas that accord with the principles. E.g. many dwellings do not have larger front gardens and lack landscaping that defines garden suburbs. There is also a lack of specific landscape features. Primary streets do not have longer runs of terraces across the site they are mainly in runs of 3 and 4s and garden sizes are small.

Movement and Connections:

Parameter plans show a pedestrian/ cycle route along the western boundary of the site, linking the main access with the area of play and beyond towards the town centre, but this has been omitted in the submitted plans. In addition, a pedestrian/ cyclist route that runs north-east, through the centre of the site and towards the attenuation basin has not been specifically incorporated into the scheme. Only footpaths that meet the minimum width requirement of 2m have been provided. Designated cycle routes that link through the site and beyond must be included.

Layout:

Overall, the layout is logical and in terms of location, the primary, secondary and tertiary streets create a legible and permeable layout. However, the 'welcoming green arrival space' has been omitted - this formed a key aspect of the main route through the site and its inclusion would benefit the 'landscape- led' approach to design that the DAS strongly references.

The proposed development includes 9 main perimeter blocks that are primarily formed around internal mews' and parking courts. The inside of the block needs to appear as a semi-private space with strong levels of surveillance opportunities, with habitable rooms at the ground floor enabling natural surveillance at street level and houses to be easily accessed from the rear. Without this approach these spaces will be unattractive, poorly overlooked spaces where it is impractical and undesirable to park.

Concern over lack of overlooking in parking courts (for example spaces 153-159, 164-166, 252-258, 230-248, 55-60, 578-582 and 42, 84-85 14-16 and 32-35) and narrow footpaths run along the back and side of garages. Concern this may lead to indiscriminate cars on the street, reducing the overall quality of the street scene and accessibility issues on footways/ cycle paths.

Parking:

- Concern over lack of overlooking in parking courts.
- In some places parking spaces for the same unit are in different places.
- Concern there is a high chance of residents parking informally on streets when streets are poorly designed to accommodate informal/ visitor parking, resulting in cars parking over pavements, blocking routes for pedestrians and cyclists. Additional on street parking bays with increased use of verges and street trees as informal parking management would reduce the likelihood.
- No visitor parking has been provided near to the children's play space.
- EV charging points should be included in all spaces, not just garages.

Street and Spaces:

- Concern over a lack of variation in the design of the streets.
- Inconsistent design of private spaces along the streets, weakening the overall character and potential of differentiation,
- Street trees to primary streets are inconsistent and where proposed are not located in the public realm.
- Front gardens to primary streets are not consistently larger.
- General requirement for a more consistent approach to the layout and design of streets and front gardens to create distinct character areas.
- Bus stop location should be included as part of the plans.
- Bin collection points should also be designed into the scheme.
- More creative play including features that encourage running, rolling and wheeling should be designed into the scheme.

Homes:

- Architectural quality and use of materials is considered acceptable.
- Affordable housing is well distributed through the site.
- 203 out of 317 dwellings (64%) fall below the Nationally Described Space Standards (NDSS).
- Garden sizes are very small – many less than 10m length. Adequate garden size is essential to meet operational needs and allow for family activities.
- Front boundaries treatments are not consistent and due to restricted space are sometimes left open, weakening the 'garden suburb' character.

Addressing climate change:

- Houses are fitted with PV tiles, and it will be prudent to ensure there is a condition attached to any approval that secures this aspect of the scheme.
- EV charging should be provided to not only garages but also parking bays where houses do not have garages.

Conclusions and policy consideration:

- A strong vision for the site has been outlined in the DAS, but this has not been realised in the proposal submitted.
- It is not considered that proposals meet guidance set out in the National Design Guide, LTN1/20, Manual for Streets, as well as policies in the North Dorset Local Plan; it is advisable for the applicant to engage further with the LPA to resolve the issues raised.

Reconsult: Unable to support

Context and Identity/Character:

- Very few changes have been made to the scheme since previous comments were made.
- The creation of character within the development relies heavily on built form.
- There is still an inconsistent use of hedges and size of front gardens along each street and a lack of differentiation in street design.
- Some properties now have larger front gardens, but this has not been applied consistently along streets.
- Trees and other features (verges, visitor parking bays, varying widths of carriageway and pavement, cycle paths) play an important role in clearly identifying street hierarchies and defining character areas – these are all missing from the scheme.

Movement and Connections:

- The hierarchy for the design of the movement network should prioritise pedestrians and cyclists then public transport then private vehicles.
- key connections that link existing development with new as well as the most accessible primary nodes are within the site (school, play spaces etc) should be clearly demonstrated.

Layout:

- The addition of an area of green space is welcomed although it is significantly smaller than indicated on the masterplan and lacks the prominence of an arrival space.
- Minor revisions have been made to improve surveillance in 2 courtyards; however, these were only 2 examples where parking spaces lack appropriate surveillance. The applicant should review the other instances where this occurs.

Parking:

- Previous concerns have not been adequately addressed.
- Rear parking courts work where there is adequate surveillance with the incorporation of additional housing with ground floor surveillance (not just coach houses) and the street has also been designed to accommodate informal/ visitor parking.

Street and Spaces:

- Concerns about the lack of character within street design remains and issues over street tree planting as covered by the Council's landscape officer.
- Bin collection points have still not been included in revised plans.

Homes:

- House types do not appear to have been amended to address 64% of homes falling below the Nationally Described Space Standards (NDSS).
- Adequate space has still not been provided for cycle parking, storage of bins and recyclables in addition to adequate amenity space in the form of gardens or communal open spaces.
- A lack of space to the front of houses waters down of the boundary treatment as defined in the character areas.
- Overall lack of character in the scheme.

Conclusions and policy consideration:

- Disappointing that few of the concerns raised in previous comments have been addressed in revised plans.

- National guidance on design supports the creation of well-designed places. This is in addition to more local and site-specific parameters relating to Gillingham's extension and as part of the outline permission.
- Applicant was advised to engage with Design West at the start of this process and declined, this would have been beneficial in terms of addressing the issues that have been raised.
- In moving the scheme forward it would be beneficial to use placemaking criteria set out in the National Design Guide and using Building for a Healthy Life as an assessment tool to re-assess proposals and make necessary amendment to the scheme.

9.15 DC Senior Landscape Officer: Unable to support

I consider that the submitted LEMP would meet the requirements of condition 9 and therefore have no objection to its discharge, however the proposed development would not appear to be in accordance with the approved plans as required by condition 4. I also consider that there are issues with regard to the landscape proposals and specifically the quantum and location of proposed trees which need to be addressed before I could support the discharge of landscape as a reserved matter. Specific comments include:

- Sections of the illustrative pedestrian/cycle route shown on the approved Outline Access & Movement Parameter Plan do not appear to have been included within the submitted proposals.
- At 2m in width the proposed pedestrian/cycle routes would not appear to meet the desirable minimum 3m width for 2 way cycle traffic.
- The 'green arrival space' shown on the Revised Illustrative Masterplan Framework Plan (Ref: 125_DI_13.2 - item '4' on Figure 6) also appears to have been omitted.
- Only limited sections of the streets within the development as currently proposed meet common dictionary definitions of 'tree-lined'
- Some of the street trees proposed are of small mature stature.
- There are a number of instances in which the mature canopy spread of proposed trees may conflict with the proposed street lighting.
- Apparent conflict between the surface water drainage route and outfall to the attenuation pond and the location of proposed trees.
- Current landscape proposals may be inappropriate and ineffective.

