

Application Number:	P/OUT/2025/01234
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land west of West Link Road Crossways
Proposal:	Hybrid planning application comprising outline application for up to 145 no. dwellings, open space, landscaping & associated infrastructure with all matters reserved except principal means of access to the highways. Full application for a Suitable Alternative Natural Greenspace (SANG) and associated landscaping
Applicant name:	C/O Agent
Case Officer:	James Lytton-Trevers
Ward Member:	Cllr Ireland

1. Reason application is going to committee:

The application is brought to committee in accordance with the scheme of delegation as there was objection to the application from the Parish Council, the application is for major development and is being recommended for approval.

2. Summary of recommendation:

2.1 Recommendation A: Delegate authority to the Service Manager for Development Management and Enforcement and the Area Manager Southern and Western Team to grant, subject to the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

Provision of 35% affordable housing;
Suitable Alternative Natural Greenspace (SANG);
Bus Stop with shelter;
Local Area of Play (LAP);
Local Equipped Area of Play (LEAP);'
Pocket Park;

The nitrogen neutrality scheme, which secures the following:

- Limiting the number of dwellings completed before 2030 to 89 units.
- Ensuring that the land to be developed in the latter phase is temporarily fallowed until the improvements at the wastewater treatment works are completed in 2030.
- Ensuring the final scheme delivers the areas of open space, open water (SuDS) etc used in the nitrogen budget calculations.
- The provision and maintenance of the SuDS scheme.
- SuDS management trains consisting of swales and an infiltration to be designed in line with CIRIA C815 and CIRIA C753 as set out at paragraphs 2.1.2-2.1.4 of the Brookbanks Technical Note 02 Rv0: Response to comments of the Senior Environmental Assessment Officer of Dorset Council dated 25th June 2025 and Flood Risk & Drainage Assessment (26552-FLD-0101 Rev D).

and subject to the conditions at the end of the report.

2.2 Recommendation B: Refuse permission for the reasons set out below if the agreement is not completed within 6 months from the date of committee or such extended time as agreed by the Service Manager for Development Management and Enforcement:

1. In the absence of a s106 legal agreement to secure the Suitable Alternative Natural Greenspace (SANG) the proposal would result in a likely significant effect on the Dorset Heaths Special Area of Conservation (SAC) and Dorset Heathlands Special Protection Area (SPA) as a result of the proximity of the site and public access to these protected areas. This would be contrary to West Dorset, Weymouth & Portland Local Plan (2015) Policy ENV2 paragraphs 103 and 193 of the National Planning Policy Framework (2025).
2. In the absence of a s106 legal agreement to secure the provision of affordable housing, the proposal would be contrary to West Dorset, Weymouth & Portland Local Plan (2015) policy HOUS1 and paragraph 66 of the National Planning Policy Framework (2025).
3. In the absence of a s106 legal agreement to secure a Local Area of Play a Local Equipped Area of Play & Pocket Park and the maintenance thereof, the proposal would be contrary to Policy COM1 of the West Dorset, Weymouth and Portland Local Plan and paragraphs 98 and 103 of the National Planning Policy Framework (2025).
4. In the absence of a s106 legal agreement to secure the nitrogen neutrality scheme the proposal would have an adverse effect upon the integrity of the Poole Harbour Special Protection Area (SPA and Ramsar) as a result of nutrient enrichment to the harbour contrary to West Dorset, Weymouth & Portland Local Plan (2015) policy ENV2 and paragraph 193 of the National Planning Policy Framework.
5. In accordance with Paragraph 195 of the National Planning Policy Framework (2025) the presumption in favour of sustainable development does not apply where the project is likely to have a significant effect on a habitats site. For the reasons set out in 1, 4 and 5 above the proposal would have a significant effect on the Dorset Heaths (SAC), Dorset Heathland Special Protected Area (SPA) and the Poole Harbour Special Protection Area (SPA and Ramsar). As such and when applying Paragraph 193 in accordance with Paragraph 11(d)(i) of the NPPF there are strong reasons to refuse the development given that it is contrary to Paragraph 193.

3. Key planning issues

Issue	Conclusion
Principle of development	The principle would be contrary to Local Plan policy SUS2. The benefits of the proposal to housing land supply are considered to be a material consideration in the planning balance and given the lack of 5 year housing land supply in accordance with the NPPF the tilted balance is invoked.
Suitable Area of Greenspace	The SANG would be acceptable and comply with Local Plan policies ENV2, ENV16, COM 1 and COM4.
Means of access	The means of access would be acceptable and comply with Local Plan policy COM7.
Illustrative proposals	The parameter plans are considered acceptable and demonstrate that a development that complies with Local Plan policies ENV1, ENV10, ENV12, ENV15 and ENV16 would be achievable subject to details at reserved matters stage.
Surface, foul water and water supply	The details would be acceptable and comply with Local Plan policies ENV5 and COM10.

Issue	Conclusion
Ecology	The impacts on ecology would be acceptable and comply with Local Plan policy ENV2.
Poole Harbour Nutrient Neutrality Catchment Area	The details would be acceptable and comply with Local Plan policy ENV2.
Affordable housing	The proposal could comply with Local Plan Policy HOUS1.
Community Infrastructure Levy	The proposal could comply with Local Plan Policies COM1 and COM10.
Planning balance	The tilted balance as set out in the NPPF is invoked given the lack of 5 year housing land supply meaning Policy SUS2 of the local plan is out of date and the adverse impacts of granting the development do not significantly outweigh the benefits that the development would make to housing supply and the provision of affordable housing in what is considered to be a sustainable location.

4. Description of site

4.1 The application site is located to the southwest of the settlement of Crossways and to the west of West Link Road/Lewell Road. The site sits outside the defined development boundary of the village. The Dorset National Landscape (Area of Outstanding Natural Beauty) lies to the south, west and north of the village but is screened from view by intervening landform and woodland. A Special Protection Area (SPA) to the southwest is associated with the Warmwell Heath/Dorset Heathlands Site of Special Scientific Interest (SSSI) and Ramsar site.

4.2 The site is currently in agricultural use and access is via a field gate from Lewell Road. There are no footways along the road and no crossing points to access the main part of the village. The site comprises a relatively level open field which falls gently to the north. It is enclosed by hedgerows with trees to the west and north. Adjacent to the site, immediately to the south, is a scheme of 49 dwellings, known as The Aviators, nearing completion. Also to the south is Oaklands Park, a mobile home park and to the west the undeveloped outer edge part of the Silverlake development, which is ongoing in its development. To the north the land comprises mostly woodland. There are former hangars occupying the southwest edge of the site. The hangars are used for agricultural storage and accessed by the road connecting the hangars.

4.3 A Public Right of Way S49/5 (PRoW) runs along the outside of the northern boundary. This PRoW links to several walking / cycling routes which form the local Public Right of Way (PRoW) network. There is evidence and observation that persons are walking within the site currently without permission.

4.4 The village of Crossways is built on a RAF airfield which served as an important fighter base in World War II. In the early 1970s the first housing was built with road names relating to the historic significance of the area.

5. Description of development

5.1 The hybrid application is for full approval of a 7.68ha Suitable Alternative Natural Greenspace (SANG), and an outline application for means of access, 145 dwellings, general open space (including play space) and Sustainable Drainage Systems (SuDS). The outline application is for

the means of access only, with appearance, layout, scale and landscaping for the 145 dwellings, general open space (including play space) and Sustainable Drainage Systems (SuDS) reserved.

5.2 The housing element and general open space would be located in the eastern half of the site, with the SANG being located in the western half. Pedestrian and vehicular access would be from West Link Road/Lewell Road and access to the old airfield hangars would be maintained, as would the existing PRoW along the northern boundary of the site. The hangars would remain with the landowner's ownership, so do not form part of the application. The access is the route currently used to access the hangars.

5.3 Two groups of Category B trees (oak, prunus, hawthorn, ash) would be removed to create the new access. Tree planting is proposed along the main access roads, and a buffer of open space is proposed along the northern and eastern edge of the housing. An open SuDS infiltration basin and swales are proposed in the SANG. Parking for the SANG would be located in the southwest corner of the development. Wetland meadow grass and marginal aquatic planting are proposed in and around the basin and swales. General purpose wildflower meadow grass is proposed for other parts of the SANG.

5.4 The application is supported by the following documents:

Plans including:

SANG plan;
Illustrative masterplan;
Building heights parameter plan;
Density parameter plan;
Access & movement parameter plan; and,
Land use & landscape parameter plan;

In alphabetical order:

Agricultural Land Classification;
Air Quality Assessment;
Arboricultural Impact Assessment;
Archaeological Assessment;
Biodiversity Net Gain Statement And Assessment;
Design & Access Statement;
Ecological Impact Assessment;
Flood Risk & Drainage Assessment;
Foul sewage & utilities Assessment;
Landscape and Visual Impact Assessment (LVIA);
Lighting Assessment;
Mineral briefing note;
Minerals Resource Method Statement;
Noise Assessment;
Nutrient Assessment;
Phase I geotechnical desk study;
Planning statement;
SANG Management Plan;
Statement of Community Involvement;
Sustainability Statement;
Transport assessment;
Travel Plan.

6. Background and relevant planning history

P/PAP/2022/00291 - Decision: RESPONSE SENT - Decision Date: 09/09/2022
Proposals for residential development at Woodsford Fields and Land to the west of Crossways.
Pre-application advice was given pending a draft policy in the emerging new local plan.

7. List of constraints

Right of Way: Bridleway S49/5; - Distance: 0

Medium pressure gas pipeline 12.5m or less from Medium Pressure Pipelines (75mbar - 2 bar); - Distance: 0.4

Wessex Water Risk of foul sewer inundation 2023 Medium Risk of Foul Sewer Inundation - Distance: 0

Existing ecological network - Terrestrial - Distance: 0

Higher Potential ecological network - Distance: 0

Natural England Designation - RAMSAR: Dorset Heathlands (UK11021); - Distance: 477.35

Wildlife Present:

Site of Special Scientific Interest (SSSI) impact risk zone; - Distance: 0

Dorset Heathlands - 5km Heathland Buffer; - Distance: 0

Scheduled Monument: Earthwork in Bowley's Plantation (List Entry: 1002772.0); - Distance: 352.11

Poole Harbour Catchment Area - Distance: 0

Historic Landfill Site: Warmwell Quarry Part 2 - Distance: 0

Risk of Surface Water Flooding - Distance: 0

Minerals and Waste Safeguarding Area - ID: 116; - Distance: 0

Contaminated Land - Distance: 0

8. Consultations

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

Statutory Consultees:

- **Natural England** – No objection.

Subject to Securing Mitigation as set out in the shadow Habitat Regulations Assessment (sHRA) completed by the applicant;

Impacts on the Dorset Heathlands International Sites would be offset by the provision of a Suitable Area of Natural Greenspace (SANG) and a Strategic Access Management and Monitoring (SAMM) contribution to be secured by s106;

Supports the SANG and management plan subject to periodic review to allow for the site to mature and be adjusted over time;

The proposed development also lies within the hydrological catchment of the Poole Harbour SPA and Ramsar. The nitrogen neutrality scheme for the development relies on a number of detailed elements which would need to be secured by condition and s106.

- **Secretary of State for Transport** – No reply.
- **Active Travel England** – Comment - see Standing Advice

External Consultees:

- **Dorset Fire & Rescue Service** – Comment:
The development would need to be designed and built to meet current Building Regulations requirements.
- **Dorset Wildlife Trust** – No reply.
- **Environment Agency** – No comment.
- **Network Rail** – No reply.
- **National Grid Plant Protection** – No objection.
- **NHS Dorset (Dorset Integrated Care Board) ICB** – No reply.
- **Public Health Dorset** – Support.
Would welcome connectivity of the development to the existing settlement and food growing opportunities.
- **Ramblers Association** – Comment:
Bridleway R S/49 will require improvement to its surface and maintenance.
- **SGN (Southern Gas Networks)** – No objection. No pipelines affected.
- **Wessex Water** – Comment:
On site private foul sewers and sanitary appliances must be designed to be resilient to the impacts of sewer flooding due to high groundwater and the development should be constructed so as to provide a sealed system of foul water drainage;
The proposed site falls within the Catchment for Dorchester Sewage Treatment Works, these works are at or nearing capacity. Therefore, a capacity appraisal will be required to fully understand the impact of the proposed additional flows from the development.
Surface water must be disposed of via the SuDS Hierarchy;
Wessex Water will provide a point of connection for new water mains to be laid into the development site.
- **Dorset Police Architectural Liaison Officer** – No reply.

Internal Consultees:

- **Arboricultural Team** – No reply.
- **Archaeology** - No objection.
- **Asset & Property** – No reply.
- **Building Control West Team** – No adverse comment.
- **Dorset Waste Team** – No reply.

- **Economic Development and Tourism** – No objection.
- **Education Officer** – No reply
- **Environmental Assessment** – Comment:

Measures will be required to address nutrient neutrality;

The proposal is within the 400m to 5km zone from the Dorset Heaths. Due to the scale of the development, a HIP will be required alongside a SAMM payment of £58,870 (145x406), either through a S106 payment or if applicable through CIL;

A payment of £7,250 towards the Dorset Air Quality Strategy will be required, either through a S106 payment or if applicable through CIL.

- **Environment Mitigation Delivery Team** – The proposed SANG has the potential to mitigate harm to local heathlands.

- **Environmental Services – Protection** – No objection. Conditional on:

Addressing any contamination;

A noise assessment should Air Source Heat Pumps be used;

Dust Emission Mitigation Measures identified in Table 5.1 of the Air quality Assessment produced by Acoustic Air submitted should be incorporated into any construction management plan;

A construction method statement.

- **Flood Risk Management** – No objection. Conditional on:

A detailed surface water management scheme; and,

Details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system.

- **Highways** – No objection. Conditional on:

Visibility splays;

Details of the access, geometric highway layout, turning and parking area;

No other works to commence until the first 15.00m of the proposed access road, including the junction with the existing public highway, has been completed to at least binder course level;

A Construction Traffic Management Plan (CTMP);

2m wide footways on both sides of the new proposed site access;

An agreement, under Section 278 of the Highways Act 1980.