Reconsult: Unable to support

I continue to consider that the submitted LEMP meets the requirements of condition 9 and therefore have no objection to its discharge, the proposed development would not appear to be in accordance with the approved plans as required by condition 4.

I also consider that there are issues with regard to the landscape proposals and specifically the viability of a significant number of proposed trees, due to their location and/or the availability of adequate tree soil volumes, and the western most playful landscape area which need to be addressed before I could support the discharge of landscape as a reserved matter. Specific comments include:

- Sections of the illustrative pedestrian/cycle route shown on the approved Outline Access & Movement Parameter Plan now appear to have been included, on both the western and the eastern sides of the SUDs feature. However, the section along the western boundary is still absent.
- The eastern side of the lake appears to be 2m wide and therefore still does not meet the desirable minimum 3m width for 2 way cycle traffic.

- The sharing of a cycle route with a bus route without physical and/or grade separation is not ideal especially when the cycle route would appear to cross the line of the bus route to the coach turning head, which forms part of the school development site, adjacent to unity 318.
- Only limited sections of the streets within the development as currently proposed meet common dictionary definitions of 'tree-lined'
- I continue to note the small mature stature of some of the street 'trees' selected.
- I also continue to note the apparent encroachment of paved surfacing within the Root Protection Areas (RPAs) of groups of trees to be retained within 'pocket park' areas on the northern boundary (G10, G11).
- there are still a small number of instances where conflict between the mature canopy spread of proposed trees and the proposed street lighting may be an issue, and I have highlighted these.
- Note the apparent conflict between the surface water drainage route and outfall to the attenuation pond and the location of proposed trees and note that these potential conflicts could be resolved by routing the surface water drainage pipe up the path and road rather than through soft landscape areas and by relocating trees in close proximity to the outfalls.
- Many trees may have insufficient tree soil volumes to enable them to establish and reach their mature height and canopy spread. these trees need either to be replaced with smaller species/cultivars, or be omitted from the proposals, or sufficient trees soil volumes need to be provided through the use of proprietary products such as GreenBlue Urban Arborsystem/Rootspace or similar and approved.
- The western most playful landscape feature (1321-003-01) would appear, in its current form, to be dangerous and/or difficult to access and would be poorly surveyed.

Reconsult:

- I note that while some trees have been omitted, and the proposed species/cultivars of some trees have been changed, the majority of trees remain as previously proposed.
- As such many would appear to continue to have insufficient tree soil volumes to enable them to establish, grow and reach their mature height and canopy spread (file Ref: LAN P-RES-2023-06629re19032025). Officer Note: [this is recommended as a condition]
- Therefore the majority of the issues I previously raised with regard to trees have not been addressed and until such time as they are I cannot support the discharge of landscape as a reserved matter.

[Officer Note – these comments are addressed in section 16 planning assessment below]

9.16 DC Environmental Assessment:

An Environmental Statement was submitted for the outline application, which assessed impacts, including air quality, and there are also unlikely to be significant effects from recreational impacts. An Environmental Statement compliance report has now been submitted for this reserved matters application and confirms there are no significant changes in the detailed scheme. We therefore have no further comments.

9.17 DC Environment Mitigation Delivery Team:

- I advise referring to the following guidance when looking at the practical design details of the Public Open Spaces to ensure that they are built to be accessible, secure and

maintainable in the long term. Public Open Space and Greenspaces Guidance Notes for Design and Management (dorsetcouncil.gov.uk)

- I would strongly advise liaising with any future managing organisation about maintenance access, to ensure their equipment and resources are able to service this design with particular attention given to the SuDs and play.
- Please also take note of Natural Environment Team - Advice Note for Greenspace Management Plans for developers and land managers (dorsetcouncil.gov.uk)
- Play - As aforementioned early consultation with the future manager is advised. They may have policies which, for instance, require the play to be fenced or have equipment suitable for wheelchair users.

9.18 DC PRoW Ranger:

This does not directly impact on any Public Rights of Way, but the volume of people that live here will undoubtedly impact on the wider network and therefore large S106 contributions should be made...

There are no specific projects I can name, but please request £200 per dwelling contribution for RoW improvements in Gillingham and Motcombe within a 2 mile radius.

[Case Officer note: A section 106 was agreed as part of the Outline consent 2/2018/0077/OUT, which secured a financial contribution to Sustainable Transport Improvements including improving pedestrian and cycle links between the High street and Gillingham railway station and improvements to the existing cycle route on Le Neuborg Way and pedestrian accessibility on Station Road].

9.19 DC Tree Officer:

I can confirm that I concur with the Senior Landscape Architect and have no additional comments to make.

19.20 Representations received

Total - Objections	Total - No Objections	Total - Comments
0	0	1

Summary of comments:

- Sad to lose wilderness, fear for the wildlife currently residing on the site.
- Local business request for meeting with developer before construction begins to understand level of disruption on the access road.
- Concern over impact of development on business continuity.

10.0 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.

11.0 Relevant Policies

Development Plan

- 11.1 The North Dorset Local Plan Part 1 (LPP1) was adopted by North Dorset District Council (NDDC) on 15 January 2016. It, along with policies retained from the 2003 North Dorset District-Wide Local Plan, 1 and the 'made' Gillingham Neighbourhood Plan, form the development plan

for North Dorset. Planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

11.2 Relevant applicable policies in the LPP1 are as follows:

- Policy 1: Presumption in Favour of Sustainable Development
- Policy 2: Core Spatial Strategy
- Policy 3: Climate Change
- Policy 4: The Natural Environment
- Policy 5: The Historic Environment
- Policy 6: Housing Distribution
- Policy 7: Delivering Homes
- Policy 8: Affordable Housing
- Policy 11: The Economy
- Policy 12: Retail, Leisure and Other Commercial Developments
- Policy 13: Grey Infrastructure
- Policy 14: Social Infrastructure
- Policy 15: Green Infrastructure
- Policy 17: Gillingham
- Policy 21: Gillingham Strategic Site Allocation
- Policy 23: Parking
- Policy 24: Design
- Policy 25: Amenity

Neighbourhood Plan

11.3 The Gillingham Neighbourhood Plan was 'made' on 27 July 2018 and forms part of the Development Plan for North Dorset. Relevant policies applicable to this Reserved Matters application are:

- Policy 1. Custom and self-build housing
- Policy 4. Support improvements in existing employment sites
- Policy 12. Pedestrian and cycle links
- Policy 13. Road designs in new development
- Policy 14. New and improved health and social care provision
- Policy 15. New and improved education and training facilities
- Policy 16. New and improved community, leisure and cultural venues
- Policy 17. Formal outdoor sports provision
- Policy 18. Equipped play areas and informal recreation / amenity spaces
- Policy 19. Allotments
- Policy 20. Accessible natural green space and river corridors
- Policy 23. The pattern and shape of development
- Policy 24. Plots and buildings
- Policy 25. Hard and soft landscaping

Material Considerations

Emerging Local Plans:

11.4 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 Options consultation took place between January and March 2021. A further consultation took place between 18 Aug – 27 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

11.5 The NPPF has been updated with a revised version published in December 2024 and amended on 7 February 2025. The following sections and paragraphs are relevant to this outline application:

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

Other material considerations

Current housing land supply

11.6 Dorset Council is unable to demonstrate a 5-year housing supply as required by National Policy. In addition, the strategies for meeting housing needs in the adopted local plans are not designed to deliver the housing need under the Government's standard method and therefore, in accordance with NPPF footnote 8, the housing policies within the adopted Development Plan(s) are out of date and the presumption in favour of sustainable development applies. The emerging Dorset Local Plan is not sufficiently progressed and can be afforded very limited weight in decision making.

Master Plan Framework (MPF), August 2018

11.8 The Master Plan Framework (MPF) was prepared by a consortium of three developers Taylor Wimpey, CG Fry and Welbeck over the period 2015-2018, working with and in consultation with the officers at North Dorset District Council (now Dorset Council). The MPF is a requirement of Policy 21 of the NDLP. It covers the whole SSA and was a pre-requisite to the submission and consideration of any planning applications for development.

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

North Dorset District Council Landscape Character Assessment (2008)

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

Gillingham Town Design Statement (adopted 2012)

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

12.0 Human rights

Article 6 - Right to a fair trial.

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

The first protocol of Article 1 Protection of property.

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

13.0 Public Sector Equalities Duty

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

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

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

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

13.4 The proposed change in land use will not result in any disadvantage to people due to their protected characteristics. While there is no specific provision for lifetime homes or accommodation specifically for those with protected characteristics, the form of development proposed will provide housing, additional open space and connections to the local rights of way network, to ensure the needs of people with disabilities or mobility impairments or pushing

buggies are met. This will be through accommodation of appropriate off road footpath links, shared surfaces and by ensuring that the access arrangements to the new housing and open space are subject to the requisite standards applied by the Building Regulations and the County Highway Authority (where applicable).

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

14.0 Financial benefits

What	Amount / value
Material Considerations	
Affordable housing	32 affordable homes (25 No. 2 bedroom homes, 5 No. 3 bedroom homes, and 2 No. 4 bed roomed homes). Note this complies with the Outline s106 agreement requirement for 10% of the dwellings in the first phase to be affordable units.
Quantum of greenspace	The proposal provides public open spaces in the west, centre and east of the site, (together forming a central spine of open space through the site), a wetland area which incorporates a large SUDs basin, three pocket parks and a cycle route through open space and linking into adjacent developments. Approx. 2.5ha. of green space.
Employment created during construction phase	The proposal will support local jobs in the construction sector and will bring about 'added value' in the local area through associated spending and economic activity.
Spending in local economy by residents of proposed dwellings	The proposal will support the local economy, providing housing required to support the long-term economic growth in the area with new residents spending on goods and services as they move in.
Non Material Considerations	
Contributions to Council Tax Revenue	According to the appropriate charging bands.

15.0 Environmental Implications

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

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

- Use a fabric first approach – homes with a low energy demand by utilising an efficient “building envelope”.
- Thermal Bridging - workmanship and attention to detail to ensure that heat loss through the fabric is kept to a minimum.
- Acoustics – all homes designed to minimise noise transfer between properties.
- Airtightness - achieve an average air tightness of 3.5m3 (far exceeding the minimum requirement to meet Building Regulations).
- Other measures - efficient heating systems, photovoltaic panels, better heating controls, low energy lighting, low water use and low-e double glazing.
- Materials - made from recycled materials or which make the best use of raw materials. Where possible, local materials are used to reduce transportation.
- Sustainable drainage in the form of SUDS - existing wetlands at Gillingham have been extended to create sustainable underground drainage systems for this development.
- Passive Solar Gain - overheating calculations carried out on each property which assess this risk, and if required, mechanical ventilation systems are to be introduced to maintain internal air temperatures.

15.3 A sustainability statement has been submitted as part of the application and provides further details as to how the above approach will be achieved, including:

- The onsite renewable energy generation will match the total energy consumption of the scheme via the proposed addition of PV panels on the rear elevations.
- Energy saving measures are incorporated into the design of homes including efficient heating systems, better heating controls, low energy lighting, low water use and low-e double glazing.
- A Site Waste Management Plan will be produced at construction stage and will outline the sustainable procurement measures used to minimise the generation of waste during construction.
- Climate change adaptation measures - It is anticipated that the homes proposed in this application will achieve a reduction in CO2 emissions of around 60%, or almost double the reduction required by Building Regulations.

16.0 Planning Assessment

16.1 The principle of development was agreed through the grant of Outline planning permission (2/2018/0077/OUT) and a Local Plan allocation (Policy 21) supported by the Gillingham Neighbourhood Plan. The Outline permission also approved the means of access to the site.

16.2 The main issues of this reserved matters application are considered to relate to:

- Affordable Housing
- Layout
- Scale
- Appearance
- Landscaping
- Highway safety and parking
- Residential amenity
- Flood risk and drainage
- Biodiversity

Affordable Housing

16.3 32 No. units are proposed for Affordable Homes across the site. Of these, 17 No. are proposed to be Affordable rent and 17 No. for Shared ownership, to be managed by a Registered Provider. This would comprise 10% of the current proposed 316 No. units and is in line with the Outline s106 agreement.

16.4 The proposed Affordable Housing would comprise:

- a terraced row of five 2-bed 2-storey dwellings (S27-S31),
- a terraced row of six 2-bed 2-storey dwellings (S78-S83),
- a terraced row of three units comprising one 4-bed 2-storey dwelling and two 3-bed 2-storey dwellings (S145-S147),
- a terraced row of three units comprising one 4-bed 2-storey dwelling and two 3-bed 2-storey dwellings (S106-S108),
- a terraced row of three 2-bed 2-storey dwellings (S183-S185),
- a pair of semi-detached units of 2-bed 2-storey dwellings (S217-S218),
- a terraced row of four 2-bed 2-storey dwellings (S262-S265),
- a terraced row of three 2-bed 2-storey dwellings and one 3-bed 2-storey dwelling (S274-S277),
- a pair of semi-detached units of 2-bed 2-storey dwellings (S293-S294).

16.5 The S106 attached to 2/2018/0077/OUT agrees a 50/50 split between the affordable rented units and the intermediate units across the whole development. The proposed tenures for each Affordable dwelling have not been identified in the proposal. However, the Statement of Affordable Housing in the Planning Statement confirms that the proposals will provide a 50% Affordable Rented (17 units), 50% Intermediate units (17 units), and so will be in line with the requirements of the S106.

16.6 The Council's Housing Enabling Officer (HEO) raised concerns that whilst the proposal meets the 10% S106 compliance, the development would benefit a small number of 1 bedroom units to satisfy the variety of dwelling sizes that are required from households on the Dorset housing register. Their view was that the proposal should be re-considered and amended to offer a better range of affordable accommodation mix to include 20 No. 1-2 bed properties, and 12 No. 3+ bedroom properties.

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Private	0	78	178	28	0
Social	0	25	5	2	0

This issue was raised with the applicant who advised that the smaller 2-bed homes would be suitable for individuals seeking a smaller property as they give the flexibility of an additional small bedroom to enable potential demands that come from working from home, visitors and give households potential to grow without moving property. On balance the scheme provides a significant amount of much needed affordable homes, and the majority (78%) of the proposed affordable accommodation is 2-bed so therefore seeks to meet the needs of smaller households.

Layout

16.7 As defined in planning legislation, for the purposes of a Reserved Matters application "layout" means the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development.