- **Housing Enabling Team** – Support, provided appropriate amount of affordable housing is delivered.
- **Landscape** – Broadly support the principle of the development on landscape grounds;
Concern about the indicative layout/parameter plans and number of dwellings on the land available;

Recommend conditions to safeguard the proposed open space/mitigation planting and appropriate hard and soft landscaping/maintenance.

- **Libraries** – No reply.
- **Minerals & Waste Policy** – No objection, conditional of a Mineral Resources Method Statement to set out the measures to be taken to ensure the re-use of all suitable sands or gravels raised during site preparation and construction of buildings and infrastructure;
- **Natural Environment Team** – No objection, conditional of the implementation the approved EclA;

The proposal would achieve 10% BNG onsite which must be secured for a minimum of 30 years with a s106 agreement and a Habitat Management and Monitoring Plan (HMMP).

- **Planning Policy** – The proposed site is outside the defined development boundary and therefore is classed as in the countryside. The application site is located outside but adjacent to Crossways defined development boundary which is a focus for growth in the adopted local plan. When considering the principle of whether this is a suitable site for new homes it is necessary to consider the adopted local plan policy and development strategy for this type of development, the council's Annual Position Statement, as well as government's Written Ministerial Statement and the changes to national planning policy. Heathland mitigation is needed and the applicant has made provision for a SANG.
- **Policy - Urban Design** – Recommended that a more detailed masterplan that clearly demonstrates that the quantum of development proposed can be accommodated on site is submitted;

Recommended that the scheme is independently reviewed by a design review panel.

- **Public Transport** – No reply.
- **Rights of Way Officer** – No objection.
- **Street Lighting Team (West)** – No objection. Street lighting would not be required.
- **Trees (North West Weymouth)** – No objection, conditional of tree protection.

Parish councils:

- **Crossways Parish Council** – Object.

The 'Statement of Community Involvement' is selective and inaccurate;

Development is already underway on the Aviator Park and land North of Frome Valley Road. A further 500 homes was approved under an outline planning application on land to the South of Warmwell Road. This included a new Village Hall and Medical Centre;

The population of the village continues to grow placing strain on the current infrastructure;

The application site falls outside of the defined development boundary and nothing that has been put forward to justify the application being permitted;

Refer to comments made when this site was put forward previously as part of a consultation 'Joint Local Plan Review for West Dorset, Weymouth and Portland 2017': *Crossways Parish Council and its residents want Crossways to remain as a village and do not want it to become a town. Crossways Parish Council believes that Crossways does not have a*

requirement for this level of development. Any expansion of Crossways will have a direct impact on the existing school, playgroups, shops, doctor's surgery, roads, buses etc. Crossways Parish Council does not want to see Crossways become an ongoing building site and be encircled by new developments over the next 20 years as this will cause great disturbance and inconvenience to existing residents and not be to the benefit of the village. Crossways Parish Council is of the belief that the 4,520 dwellings required can be achieved by allocations across Dorchester, Sherborne, Weymouth and Chickerell, Beaminster, Bridport, Lyme Regis, Portland and to the east of Yeovil without any need for further development in Crossways under this Review. From Crossways Parish Council perspective it has been Enough is Enough for Crossways.

- **Moreton Parish Council – Object.**

A large increase in vehicle movements and infrastructure;

The land lies outside the defined development boundary;

The application also shows very little information regarding the look of the development, property sizes or visual impact to the surrounding area;

The Suitable Alternative Natural Greenspace (SANG) will require maintenance and up keeping. Where will the funding for this come from and who will be responsible?

The current Crossways and Moreton Doctors Surgery are at the point where the increase in population is already impacting on their service;

The accumulated impact on the roads will be significant with the increase in quarry traffic and other developments and this application proposing 145 dwellings with 290 parking spaces as a minimum of 2 cars per household;

The local convenient store (Coop) which is sited on the B3390 has minimal parking for customers causing cars to park on both sides of the road side, on and off the curb edge, and also has regular lorries delivering. This increases greatly with the seasonal increase from tourists from camp sites, air B&Bs and the increase in through traffic.

- **Owermoigne Parish Council – Support.**

Subject to ensuring that the Sewage and waste management is adequate for the development;

That adequate infrastructure is in place for schools, GP services and other infrastructure support.

- **Warmwell Parish Council – No reply.**

- **West Knighton Parish Council – No reply.**

- **Woodsford Parish Council – No reply.**

Ward member:

- **Crossways Ward – No reply.**

Representations received

Total - objections	Total - No objections	Total - comments
29	3	2

Petitions objecting	Petitions supporting
0	0

Summary of comments of objections:

- Existing infrastructure inadequate (e.g. doctor surgery, school, bus service, roads) (24)
- Harm to wildlife (11)
- Additional traffic (10)
- Noise/ harm to amenity of neighbours (4)
- Loss public open space (3)
- Overdevelopment (2)
- Supporters are not local (2)
- Lack of community consultation (2)
- Out of character (1)
- Landowner profiteering (1)
- Flooding (1)
- Loss of view (1)

Summary of comments of support:

- In keeping (2)
- Open space provision (2)
- Housing provision (2)
- Suitable location (1)

10. 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. Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted West Dorset and Weymouth & Portland Local Plan:

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

- INT1: Presumption in favour of sustainable development
- ENV1: Landscape, seascape & sites of other geological interest
- ENV2: Wildlife and habitats
- ENV4 Heritage
- ENV5: Flood risk
- ENV9: Pollution and contaminated land
- ENV10: The landscape and townscape setting
- ENV11: The pattern of streets and spaces
- ENV12: The design and positioning of buildings
- ENV13: Achieving high levels of environmental performance
- ENV15: Efficient and appropriate use of land
- ENV16: Amenity
- SUS2: Distribution of development
- HOUS1. Affordable housing
- HOUS3. Open market housing mix
- COM 1. Making sure new development makes suitable provision for community infrastructure
- COM4. New or improved local recreational facilities
- COM7: Creating a safe & efficient transport network
- COM9: Parking standards in new development
- COM10: The Provision of utilities services infrastructure

Minerals & Waste

The Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan 2019 adopted on 31 December 2019, and forms part of the statutory development plan for Dorset Council, along with the Bournemouth, Dorset and Poole Minerals Strategy 2014.

The Minerals Safeguarding Area (MSA) designated in Policy SG1 of the Bournemouth, Dorset and Poole Minerals Strategy 2014.

The Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019 (the Waste Plan) adopted in December 2019.

Making Space for Waste Designing Waste Management in New Developments: A Practical Guide for Developers and Local Authorities (ADEPT 2010).

Material considerations

Emerging local plans:

Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

The Dorset Council Local Plan Options consultation took place between January and March 2021. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

Extract from the January 2021 Options Consultation document - Land to the west of Crossways (proposed allocation)

27.5.27. Land to the West of Crossways is located west of the road to Dorchester and north of Warmwell Road. It is fairly close to facilities in the village, including the local shop and will be close to the proposed new village hall and doctors' surgery as part of the Warmwell Road allocation. The capacity of the site is likely to be determined by the strategic need for SANGs associated with other sites allocated for housing at Crossways in the local plan review. It is estimated that the site has the capacity for about 150 new homes, with associated SANG provision. SANG provision should therefore be coordinated with other sites around the village to deliver the necessary level of provision.