- 16.8 The proposed layout has been broadly based upon the illustrative framework masterplan submitted with the consented Outline application. The main differences from the illustrative framework masterplan are:
- Greater number of smaller perimeter blocks and highways spread across the development.
 - Additional highway bisecting the central open space spine running east west through the development.
 - Rear gardens backing onto future school site rather than access and active travel routes as shown on the Outline Illustrative Masterplan.
- 16.9 Concerns were initially raised by the Council's Urban Design Officer (UDO) that parts of the scheme do not accord with the parameter plans approved at outline, in particular the movement and connections plan. They suggested that a lack of adequate cycle paths and pedestrian routes coupled with a poorly designed street that does not accommodate on street parking will limit the opportunities for safe walking and cycling and increase the dominance of parked cars. The applicant has amended their proposals to better align the proposed movement and connections with the parameter plan. Whilst it is shown on their drawings that these links all exist, there are several instances where these routes are not designated paths but require a cyclist to ride along one of the estate roads, shared with vehicular movement. As a result of discussions with the Case Officer the applicant has increased the width of all designated shared pedestrian and cycle paths to 3 meters to allow for 2-way movement. The case officer considers that whilst it would have been preferable to have all cycle paths through the site as designated paths, the links agreed at Outline have been provided in the proposal and consideration has been made into making them safe to use. It is considered that the layout provides for adequate cycle provision and connectivity.
- 16.10 The main access into the site is located in the southwest section of the site and comes from a roundabout junction with Shaftesbury Road and Ferne Brook Lane. A primary street runs north and east through the southern parcel of the site, through a central public open space which bisects the site from east to west and the completes a loop around the perimeter of the northern section of the site. The parcels of the site carved out by this primary street are segmented by secondary and tertiary streets, creating a patchwork of building plots which are planned out using predominantly perimeter block terraced housing. Mews streets are woven into these perimeter blocks, providing access into courtyard parking situated in the middle of each block. The council's Urban Design Officer (UDO) considers that overall, the layout is logical and in terms of location, the primary, secondary and tertiary streets create a legible and permeable layout, and officers agree with this assessment.
- 16.11 A proposed network of shared footpaths and cyclepaths runs throughout the site, linking into phase 2 and into the adjacent development Cerne Avenue and into the town. There are a further four pedestrian and cycle links into a future phase to the North along roads and public open space and another phase to the South for a school and potentially further housing.
- 16.12 The street layout links into phase 2 (further housing and public open space) to the north, phase 3 (school and further housing) to the southeast. The transition into phase 2 is made in 2 locations via a secondary street to the west, running north as well as from an extension from the primary street running around the northern section of the site, running west. The design for these future phases has not yet been submitted so details of the transition of the built form between phases will be assessed when these schemes come forward.
- 16.13 The streets have been designed as five distinct types, which define a street hierarchy and reinforce the character areas across the site.

- The 'Urban wall' streets front onto the public open space onto which the built form is prominently 2 storey detached and semi detached which some short 3-unit terraces. This creates a more fragmented edge overlooking the areas of public open space.
- The primary street runs through the centre of the southern section of the site, crosses the horizontal segmenting public open space and runs around the perimeter of the northern section of the site. The built form of the primary street defines a stronger building line to the road with longer runs of terraces.
- The secondary streets are long and run south to north in the southern section of the site, running parallel to the primary street. The built form onto these streets is made up of a mixture of house types including detached, varied length of terraces and garages. There is a reasonably strong building line defined by the built form on these streets.
- The tertiary streets are shorter streets predominantly running east to west between the primary and secondary streets. The built form along these streets is more varied with gable ends, a varied length of terraced properties and some garages.
- The mews streets weave through the defined perimeter housing blocks. Within these courtyards the built form varies between single storey garages, detached and terraced mews dwellings and apartments over garages.

16.14 The UDO advises that an over reliance on rear courtyard parking without adequate on street parking designed into the scheme may lead to cars being parked over pavements where residents try and park close to their front doors. The Case Officer considers that the applicant has made improvements to the mews parking courtyards to make them more easily accessible and better surveyed in order to best encourage their use and prevent indiscriminate parking. Whilst it is considered that additional on street parking would be beneficial, in particular adjacent to the play areas to the west and the central open space spine, there are now a number of on road parking spaces located adjacent to the eastern public open space and several have been incorporated into the road layout throughout the scheme.

16.15 In light of all the above, the case officer considers that the proposed layout is acceptable, as it provides a positive townscape within the site. It also provides permeable linkages within and throughout the site and an appropriate relationship with future phases of development, adjacent developments and the wider town. This meets the aims and requirements of the overall Outline approved scheme, Policies 7, 21, 24 and 25 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Scale

16.16 "Scale" is defined as meaning the height, width and length of each building proposed within the development in relation to its surroundings.

16.17 The Outline approved Building Heights Plan permits dwelling heights of up to 3 storeys (12m to top of ridge line) within the application site area, along the central section of the western edge adjacent to the boundary with the existing Cerne Avenue development /existing public open space and running centrally through the development running south to north. This reduces to 2.5 storey (11m to top of ridge line) in the majority of the rest of the site with 2 storey (9m to top of ridge line) on the northwest point edge and the southern edge bounding the future school site.

16.18 The building heights proposed are predominantly 2 storey with an element of 2.5 storey development on primary streets and in key locations. This domestic scale of development is comfortably aligned with the parameters set by the outline planning permission.

- 16.19 The Outline approved Density Plan permits a higher density area (45dph) within the central heart of the overall application site. This reduces to medium density (35dph) in the northwest parcel, the northeast parcel, the eastern parcel and the southern parcel. The furthestmost edge strips of each parcel of development which fronts onto the surrounding countryside to the north and east are set at a lower density (25dph), as is the edge strip of development bounding the future school site.
- 16.20 The densities proposed vary across the phase 1 site to largely reflect the agreed parameter plan. The low-density countryside edge agreed by the outline consent to the east is stretched slightly into medium density in the northeastern most parcel of the phase 1 site. However, it is considered that the layout proposed reinforces the character and distinctive 'neighbourhood' within this part of the development and is a more permeable layout than the other edge conditions and is therefore considered to be in line with the intent of the densities agreed at Outline.
- 16.21 The proposed scale is therefore considered to be acceptable and complies with Policies 7, 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Appearance

- 16.22 "Appearance" is defined as meaning the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
- 16.23 The councils Senior Urban Design Officer has commented that there is a lack of variety in the street design and over reliance on the design of houses to introduce character. Additionally, it was noted that there is also not much of the design that draws on Gillingham and its existing character. In response to these comments the applicant produced additional information for review with the intent to demonstrate a more coherent and consistent approach to character areas across the development.
- 16.24 The proposed character areas are summarised as follows:

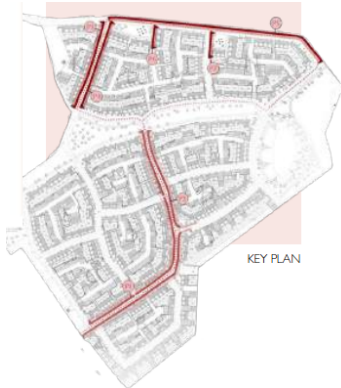
Urban Wall:

- Materials: Slate roofs and buff brickwork walls.
- Architectural features: Cast stone cills, casement windows, brisk quoins to windows, cottage style doors with canopies and chimneys.
- Boundaries are characterised by the use of large hedges, arts and crafts style gate and buff brick walls.



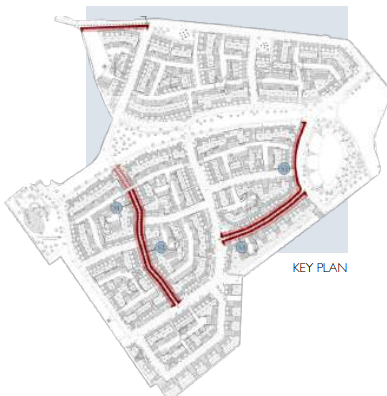
Primary:

- Materials: Slate roofs with red brickwork walls.
- Architectural features: Cast stone cills, 6 pane casement windows with a vertical emphasis and segmental or rubbed brick arches, panelled front doors with formal door surrounds and large chimneys.
- Boundaries are characterised by the use of hedges and red brick walls.
- Streets are tree lined where possible.