27.5.28. A coordinated approach between developers, Dorset Council and Natural England will be required to ensure that an adequate level of SANG provision is secured in the Crossways area. Current guidelines seek a minimum of 8 hectares per 1,000 population. SANG provision on this site may need to mitigate against adverse effects from both this site and other sites allocated for housing in the Crossways area; most notably sites CRS1 and CRS2.

27.5.29. The site is within the minerals safeguarding zone and some extraction of sand and gravel has already taken place. The location and concentration of any remaining deposits would need to be assessed to clarify whether further mineral extraction would be necessary prior to the development of the site.

27.5.30. Features on the site include a thick hedgerow with some larger trees interspersed throughout on the northern boundary. Proposals on the site should seek to retain existing hedgerows and trees to maximise biodiversity opportunities.

27.5.31. There is an area of surface water and ground water flooding identified on the northern portion of the site, which will be a factor in site design. Built development should seek to avoid this area as part of any scheme and provide an appropriate drainage scheme to address the issue.

27.5.32. Land to the West of Crossways is separated from the village by a road. The provision of pedestrian/cycle links, including to the first school on Dick O' Th' Banks Road, will be required. The site lies between the village of Crossways and the Silverlake holiday home development. Opportunities to secure safe pedestrian and cycle links between the two communities should be explored through any design process. The site should also be designed to provide pedestrian/cycle links to the 'land adjacent to Oaklands Park' allocation (Policy CRS3) and other SANGs in the area.

27.5.33. An off-site contribution will be sought and secured through a legal agreement to help with the delivery of a new road linking the west of Crossways (D21322) to the West Stafford bypass to enable the closure of the Woodsford No. 38 level crossing.

Draft Policy CRS6

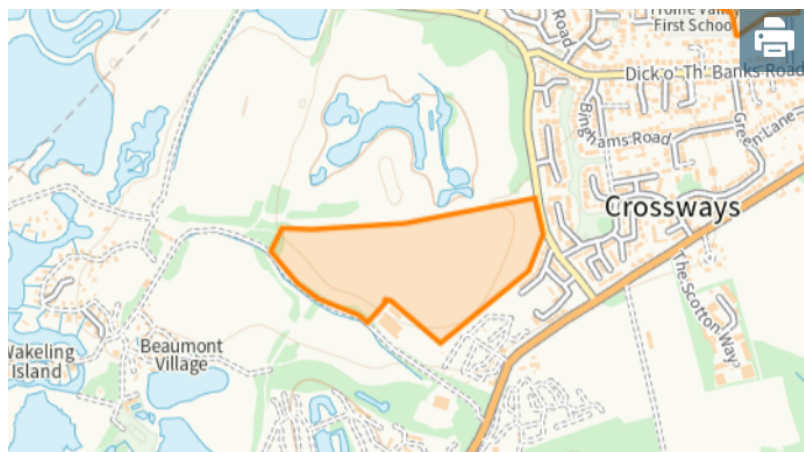
i Land to the west of Crossways, as shown on the policies map, is allocated for housing development with associated informal open space provision.

ii The development will be required to mitigate any adverse effects upon internationally designated heathlands. Land to the west of Crossways should include the provision of an area of suitable alternative natural greenspace (SANG) to mitigate any adverse effects from this site and any unmitigated adverse effects from other sites allocated for housing in the Crossways area.

iii The development should retain and enhance existing trees and hedgerows as part of the proposals.

iv Sustainable drainage methods are required to manage surface water and ground water flooding issues and ensure flood risk is not exacerbated elsewhere.

v The site will be required to provide pedestrian access to link to the existing network of footpaths to enable residents to access facilities and services in the village.



- ☐ Dorchester Park and Ride [i](#)
- ☐ Dorset Council Option Areas [i](#) [f](#)
- ☒ Dorset Council Preferred Sites [i](#) [f](#)
- ☐ Existing Allocations [i](#) [f](#)
- ☐ Green Worlds [i](#)
- ☐ Gypsy and Traveller Site Boundaries [i](#) [f](#)
- ☐ Kingston Maurward College and Dorset Hospital Campus [i](#)
- ☐ Land Instability Zone 1 [i](#) [f](#)

There was a further local plan consultation between 18 Aug – 13 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

Extract from the August 2025 consultation document Appendix A: Opportunity Sites for Housing

LA/CROS/002 - Land West of Crossways

Site name	Land West of Crossways
Site reference	LA/CROS/002
Site area (ha)	12.41 ha
Parish/Settlement	Crossways
Proposed uses (estimated number of homes/capacity)	Around 150 homes
Greenfield/Brownfield	Greenfield

Considerations	Summary	Proposed approach
Proposal	Around 150 homes. This site is currently subject to outline planning application P/OUT/2025/01234.	
Specific design requirements	Rural edge of village location. Adjacent to existing residential development.	Appropriate density of development for the edge of village location.

Natural environment and ecology	Presence of priority species on the site. Within 5k of the Dorset Heathlands and within Poole Harbour catchment. Boundary hedgerows/treelines.	Further ecological survey to identify priority habitats. Provision of appropriate wildlife buffers. Provide mitigation for recreational impacts on heathlands & air pollution. Development will need to ensure nitrogen neutrality. Retain boundary hedgerows/treelines.
Landscape and visual	Rural edge of settlement.	Direct development towards south/east boundaries of the site to link to existing housing. Retain/improve existing vegetation.
Heritage	There do not appear to be any designated heritage assets in proximity to the site, and there is limited potential for non-designated assets.	High quality development with sensitive design to positively enhance and not challenge the local setting.
Flood risk	Pockets of low, moderate and high surface water flooding in the site. Potential ground water emergence.	Site specific flood risk assessment required. Locate development outside areas affected by flood risk. Where necessary apply the sequential and exceptions test and consider measures to control, manage and mitigate flood risks over development's lifetime. Surface water discharge location to be identified and substantiated. If a substantiated discharge location can be provided there are no major constraints to development.
Amenity, health, education	Potential need for additional school spaces in this location.	Delivery of additional school capacity through provision of a site and/or financial contributions to meet need.
Transport (access and movement)	Need for suitable vehicular access and pedestrian/cycle connections.	A new access could be formed off West Link Road (aka Lewell Road). Provision of footway along site frontage with public highway. Provision of shared use path cycle/pedestrian to Moreton Station along B3390.

Other issues	Within 250 metres of a former landfill, and therefore potentially contaminated land.	Contaminated land desktop study, and where necessary site investigation and remediation measures.
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Written Ministerial Statement: Building the homes we need (30 July 2024).

Outlines the UK government's commitment to addressing the housing crisis through ambitious reforms and increased housing targets.

National Planning Policy Framework 2024 (as amended 2025)

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

Other relevant NPPF sections include:

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

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

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

- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment' Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Other material considerations

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

Dorset Heathlands Interim Air Quality Strategy 2020 - 2025

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

Supplementary Planning Documents/Guidance For West Dorset area:

National Planning Practice Guidance

12. 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. Public Sector Equalities Duty

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

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

Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people

Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

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

The SANG covers an area of 7.68 hectares (ha) and provides easily accessible open space for residents of the adjacent development to use for recreational activities. Public spaces would be safe, social and inclusive. The development would be able to achieve the objectives in ‘Building for a Healthy life’ and ‘Streets for a Healthy Life’.

14. Benefits

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

What	Amount / value
Material considerations	
35% affordable housing	To be quantified
A minimum of 7.68ha public open space as SANG, with additional open spaces proposed.	To be quantified
Two play areas	To be quantified
Non material considerations	

What	Amount / value
CIL contributions	To be quantified

15. Planning Assessment

Principle of development

15.1 The application site lies within close proximity to, but outside of, the defined development boundary of Crossways. Policy SUS2 of the Local Plan seeks to strictly control development outside of defined development boundaries. Having regard to the National Planning Policy Framework, paragraph 12 of the NPPF states the following:

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

15.2 Having regard to the above, Annex 1 of the NPPF encourages Local Planning Authorities to look to update their local plans to ensure consistency with the objectives of the NPPF. In this regard, para 11 states that:

For decision-taking this means:

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

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Footnote 8 states:

8 This includes, for applications involving the provision of housing, situations where: the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer as set out in paragraph 78); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

15.3 As the Council cannot currently demonstrate such a supply of housing land i.e. it does not have a 5 year housing land supply, the policies in the local plan relating to the provision of open market housing within the defined development boundaries cannot be considered up-to-date and the presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF applies.

15.4 The policies in the adopted local plan relating to the housing supply are not therefore considered up to date, although other policies are and those other policies and their implications for this proposal will be considered. The policies of the emerging Local Plan cannot yet be given significant weight due to their early stage.

15.5 Given the above, it is considered that the development cannot thus be considered contrary to policy simply because it does not fall within the defined development boundary and the

development should thus be considered in the light of National policy guidance. The NPPF is underpinned by the objective to achieve sustainable development. In residential terms this relates to new dwellings in sustainable locations. Having regard to the siting of new development Paragraph 83 of the NPPF states the following:

To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.

15.6 Section 4, promoting sustainable transport, also notes the Government's intentions to reduce greenhouse gas emissions and promote patterns of development which facilitate the use of sustainable modes of transport.

15.7 The Local Plan and the NPPF outline sustainable development as based on economic, social and environmental factors needed for sustainable development. The environmental and social criteria are the basis for new housing being located within larger settlements with a range of facilities, denoted within the Local Plan by Defined Development Boundaries, in order to provide opportunities for people to make sustainable choices.

15.8 The application site is located outside of the defined development boundary but is located on the edge of Crossways and has good access to the main village via existing footpaths. Crossways is regarded as one of the larger settlements within the Dorset Council area (para 3.3.5 of the local plan) and has a defined development boundary. The village has a range of facilities including a shop, village hall, primary school, some employment and a regular bus and train service. The site itself is not isolated being adjacent to the existing built-up area of the village, therefore making access to the facilities identified above possible by foot.

15.9 There are no specific policies in the framework that indicate that, in respect of this particular issue, development should be restricted given that the site is not an isolated site in the countryside. Furthermore, a development of this size would have the potential to significantly enhance or maintain the vitality of the rural community by providing additional dwellings with occupants who may use the existing community facilities and bus service referred to above. The development would also make a significant contribution to the District's housing land supply.

15.10 Having regard to the above and linking the above back to the three strands of sustainability as set out within the NPPF, the proposed development is thus considered to be sustainable. From an economic perspective, this development would make a positive contribution to the local economy during construction and would potentially support existing businesses within the village and wider Dorchester area; from a social perspective, 145 dwellings would have the potential to make a significant contribution to the current housing shortfall and would also provide 35% affordable units for which there is a significant need for within the Parish, whilst also contributing to the vitality of the village and contributing to the village's community facilities by offering a SANG and play areas and in terms of the environmental dimensions of sustainable development, this is explored in more detail within the body of the report, but subject to details the site could accommodate the proposed development without detriment to visual amenity or the natural environment.

15.11 It is thus considered that this site in principle is acceptable in the light of the current policy position. However, there are other issues that must be considered including the impact of the development on the immediate character and appearance of the area and neighbour amenity, and it must be considered whether these impacts outweigh the housing land supply issue.

Hybrid application considerations

15.12 The hybrid application seeks 'full' planning permission for the SANG, and its associated landscaping. The outline element of the application is for the means of access only. The outline application seeks only the principle of the housing. As such there are currently no details given for the appearance, layout, scale and landscaping of the development, as these matters would be reserved. The details submitted for the SANG and means of access are as follows:

15.13 Detailed SANG plans & Revised Edp7174 R003 G Sang Management Plan; Transport assessment (which contains details of the new access at a junction with Links Road/Lewell Road); and, Travel Plan.

In addition to the SANG plan and means off access, five plans are provided for illustrative purposes for the appearance, layout, scale and landscaping of the development. These are as follows:

Illustrative masterplan;
Building heights parameter plan;
Density parameter plan;
Access & movement parameter plan; and,
Land use & landscape parameter plan;

15.14 A Design & Access Statement also provides illustrative details of how development might look. A landscape and Visual Impact Assessment (LVIA) has been provided.

Suitable Area of Natural Greenspace (SANG)

15.15 The Dorset Heaths Special Area of Conservation (SAC) is designated on account of the rare and vulnerable wet and dry heathland habitats, which support the Southern damselfly. The Dorset Heathlands Special Protection Area (SPA) is notified on account of heathland bird species including the nightjar, Dartford warbler and Woodlark during the breeding season and Hen Harrier over winter. The Dorset Heaths Ramsar site is designated on account of the high species richness, supporting nationally scarce wetland plant and invertebrate species, and high ecological diversity of wetland habitat types and transitions, with wet heaths and acid mire habitats present.

15.16 The Dorset Heathlands Planning Framework 2020 – 2025 is an adopted Supplementary Planning Document which sets out that new residential development within the area between 400m and 5km from the Dorset Heaths will result in a likely significant effect which must be adequately mitigated in order to avoid an adverse effect upon integrity of the designation. The proposed development site is approximately 475m from the Warmwell Heath SSSI, which is designated as Dorset Heaths SAC, SPA and Ramsar, and so results in an increase in overnight accommodation and population between 400m and 5km from the Dorset Heaths.

15.17 A SANG is a planning tool to mitigate the impact of new residential developments heathlands. SANGs provide alternative recreational spaces for residents, diverting them away from sensitive sites. The SANG is a large public open space with paths, a water feature and trees and shrubs and contains all the relevant features that would be required as follows:

Existing Vegetation to be removed and retained;

Existing Tree to be retained;

Native Hedge;

Amenity Grass;

Species-Rich Meadow Grass;

Wildflower Grassland;

Tree Planting;

Marginal/Aquatic Planting;

Path;
Native Shrub Planting;
Wildflower Grassland;
Woodland Planting;
Existing Vegetation to be Retained and Removed;
Litter Bin;
Dog Waste Bin;
Bench;
Interpretation Board;
Post and Rail Fencing;
A Gate;
Wayfinding.