Secondary:

- Materials: Mix of plain tile and slate roofs with light rendered walls and red or buff brick plinths.
- Architectural features: White 2 or 4 pane casement windows, some with have sub cills. Panelled front doors with integral glazing are proposed in addition to medium sized chimneys in matching brickwork to the plinth.
- Boundary walls are proposed with a render finish with buff brick copings and plinths.
- Street trees are located behind boundary walls.



Tertiary:

- Materials: The roofs are to have varying, generally steeper pitches and a mix of plain tile and slate and the walls are proposed to be a mix of painted render and red brick.
- Architectural features: White casement cottage windows with many small panes. Front doors are proposed to be a random mix of cottage style doors. Low eaves are proposed to reinforce the cottage style of these properties in addition to small or tall red brick chimneys.
- Boundary walls are proposed as red brick
- Tree planting is to be randomly positioned.



Mews:

- Materials: Plain tile or slate roofs and precoloured roughcast render walls with a tall brown brick plinth.
- Architectural features: Casement cottage windows with many small panes and painted concrete lintels. Doors are proposed as a simple cottage style with canopies. Small chimneys are proposed in brown brick.
- Boundary walls are proposed as render and painted to match adjoining plot with brown brick plinth.
- Tree planting is to be randomly positioned.



Focal points/ landmark buildings:

Within each of the character areas key buildings and plots have been treated with a subtle difference and detail to further define corners and entrances. These differences include roof form, eaves height, window proportions, chimney positions and finishes of boundary treatments.

16.25 In relation to the Council's Urban Design Officer (UDO) comments on lack of variety in the street design, on review of the additional details submitted it appears that more differentiation between street design has been defined which helps to reinforce the various place characters and street hierarchy. The UDO had concerns there is an over reliance on the design of houses to introduce character have been addressed by the applicant with further detail provided on landscape proposals and boundary conditions. The Case Officer considers that satisfactory clarity and variation have been achieved in the landscape and boundary conditions, and they read as contributing factors in the design of the character areas. Therefore, it is considered that this concern has been satisfactorily addressed.

- 16.26 In relation to the UDO concern regarding the proposal failing to draw on Gillingham and its existing character, the applicant has taken measures to reflect local styles through a simple and coherent approach to architecture. They have sought to use a palette of local materials to reference local colour and texture in addition to referencing local building types, street patterns and architectural details. Gillingham has a varied mosaic of character types including a significant proportion of historic fabric which is characterised by its consistent scale and use of local materials such as brick, limestone rubble, greensand ashlar and slate or tiled roofs. It is considered that the proposals suitably reflect these material characteristics through the use of brick and tiled roofs. It may be argued that the use of limestone rubble or greensand ashlar would have strengthened the reference, however as this is a modern development the approach of referencing elements of the character rather than seeking to recreate them is supported. Beyond materials, the historic centre of Gillingham has a tight nit urban grain with an irregular perimeter block or ribbon layout with the majority of buildings set directly on the street frontage, which is a pattern of development clearly referenced within the proposal.
- 16.27 Policy 8 of the North Dorset Local Plan states that 'Affordable housing should be designed to be indistinguishable from other housing on a development site. On a larger site, the affordable units should be pepper-potted amongst the market housing'. It is considered that the proposed Affordable Housing is indistinguishable from the market housing and is spread evenly across the development and therefore complies with the development plan.
- 16.28 The proposal therefore complies with Policies 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Landscaping

- 16.29 "Landscaping" is defined as meaning the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—
- (a) screening by fences, walls or other means;
 - (b) the planting of trees, hedges, shrubs or grass;
 - (c) the formation of banks, terraces or other earthworks;
 - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
 - (e) the provision of other amenity features.
- 16.30 Dorset Councils Senior Landscape Officer (SLO) initially raised concerns that the shared pedestrian and cycle routes did not meet the desirable minimum 3m width for 2 way cycle traffic as recommended in Department of Transport Cycle Infrastructure Design Local Transport Note 1/20. The applicant went on to update all dedicated shared routes within the scheme to satisfy this requirement.
- 16.31 The SLO also raised concerns over the streets not being sufficiently tree lined to meet the requirements of Paragraph 136 of the NPPF, contributing to the failure to establish a high-quality public realm and 'Garden Suburb' character as set out in the vision outlined in the submitted Design & Access Statement. The applicant has sought to introduce as many trees as possible along the streets, particularly the primary street, although due to restricted space on plan it has not been achievable to add them in a consistent manner on both sides of the streets so the trees on the primary street are overwhelmingly located on the north and west side of the street. This therefore fails to meet the common definition of a 'tree lined' street where *a tree-lined road has trees on both sides of it*" (Cambridge). It should be noted that proposed 'street

trees' are also largely located within the front gardens of the properties, which raises a concern to their long-term retention, as they will be in the ownership of individuals who could decide to remove them. The Case Officer considers that the applicant has achieved an increase in the number of trees along the streets, particularly the north/west side of the primary street running through the southern section of the site. It is understood that due to the tight nit grain of development and perimeter block typology proposed, that as much space as practicable has been created for street trees whilst retaining suitable depth of plan for private gardens and parking courts. The applicant has improved the quantum of trees as much as possible within the constraints of the layout being proposed and it is considered that sufficient planting, both in the streets and in the open space, has been provided.

- 16.32 The presence of established trees within the scheme is considered to be of great importance in order to establish a strong public realm and reinforce the proposed 'Garden Suburb' character. The SLO identified that insufficient detail was initially submitted to demonstrate that the trees proposed will be provided with sufficient space and soil volume to survive and avoid conflict with street lighting/services. The applicant has gone through an iterative process which has involved removal of some trees where considered not practicable, moving some trees and increasing soil volumes for some trees. There has been some debate between the specialists with regard to the most desirable soil volumes to allow trees to thrive. As this is yet to be fully resolved a condition has been proposed to require details of all tree soil volumes to be submitted to and agreed by Dorset Council prior to development proceeding beyond damp proof course level.
- 16.33 The Outline Illustrative masterplan included a generous 'green arrival space' at the midpoint of the primary street running through the southern parcel of the development. This space functioned as a central amenity hub of this parcel of the development and connected east, west, south and northern routes. The SLO had concerns that this arrival space had been removed on the proposals that have come forward in this application. The applicant has responded to these concerns by incorporating a small green space in a similar location. However, as the layout has developed since the outline scheme, this does not function in the same way as a meaningful central amenity space and additionally fails to function as a connecting node within the scheme. Whilst it is felt that the articulation of this space had a more positive contribution on the Outline Illustrative masterplan, the amended proposal for this green space is considered to be an improvement from the initial RM proposal. On balance, when assessed across the development the overall provision of public open green space is a meaningful part of the proposal, which is considered to comply with Policy 15, 21 and 24 of the NDLP as well as Para. 135 of the NPPF.
- 16.34 The proposal includes several NEAP's (Neighbourhood Equipped Area for Play) which are generally well considered with a range of play equipment which has the right balance of adventure and accessibility, and, together with the proposed furniture and fencing, paving, surfacing and planting forms a coherent 'family' and an aesthetically pleasing whole. However, concern was raised by the SLO that the western most playful landscape feature was dangerous and/or difficult to access and would be poorly surveyed. The applicant proceeded to reposition the feature to create a linear play area in the central green corridor which is accessed via a footpath and well overlooked by dwellings on the opposite side of the road. The proposed play areas are therefore considered to be well resolved and a strong feature of the development in line with Policy 15 of the NDLP.