15.18 The proposed SANG is in an acceptable location and size suitable for mitigating recreational impacts associated with the development. The proposed enhancements to biodiversity and access proposed are sufficient to be certain that the land would provide the necessary mitigation for the development in relation to recreational impacts on nearby designated heathland sites.

15.19 There would also be the provision of a SANG management plan for the ongoing management of the SANG to be completed through a Management Company.

15.20 A s106 would be required to ensure delivery of the SANG and to set out the mechanism for managing the SANG in perpetuity which includes appropriate step in rights that will allow the Council to ensure management of the SANG is maintained, a secured fund to cover step in right management costs as well as any legal costs the Council might incur to enforce appropriate management standards.

15.21 The ongoing SANG management should also be subject to periodic review to allow for the site to mature and be adjusted over time. This should be set out in the s106 agreement. A Strategic Access Management and Monitoring (SAMM) contribution would also be secured through CIL. A s106 would require the SANG to be constructed in full prior to the occupation of the first dwelling of the development. Parking is proposed adjacent to the SANG (as shown on the parameter plans) and would be secured through s106 agreement.

15.22 Subject to the completion of a legal agreement to secure the above the SANG would be acceptable and comply with Local Plan policies ENV2, ENV16, COM 1 and COM4.

Means of Access

15.23 Vehicular access to the site would be achieved via the construction of a new priority T-junction with West Link Road / Lewell Road, around 105m north of its junction with Mount Skippet Way. This would incorporate a footway link to existing pedestrian infrastructure which in turn connects to the wider network serving the village.

15.24 Visibility splays (2.4 x 79m) would be provided which would comply with guidance provided by Manual for Streets (MfS) for a road subject to a 40mph speed limit. Swept path analysis has been provided which confirms that this vehicular site access can be freely traversed by large service vehicles.

15.25 The application is supported by the submission of a Transport Assessment (TA) that considers the likely impact of all development traffic upon the highway network. Automatic Traffic

Counts (ATCs) were established using survey data collected by an independent survey company in July 2024, which also allowed for trip distribution patterns to be identified. Predicted AM and PM peak traffic flows for the development traffic have been established using TRICS (Trip Rate Information Computer System). The proposed development could generate up to 70 vehicular movements in the AM peak and 63 vehicular movements in the PM peak, with a daily predicted traffic flow of around 255 vehicles.

15.26 Establishing a base year of 2024, forecast trip generation has been predicted for a 2030 future year, when the development has been constructed. The future year analysis compares the situation without the development and then with the development, allowing for other committed development in the area.

15.27 The conclusion reached by the TA, which is accepted by the council, is that the proposed development would not result in a material or unacceptable impact upon the highway network. The submitted Transport Assessment is satisfactory and robust and that the residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework (NPPF).

15.28 The location of the proposed bus shelter would be on the northern side of the proposed loop road. This would meet highways requirements.

15.29 The means of access would be acceptable and comply with Local Plan policy COM7.

Illustrative proposals

15.30 The illustrative proposals, comprising five plans (Illustrative masterplan, Building heights parameter plan, Density parameter plan, Access & movement parameter plan and Land use & landscape parameter plan) give an indication of how the site could be developed. A LVIA provides information about how the site would appear and the consequences in designing the site as a result of this.

15.31 Consideration needs to be given as to whether the illustrative proposals show that the development would be likely to be acceptable in principle and whether these could inform the development in subsequent consideration of the reserved matters (appearance, layout, scale and landscaping). The existing and proposed contexts for the appearance, layout, scale and for the landscaping are considered below.

Existing context

15.32 Crossways is a relatively new settlement which is built on the site of the former RAF Warmwell WW2 air base following its closure in 1946. Much of the former air base was demolished to make way for sand and gravel extraction which is still ongoing. The village as it exists today is primarily built on what was once the eastern part of the air base. Two unused large hangars next to the western boundary originally formed part of the airfield complex. The settlement pattern is predominantly suburban with single, or two storey dwellings set in large gardens with some ornamental tree planting. The architectural style of housing dates from the post-war period to the present day.

15.33 The settlement is generally well contained. The density varies, with the most recent housing in the north-west being approx. 31 dwellings per hectare (DPH). Some three storey flats are present in other areas of higher density housing. Lower density housing exists in the central and eastern part of the settlement, where bungalows are set within substantial gardens. Density here averages 15-16 DPH. Low density housing also occurs in the easternmost edge of the village, where detached houses are often located within very large gardens. Density here is unusually low at approx. 9 DPH. Two public open spaces consist of playing fields to the north of Dick O' Th'

Banks Road and a smaller playing field in the centre of the village off Old Farm Way. Recent and 1960s/70s housing development to the southwest have children's play areas incorporated within them. The 1960s/70s development also has linear green space running through the centre with pedestrian routes leading to a cluster of facilities.

15.34 The village is relatively well contained visually to the west, south and east by mounding around the quarry sites and by the existing topography. This, combined with existing established blocks and belts of woodland, screens the settlement in wider views. Some wider views are available from the Frome valley and higher land to the north/northwest. Overhead power lines and pylons cross the valley to the west and north and are detractors in views. The settlement is predominantly surrounded by agricultural land which is fragmented by large quarries (active and disused). A recently completed landfill site is located 300 metres from the westernmost extent of the settlement. A number of caravan parks and a holiday park are also located nearby in addition to the Hybris Business Park south of Warmwell Road. A second employment area is allocated within the Local Plan but is yet to be built out. Devitt Drive to the south-east has planning permission for residential use and is currently under construction.

15.35 The village is well served with local amenities including 2 shops, a first school (reception – year 4), social club 'The Spitfire Club', health centre, youth and community centre and 2 parks, one of which includes a skate park. There are a number of employment sites within the village including a small business park and numerous holiday parks/ caravan sites. The village is also served by a regular bus service and Moreton train station, on the Weymouth – London line, is less than a 2km walk from the site along the B3390 which has a footpath and is well lit.

15.36 The assessment of predicted effects and conclusions drawn in the LVIA are generally reasonable. While additional planting would benefit the site from a character perspective, the proposed built form would reduce the site's rural and open appearance, but once the proposed landscape strategy has matured, these effects would be reduced, and the proposed development would integrate into the local landscape as an appropriate extension to Crossways.

15.37 While the proposed development would introduce new built form into the site, the SANG would create a transition between the settlement and the wider landscape, which would enhance the overall character of the site's context. The proposed built form would read as an extension to the existing settlement. The principles outlined in the Illustrative Landscape Strategy and SANG planting plans and the SANG Landscape and Ecology Management Plan are appropriate to the setting, and the mitigation planting/SANG has the potential to mitigate the adverse effects identified in the LVIA. There is also a clear intention to enhance the development through the creation of planted open space within/around the edges of the site, tree-lined streets, and planted raingardens/SuDS features.