16.35 The proposed landscape is therefore considered to be acceptable and complies with Policies 15, 21 and 24 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Highway safety and parking

16.36 There is a single main vehicular access from the Kingsmead Business Park on the south western edge of the site as per agreed as part of the Outline permission. A primary street runs north through the southern parcel of the development, across the central green corridor and around the perimeter of the northern parcel. The layout itself has been designed to operate with a target design speed of 20mph or lower. The Dorset Council's Highway Authority initially required several amendments to the highway design to meet the requirements of the Council's "Adopted Highways" policy. These amendments were made to the proposal to the satisfaction of the Authority, and the proposal is now considered to be suitable for adoption by Dorset Council.

16.37 Bin collection points are located to the rear of homes fronting onto the Primary Street. On Secondary and Tertiary Streets, they are generally located to the front of dwellings and within the Mews character areas central bin collection points have been proposed. Properties within the Urban wall area again have bin collection points to the rear of the dwellings. The proposed collection locations and refuse vehicle tracking has been reviewed by the Dorset Council Waste team who identified two locations where the bin collection points slightly exceed the distance required for refuse operatives to walk to collect the bins by approximately 5 metres. However, on balance it is considered to be acceptable for the Dorset Council waste collection service.

16.38 A Stage 1 Road Safety Audit supports the proposed highway layout and demonstrates that the design is suitable for use by all road users. Swept path analysis confirms that refuse vehicles and emergency service vehicles can freely traverse the site.

16.39 Vehicle parking is generally provided to the rear of properties in courtyard areas. These spaces are all overlooked by surrounding properties. Where parking is on plot it is generally set back from the street behind hedges or fencing in an attempt to reduce its visual impact on the street scene. The proposed layout would provide 432 allocated parking spaces; 259 allocated garages and 15 visitor spaces distributed throughout the site. This amounts to 447 parking spaces within the site (excluding garages), at a ratio of 1.41 spaces per dwelling. Dorset Councils Highway Authority have confirmed that the parking provision is in line with their requirements. Cycle Parking facilities will be subject to a future condition discharge application on the Outline application consent.

Residential amenity

Impact on neighbours

16.40 The nearest dwellings to the proposal site comprises those along Cale Way and Ferne Brook Lane to the northwest. The Phase 1 site that forms this application is sited at significant distance from these neighbouring dwellings and would avoid any adverse impacts in terms of loss of light, outlook, privacy or overbearing impact.

16.41 The Council's Environmental Health Team commented that mitigation measures will be required to prevent an adverse noise effect at some new dwellings from the existing noise climate dominated by traffic noise. Whilst a noise model has been completed, and mitigation measures have been proposed; the assessment was undertaken on an indicative basis before the housing design was available. The noise model therefore needs to be run on the final proposed layout of

houses and roads to ensure that noise mitigation chosen is suitable and sufficient for both internal and amenity areas. The applicant will need to provide a final Acoustic Design Statement in order that necessary noise mitigation measures can be established, implemented, and maintained in the future. The Acoustic Design Statement will need to ensure mitigation won't conflict with ventilation requirements. This can be secured via a suitably worded condition.

- 16.42 The proposed new electrical substation will likely emit noise. The applicant needs to demonstrate there will be no adverse effect of noise upon proposed nearby residents. Such an assessment should be undertaken with reference to BS4142: 2014 Methods for rating and assessing industrial and commercial sound. This could be dealt with via condition.
- 16.43 If air source heat pumps (ASHP) are to be installed, a noise assessment will also be needed to demonstrate there will be no adverse noise effect from the proposed ASHP. This can also be secured by planning condition.
- 16.44 Condition 32 of the Outline permission requires the submission of a Construction Environmental Management Plan (CEMP) to be agreed upon by the Council to include, amongst other things, hours of construction, construction vehicle and delivery details and measures to control noise, vibration, dust and dirt.

Impact on future occupiers

- 16.45 The floorspace of 72sqm and 74sqm for two types of the proposed 2-bed 4-person Affordable dwellings does not meet the minimum nationally described space standard of 79 sqm. The proposed 4-bed 6-person Affordable dwellings would also fall 3 sqm short of the minimum nationally described space standard. However, this standard was not adopted as policy under the North Dorset Local Plan. It is also considered that all proposed dwellings would be provided with sufficient private amenity space commensurate to their size. As such, overall, it is considered that future occupiers would be afforded with sufficient internal living and storage space. The built form relationships within the scheme would also afford future occupiers with sufficient light, outlook and privacy.
- 16.46 In light of all the above, the proposal complies with Policy 25 of the North Dorset Local Plan, the Gillingham Neighbourhood Plan and the Gillingham Town Design Statement.

Flood risk and drainage

- 16.47 The proposed residential development will avoid development in Flood Zones 2 and 3 plus a climate change sensitivity buffer. Surface water is to be conveyed through private and adoptable storm networks via swales where suitable. All proposed storm conveyance systems will drain towards a series of downstream attenuation basins, located at the northern and eastern extents of each development parcel.
- 16.48 During the construction phase of the project, surface water flows will need to be managed to eliminate a detrimental impact on the downstream catchment in terms of excess flows or water quality. A series of sequencing, implementation and inspection procedures have been proposed to manage surface water drainage throughout the construction phase of the project.
- 16.49 The proposed foul drainage system is to drain to a pumping station in the northern area of the site. Foul flows are to be pumped via rising main back up to a connection point in the southwest corner of the site. The pumping station and rising main will be delivered by the developer but funded and adopted by Wessex Water. The foul rising main is to be connected to the Wessex Water requisition rising main through the Kingsmead Business Park and the B3081 to a connection point to a gravity sewer within the Ham Farm development.

16.50 The Council's Flood Risk Management Team (FRMT) raised no objection to the surface water and foul drainage proposals subject to conditions for a further detailed surface water management scheme and further details of maintenance & management of both the surface water and sustainable drainage scheme.

Biodiversity

16.51 Following initial comments raised by the Council's Natural Environment Team (NET), it became clear that habitat losses were unable to be fully mitigated within the Phase 1 site area, in particular for bats and Greater Crested Newts. A strategy was therefore agreed to refine landscape / habitat enhancement proposals within the Phase 1 redline area to maximise Biodiversity Net Gain (BNG) credits as far as possible in this area, to undertake a BNG audit of the wider Outline site to establish the land area required outside the Phase 1 red line to deliver satisfactory habitat enhancement overall, and propose a set of landscape / habitat creation proposals that would deliver a satisfactory level of mitigation across the whole Outline site.

16.52 A Biodiversity Net Gain (BNG) Assessment and Metric has subsequently been provided, along with an Ecological Mitigation Strategy for the wider Outline approved site. On review of the submitted information DC NET are generally satisfied that they demonstrate that losses within Phase 1 of the scheme have been minimised as far as possible by maximising habitat creation opportunities within remaining and newly created habitats. They are also satisfied that they demonstrate additional mitigation within Phase 1 to mitigate negative impacts, such as fencing around and within woodland in key areas to prevent access to sensitive habitat.

16.53 The NET has commented that the preliminary BNG Assessment and Metric documents clearly demonstrate a net gain in habitat units of at least 10% and a net gain in hedgerow units of 2% across the overarching outline site. DC NET are generally satisfied that the assumptions provided for the phase 2 site area are robust enough for Dorset Council to accept habitat losses within the phase 1 application on the understanding that these will be mitigated in the next phase of development. It should be noted that this approach has the added benefit in that it allows for species-specific impacts to be addressed because future phases could incorporate areas of grassland which are allowed to develop into optimal habitat for reptiles, and scrub and hedgerows on the edge of the development which will benefit to bats and birds.

16.54 Regarding lighting, against the current plans there appears to be some degree of impact on foraging and commuting bats as a result of the layout of the site, and subsequent street lighting design. However, it is considered that the proposed lighting scheme has been designed to minimise light spill as far as practically possible in Phase 1 and the principal of a holistic approach to address the impact across the entire outline site has been accepted.

16.55 The applicant has provided a Great Crested Newt District Level Licensing Impact Assessment & Conservation Payment Certificate from Natural England which demonstrates that the proposed development has been approved for use of the Natural England District Licensing Scheme for the required GCN habitat mitigation.

16.56 In light of all the above and subject to conditions and the Great Crested Newt District Licence requirements, the proposal complies with Policies 4 and 21 of the North Dorset Local Plan and the Gillingham Neighbourhood Plan.

17.0 Conclusion

- 17.1 Outline planning permission for the construction of 634 dwellings, a primary school, sports pitches with floodlighting, public open space, play facilities, access and internal estate roads, internal footpaths and cycleways, sustainable drainage system with ponds, landscaping, utility connections and associated groundworks/infrastructure, with details of access and the provision of 10% affordable housing in the first phase of development, was granted with s106 legal agreement in November 2021. The principle of development is therefore established subject to the details of reserved matters relating to layout, scale, appearance, and landscape – all of which make up this application.
- 17.2 The applicant has amended the details of the original submission to take account of concerns and comments raised in consultation. It is considered that the revised proposal accords with the terms of the Outline permission, along with the overall aims of the Development Plan, supporting guidance and the NPPF, having due regard to the context of this site. This proposal therefore complies with the Development Plan as a whole.

18.0 Recommendation

Approve subject to the following conditions:

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

Location Plan (SP-LP-001 A)

Illustrative Site Layout – Phase 1 (SP-001)

Masterplan Site Layout – All phases (SP-002 A)

Overall Site Layout – Phase 1 (SP-003 A)

Housing Mix Plan (SP-004 B)

FFL Site Layout – Phase 1 (SP-005 A)

External Materials Finishes SECTOR A-J (SP-006 A)

External Materials Finishes SECTOR K-P (SP-007 A)

Site Layout - Sectors A - J - Hard Landscaping & Boundary Treatment (SP-008 A)

Site Layout - Sectors K - P - Hard Landscaping & Boundary Treatment (SP-009 A)

Ecology Plan Layout - Sector A-J (SP-010 A)

Ecology Plan Layout - Sector K-P (SP-011 A)

Phase 1 Landscape Masterplan (1321-001 P07)

Planting Plan - Site Wide Key Plan (1321-200 P07)

Planting Plan 1 of 10 (1321-201 P07)

Planting Plan 2 of 10 (1321-202 P07)

Planting Plan 3 of 10 (1321-203 P06)

Planting Plan 4 of 10 (1321-204 P07)

Planting Plan 5 of 10 (1321-205 P08)

Planting Plan 6 of 10 (1321-206 P06)

Planting Plan 7 of 10 (1321-207 P07)

Planting Plan 8 of 10 (1321-208 P07)

Planting Plan 9 of 10 (1321-209 P06)

Planting Plan 10 of 10 (1321-210 P07)

Preliminary drainage layout - sheet 1 (0689 02-PDL-1001 D)

Preliminary drainage layout - sheet 2 (0689 02-PDL-1002 F)

Preliminary drainage layout - sheet 3 (0689 02-PDL-1003 E)

Preliminary drainage layout - sheet 4 (0689 02-PDL-1004 F)

Preliminary Highway Levels - sheet 1 (0689 PHL-1001 G)

Preliminary Highway Levels - sheet 2 (0689 PHL-1002 G)

Preliminary Highway Levels - sheet 3 (0689 PHL-1003 F)
Preliminary Highway Surfacing Plan - sheet 1 (0689 PHL-1101 G)
Preliminary Highway Surfacing Plan - sheet 2 (0689 PHL-1102 G)
Preliminary Highway Surfacing Plan - sheet 3 (0689 PHL-1103 F)
Urban Wall 1 Street Elevations (UW-SE-001-REV-A)
Urban Wall 2 Street Elevations (UW-SE-002-REV-A)
Urban Wall 3 Street Elevations (UW-SE-003-REV-A)
Primary 1 Street Elevations (PR-SE-001-REV-A)
Primary 2 Street Elevations (PR-SE-002-REV-A)
Primary 3&4 Street Elevations (PR-SE-3&4-REV-A)
Primary 5 Street Elevations (PR-SE-005-REV-A)
Secondary 1&2 Street Elevations (S-SE-1&2-REV-A)
Secondary 3&4 Street Elevations (S-SE-3&4-REV-A)
Secondary 5 Street Elevations (S-SE-005-REV-A)
Tertiary 1-4 Street Elevations (T-SE-1-4-REV-A)
Tertiary 5&6 Street Elevations (T-SE-5&6-REV-A)
Tertiary 7&8 Street Elevations (T-SE-7&8-REV-A)
Tertiary 9&10 Street Elevations (T-SE-9&10-REV-A)
Tertiary 11&12 Street Elevations (T-SE-11&12-REV-A)
Mews 1 Street Elevations (M-SE-001-REV-A)
Mews 2 Street Elevations (M-SE-002-REV-A)
Mews 3-6 Street Elevations (M-SE-3-6-REV-A)
Mews 7-10 Street Elevations (M-SE-7-10-REV-A)
Mews 11-13 Street Elevations (M-SE-11-13-REV-A)
1-2-P-001 - Rev A
1-2-P-002
1-2-P-003
3-4-P-001 - Rev A
3-4-P-002
3-4-P-003
5-6-P-001
5-6-P-002
5-6-P-003
7-8-P-001
7-8-P-002
7-8-P-003
9-10-P-001
9-10-P-002
9-10-P-003
11-12-P-001
11-12-P-002
11-12-P-003
13-P-001
13-P-002
13-P-003
14-15-P-001 - Rev A
14-15-P-002 - Rev A
14-15-P-003 - Rev A
14-15-P-004 - Rev A
16-P-001 - Rev A
16-P-002 - Rev A
16-P-003 - Rev A
17-P-001 - Rev A

17-P-002 - Rev A
17-P-003 - Rev A
18-19-P-001 - Rev A
18-19-P-002 - Rev A
18-19-P-003 - Rev A
18-19-P-004 - Rev A
20-P-001 - Rev A
20-P-002
20-P-003 - Rev A
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21-P-002
21-P-003
21-P-004
21-P-005
22-26-P-001 - Rev A
22-26-P-002 - Rev A
22-26-P-003
22-26-P-004
22-26-P-005
S27-S31-P-001
S27-S31-P-002
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S27-S31-P-004
S27-S31-P-005
32-35-P-001 - Rev A
32-35-P-002
32-35-P-003
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36-37-P-004
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42-43-P-002
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42-43-P-004
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44-P-002 - Rev A
44-P-003 - Rev A
45-46-P-001 Rev A
47-50-P-001 - Rev A
47-50-P-002 - Rev A
47-50-P-003 - Rev A
47-50-P-004 - Rev A
47-50-P-005 - Rev A
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55-56-P-001

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58-P-002
58-P-003
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59-P-002 - Rev A
59-P-003 - Rev A
59-P-004 - Rev A
59-P-005
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314-P-003