15.38 The indicative masterplan, parameter plans and number of dwellings is considered in terms of the existing context below.

Proposed context

15.39 The illustrative proposals provided as part of the outline application provide the following information:

Illustrative masterplan which shows:

- Dwellings fronting the West Link Road to mitigate noise and provide an attractive frontage;
- Dwellings to keep a minimum 21m back-to-back distance from adjoining properties;
- Dwellings fronting Suitable Alternative Natural Greenspace (SANG);
- Dwellings fronting focal Public Open Space (POS);
- Indicative pumping station location;
- Set back from West Link Road to include new and retained vegetation;

- Focal POS to include proposed vegetation and Local Area of Play (LAP);
- Local Equipped Area of Play (LEAP);
- SANG to include new and retained vegetation, recreational routes and surface water attenuation features;
- Structural planting to provide screening of hangars;
- Retained vegetation along site boundaries;
- Tree planted grass verge within primary street;
- Pocket park provided along the northern edge;
- All modes access from West Link Road;
- Tree lined primary street to provide vehicular loop;
- Existing Public Right of Way (PRoW) outside site along boundary;
- Active travel routes throughout SANG;
- Existing pedestrian link to PRoW;
- Access to hangars to be provided from adoptable road;
- Parking to serve SANG.

Building heights parameter plan which shows:

- Development up to two-and-a-half storey within the main core;
- Development up to two storey adjoining the Aviators development;
- Development up to three storey around central green space.

Density parameter plan which shows:

- Indicative density of 30-40 units per hectare;

Access & movement parameter plan which shows:

- All modes access;
- Indicative location of retained agricultural access;
- Existing pedestrian link to PRoW;
- Indicative route of primary roadway;
- Indicative location for parking to support SANG.

Land use and landscaping parameter plan which shows:

- Suitable Alternative Natural Greenspace (SANG) Boundary;
- Residential Road infrastructure;
- Indicative route of primary roadway;
- Amenity greenspace (to include potential pumping station);
- Retained planting;
- Indicative location for focal greenspace;
- Indicative location for parking to support SANG;
- All modes access.

15.40 While the site lies outside the defined development boundary, it represents a logical extension to the village. The proposal also potentially presents an opportunity to enhance the edge of the village. The illustrative plans do provide a large amount of information which can be used to inform a decision. Consideration of whether these illustrative plans are appropriate to development of the site is given below.

Illustrative masterplan

15.41 This shows how the site as a whole could be developed. It suggests that dwellings would have a road frontage and be reasonably separated to allow natural surveillance, adequate light, privacy, outlook, amenity space and embrace the public realm. The site is capable of accommodating 145 dwellings whilst making provision for appropriate amenity and urban design.

In terms of infrastructure to support the development, the layout of roads, footpaths and methods of dealing with surface water are shown. In terms of amenity, recreational areas are proposed, a Local Area of Play (LAP), a Local Equipped Area of Play (LEAP) and a SANG. Finally, landscaping would ensure screening of hangars, site boundaries, a pocket park and tree lined primary street.

15.42 The illustrative masterplan is considered to be acceptable, which would guide future development.

Building heights parameter plan

15.43 This shows that buildings height would be predominantly 2 storeys with rooms in the roof which would be appropriate for Crossways where this is the predominant form of development. On the edge bordering the Aviators buildings would be 2 storeys to reflect that adjoining development and to reduce the potential for overbearing and overshadowing. In the centre of the site, where there are fewer constraints, it would be appropriate for buildings to be of 3 storeys. The site would be able to accommodate the proposed 145 dwellings at the heights envisaged.

15.44 The illustrative building heights are considered to be acceptable, which would guide future development.

Density parameter plan

15.45 An indicative density of 30-40 units per hectare would be acceptable here where for example development at Frome Valley Road is approximately 30 units per ha. This could allow for a mix of detached, semi-detached and terraced housing. There is no reason to assume that this would not be accommodated on the site for 145 dwellings with variable road widths, plot sizes and layout, set backs, street tree planting and verges.

15.46 The density parameter plan is considered to be acceptable, which would guide future development.

Access & movement parameter plan

15.47 This indicates that improved footpath and cycle connections could be accommodated along West Link Road as currently the site is segregated from the rest of the village and its amenities with no safe crossing point. Consideration has been given to what the key destination points for residents will be (school, doctors, bus stops, shops) with appropriate pedestrian and cycle connections provided. There is an opportunity for new housing to visually integrate with the existing built form on the opposite side of the road rather than turning its back on it as housing on the adjacent site has done. Within the site, streets should be connected and the use of cul de sacs avoided. Housing should front onto the SANG providing natural surveillance and avoiding the use of close boarded fencing and solid brick walls fronting onto public spaces.

15.48 The access and movement parameter plan is considered to be acceptable, which would guide future development.

Land use & landscape parameter plan

15.49 The provision of a Suitable Alternative Natural Greenspace (SANG), housing, residential roads, route of primary roadway, open space and play are appropriate for the size and shape of the site.

15.50 The land use and landscape parameter plan is considered to be acceptable, which would guide future development.

15.51 In conclusion, the parameter plans are acceptable and comply with Local Plan policies ENV1, ENV10, ENV11, ENV12, ENV15 and ENV16.

Surface, foul water and water supply

15.52 The site of the proposal is modelled to fall within Flood Zone 1 (low probability of fluvial flooding). The site is shown to be at risk of some areas of surface water flooding in the Environment Agency's National Flood Risk Assessment 2 mapping. The modelling indicates surface water ponding most significantly in areas along the northern boundary of the site. Mapping also suggests a susceptibility to high groundwater at the site. Groundwater is likely to be high during winter periods with some possible emergence above ground at topographical low points which are likely to be the same areas modelled to be at surface water flood risk. The areas at risk of surface water flooding are due to localized low points on site and a ditch network along the northern boundary. All residential development is located outside of any surface water flooding.

15.53 It is considered that the sequential test in respect of paragraph 175 of the NPPF does not need to be applied in this instance. The Planning Practice Guidance on Flood Risk and Coastal change as updated in 2025 says that a proportionate approach should be taken to applying paragraph 175. It also says that where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development, without increasing flood risk elsewhere, then the sequential test need not be applied. With all residential development to be located outside of any area at risk of surface water flooding it is considered that the development satisfies this guidance.

15.54 Groundwater was not encountered during soakage testing. To further assess the groundwater risk, the results show most of the survey pits were dry throughout the monitoring. Given that groundwater has only been encountered in one location, it is likely that the values recorded represent perched groundwater, as opposed to a consistent groundwater body.

15.55 Regardless of prevailing risk, any development has the potential to exacerbate or create flood risk, if runoff is not appropriately considered and managed as evidenced by a substantiated surface water (SW) strategy. Ordinarily therefore, and in keeping with the requirements of the National Planning Policy Framework (NPPF), all major development proposals must take due consideration of SW water management and should offer a drainage strategy that does not create or exacerbate off site worsening and should mitigate flood risk to the site.