315-316-P-001 - Rev A
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315-316-P-003
317-318-P-001
317-318-P-002
317-318-P-003
SG-01 - SINGLE GARAGE TYPE 1
SG-02 - SINGLE GARAGE TYPE 2 - REV A
SG-03 - SINGLE GARAGE TYPE 3
SG-04 - SINGLE GARAGE TYPE 4 - REV A
DG-01 - DOUBLE GARAGE TYPE 1 - REV A
DG-02 - DOUBLE GARAGE TYPE 2 - REV A
DG-03 - DOUBLE GARAGE TYPE 3
DG-04 - DOUBLE GARAGE TYPE 4
DG-05 - DOUBLE GARAGE TYPE 5
DG-06 - DOUBLE GARAGE TYPE 6
DG-07 - DOUBLE GARAGE TYPE 7
DG-SD-01 - DOUBLE GARAGE SUBDIVISION TYPE 1
DG-SD-02 - DOUBLE GARAGE SUBDIVISION TYPE 2
DG-SD-03 - DOUBLE GARAGE SUBDIVISION TYPE 3
DG-SD-04 - DOUBLE GARAGE SUBDIVISION TYPE 4
DG-SD-05 - DOUBLE GARAGE SUBDIVISION TYPE 5
DG-SD-06 - DOUBLE GARAGE SUBDIVISION TYPE 6
DG-SD-07 - DOUBLE GARAGE SUBDIVISION TYPE 7
DG-SD-08 - DOUBLE GARAGE SUBDIVISION TYPE 8 - REV A
DG-SD-09 - DOUBLE GARAGE SUBDIVISION TYPE 9
DG-SD-10 - DOUBLE GARAGE SUBDIVISION TYPE 10
DG-SD-11 - DOUBLE GARAGE SUBDIVISION TYPE 11
DG-SD-12 - DOUBLE GARAGE SUBDIVISION TYPE 12
DG-SD-13 - DOUBLE GARAGE SUBDIVISION TYPE 13
DG-SD-14 - DOUBLE GARAGE SUBDIVISION TYPE 14
DG-SD-15 - DOUBLE GARAGE SUBDIVISION TYPE 15
DG-SD-16 - DOUBLE GARAGE SUBDIVISION TYPE 16
DG-SD-17 - DOUBLE GARAGE SUBDIVISION TYPE 17
DG-SD-18 - DOUBLE GARAGE SUBDIVISION TYPE 18
DG-SD-19 - DOUBLE GARAGE SUBDIVISION TYPE 19
DG-SD-20 - DOUBLE GARAGE SUBDIVISION TYPE 20 - REV A
DG-SD-21 - DOUBLE GARAGE SUBDIVISION TYPE 21 - REV A
DG-SD-22 - DOUBLE GARAGE SUBDIVISION TYPE 22
TG-01 - TRIPLE GARAGE TYPE 1 - REV A
TG-02 - TRIPLE GARAGE TYPE 2
TG-03 - TRIPLE GARAGE TYPE 3 - REV A
QG-01 - QUADRUPLE GARAGE TYPE 1
QG-02 - QUADRUPLE GARAGE TYPE 2
QG-03 - QUADRUPLE GARAGE TYPE 3
QG-04 - QUINTUPLE GARAGE TYPE 1
QG-05 - QUINTUPLE GARAGE TYPE 2

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

2. The hard surfacing/paving, walls, fences or other external structures as detailed on approved drawings numbered SP-006, SP-007, SP-008 and SP-009 shall be completed before the first occupation/use of any of the building/land.

Reason: To ensure satisfactory landscaping of the site and to enhance the visual amenity and character of the area.

3. The soft landscaping works detailed on approved drawings 1321-201 (P07), 1321-202 (P07), 1321-203 (P06), 1321-204 (P07), 1321-205 (P08), 1321-206 (P06), 1321-207 (P07), 1321-208 (P07), 1321-209 (P06) and 1321-210 (P07) must be carried out in full during the first planting season (November to March) following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The soft landscaping shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 10 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

4. The development hereby approved shall be undertaken in accordance with the details set out in the submitted Tree Survey (SITE SURVEY/BS5837:2012 Nov 2017). All trees and hedges shown to be retained in the Tree Protection Plans (03810 TPP 06.09.24 Sheets 1 to 5) shall be fully safeguarded during the course of site works and building operations.

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

5. No development shall proceed beyond damp proof course level until full specification details of all external facing materials (including, walls, roofs and fenestration detail) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with the approved materials and shall also comply with the approved materials distribution plan (Drawing No.SP-006A Site Layout - External Materials Finishes Sector A-J and SP-007A Site Layout - External Materials Finishes Sector K-P).

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

6. Before installation of any air source heat pumps or similar equipment, a noise report from a suitably qualified/experienced person shall be submitted to and agreed in writing by the Local Planning Authority. The written report shall follow the BS4142:2014 format and contain details of background sound measurements at times when the plant is likely to be in operation, against the operational plant sound level(s). The report shall predict the likely impact upon sensitive receptors in the area and all calculations, assumptions and standards applied shall be clearly shown. Where appropriate, the report shall set out appropriate measures to provide mitigation to prevent loss of amenity and prevent creeping background noise levels. The agreed mitigation measure shall be fully implemented and permanently retained thereafter.

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

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

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

8. The development hereby approved shall be undertaken in accordance with the detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the Ecological Mitigation Plan & Preliminary BNG audit (Andrew J McCarthy – 30 October 2025 FINAL v00).

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

9. Prior to occupation of the Phase 1 site an updated detailed biodiversity mitigation, compensation and enhancement/net gain strategy shall be submitted which carries forward the mitigation set out in the Ecological Mitigation Plan & Preliminary BNG audit (Andrew J McCarthy – 30 October 2025 FINAL v00), and which robustly demonstrates a net gain in habitats, and mitigation for impacts on protected species, across all phases of the Outline application site. The development shall be carried out in accordance with the approved strategy.

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

10. No development shall proceed beyond damp proof course level until details of tree soil volumes have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with the approved details.

Reason: To ensure long term establishment of proposed trees.

11. Prior to the commencement of the development above damp course level, a scheme showing precise details of all external lighting (including appearance, supporting columns, siting, technical details, power, intensity, orientation and screening of the lamps) shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall reflect the need to assist public safety whilst adhering to standards set out in the approved Biodiversity Mitigation and Enhancement Plan. The approved scheme shall be implemented before the development is occupied and shall be permanently maintained

thereafter. No further external lighting shall be installed on site without the prior approval, in writing, of the Local Planning Authority.

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

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

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

13. The detailed design of the proposed pedestrian / cycle routes shall be submitted to the local planning authority prior to the commencement of the development for approval in writing. The details shall conform to the following details:
- a. Shared footpaths / cycle routes should be direct possible, eliminating pinch points and/or alignments that give rise to sharp turning movements.
 - b. A minimum usable width / clearance of 3m along shared pedestrian / cycle routes.
 - c. Routes to be constructed to Dorset Council adoptable standards
 - d. Routes to be surfaced in grey, black or buff rolled tarmac with edging strips.
 - e. Paths to be adequately drained and appropriately lit, adopting lighting features that are sympathetic to surrounding ecology that may include bollard lighting, baffles, inset lighting or benefiting from light spillage from surrounding streets.
 - f. Paths to benefit from sufficient intervisibility and natural / passive surveillance
- The development shall be carried out in accordance with the approved details.

Reason: to ensure a legible, safe, and accessible environment for non-motorised users.

14. No development shall take place 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.

15. 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.

Informative Notes:

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