15.56 A Flood Risk Assessment and Geo-Environmental Desk Study have been provided. These provide detail regarding surface water drainage from the site. The applicant has proposed to use a sequential approach to development. Buildings would need to be located away from the areas of surface water flood risk in consideration of reserved matters. The applicant has followed the SuDS hierarchy and prioritised the use of infiltration as the means of surface water management. Soakaway testing has been carried out and acceptable infiltration rates achieved. Groundwater monitoring has been carried out on site and the majority of test locations remained dry throughout a winter period showing that surface water can be managed on this site by infiltration.

15.57 The outline surface water drainage strategy proposes the use of an open infiltration basin as well as permeable paving and rain gardens. The proposed use of SuDS would allow the applicant to implement a scheme that could potentially make use of the four pillars of SuDS. Multifunctional benefits of SuDS can include improvements to biodiversity, water-quality and amenity alongside the management of surface water.

15.58 Wessex Water will undertake modelling once outline planning permission has been granted to confirm the capacity of the Dorchester Sewage Treatment Works and what improvement needs to be undertaken to provide capacity for the development and how long the upgrades will take. A condition would prevent the occupation of 89 dwellings (which is neutral based on the removal of land from agricultural use) until the upgrades are made (or an alternative form of mitigation found).

15.59 The Utilities Assessment states that Wessex Water confirmed that there is insufficient capacity to supply the proposed development with clean water; therefore, reinforcement works will be required.

15.60 Subject to planning conditions it is considered that the development would have an acceptable impact on flood risks, would adequately provide for surface water drainage and management without increasing the risk of flooding and can be adequately served by foul drainage and as such would be acceptable and comply with Local Plan policies ENV5 and COM10.

Ecology

15.61 Dorset Council Natural Environment Team approved the Ecological Impact Assessment for this application and issued a Certificate of Approval on 8 July 2025. Implementation would be secured by a condition. A lighting assessment has been provided concluding that there would be no negative impacts.

15.62 The approach to achieving 10% BNG onsite is acceptable. Information provided in the BNG statement and supported by the Metric calculation shows that the proposals qualify as significant on-site enhancement, in particular:

- Habitats of medium or higher distinctiveness in the biodiversity metric - 0.122ha of urban trees, 0.191ha of mixed scrub, 0.3664ha of rural trees, 2.6993ha of other lowland acid grassland, 0.285ha of other woodland: broadleaved, 0.321ha of other lowland acid grassland, 0.188km of species-rich native hedgerow with trees, 0.121km of species-rich native hedgerow.
- Enhancements to habitat condition - 0.29ha of other neutral grassland

15.63 As a result, habitat management of the on-site habitats listed above must be secured for a minimum of 30 years with a Section 106 agreement and a Habitat Management and Monitoring Plan (HMMP). The Biodiversity Gain Plan would be required to be submitted post the grant of planning permission by reason of the statutory condition, as would the HMMP and that is when the S106 agreement would be required and would secure a contribution to cover the monitoring for the 30 year period.

15.64 The application will result in additional dwellings in the vicinity (within 5 km and beyond 400m) of the Dorset Heathlands International Sites and therefore triggers a requirement for mitigation measures that conform to the Dorset Heathlands Planning Framework 2020-2025 SPD. In this case the provision of a Suitable Area of Natural Greenspace (SANG) and a Strategic Access Management and Monitoring (SAMM) contribution through CIL.

15.65 The adopted Dorset Heathlands Interim Air Quality Strategy 2020 – 2025 SPD provides an approach to addressing the adverse effects of airborne nitrogen upon the Dorset Heathlands European Site. The strategy suggests a series of mitigation measures and a contribution to those measures would be taken from the CIL in order to address the potential air quality impacts upon the Dorset Heaths.

15.66 Subject to planning conditions and the completion of a legal agreement to secure the SANG and its management the impacts of the development on biodiversity and the protected heathlands is considered acceptable in accordance with Local Plan policy ENV2.

Poole Harbour Nutrient Neutrality Catchment Area

15.67 Increased wastewater from new development, including new residential developments, has the potential to increase levels of nitrogen within Poole Harbour. The proposed development has the potential to result in adverse impacts on water quality via enrichment, given the addition of dwellings on site. In order to avoid an adverse effect upon the integrity of the Poole Harbour SPA and Ramsar from water quality impacts, the proposed development must provide mitigation. The

applicant has prepared a nutrient budget to calculate the cost to offset it. An Appropriate Assessment has been undertaken by Dorset Council and reviewed by Natural England.

15.68 The nitrogen neutrality scheme for the development relies on the following elements:

- Limiting the number of dwellings completed before 2030 to 89 units.
- Ensuring that the land to be developed in the latter phase is temporarily fallowed until the improvements at the wastewater treatment works are completed in 2030.
- Ensuring the final scheme delivers the areas of open space, open water (SuDS) etc used in the nitrogen budget calculations.
- The provision and maintenance of the SuDS scheme.
- The restriction of water use within the new properties to 110 litres per person per day.

15.69 The above measures would need to be secured by conditions and/or a s106 agreement and subject to that it is considered that the development would have an acceptable impact on the European protected site in accordance with Policy ENV2 of the adopted local plan.

Affordable housing

15.70 Policy HOUS1 in the Local Plan seeks affordable housing contributions on all new residential development. For the former West Dorset district, the requirement is for all new dwellings to make a 35% contribution towards affordable housing due to significant unmet need.

15.71 As the proposal exceeds 10 dwellings, affordable housing would need to be secured through a s106 Agreement and subject to the completion of a legal agreement the development would comply with Local Plan Policy HOUS1.

Community infrastructure Levy

15.72 It is believed that the existing infrastructure within Crossways, including the doctor surgery, school, bus service and roads would be adequate to serve a development of this size. Draft policy CRS6 in the 2021 draft local plan consultation envisaged only an off-site contribution to help with the delivery of a new road linking the west of Crossways (D21322) to the West Stafford bypass to enable the closure of the Woodsford No. 38 level crossing. The need for this to support a development of this size taken in isolation has not been substantiated. However, the proposal would still need to make provision to community infrastructure through CIL as the development proposal is CIL liable. Neither the Secretary of State for Transport or Network Rail have objected to the application.

15.73 A contribution to Strategic Access Management and Monitoring (SAMM) would be taken from CIL in accordance with the Dorset Heathland Framework in order to provide mitigation for the impacts of recreation on the Dorset Heath. A contribution would also be taken from CIL in order to address the potential air quality impacts upon the Dorset Heaths.

15.74 The proposal would comply with Local Plan Policies COM1 and COM10.

Other matters

15.75 To protect trees, a condition would secure the implementation of the Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS). As such the development accords with policies ENV2 and ENV10 of the local plan.

15.76 Although no contamination is known to exist, any potential existing land contamination would be able to be addressed through planning conditions. The proposal would comply with Local Plan Policy ENV9.

15.77 A programme of archaeological work has been carried out. It concludes that the development of the site is unlikely to result in adverse impacts to archaeological remains of significance. Therefore, archaeological impact is not a matter that needs to be taken into consideration when the application is determined, and no further archaeological work is suggested to inform planning consent for the site.

15.78 The play areas for public use would need to be secured by s106, which would also require details of a specification for the areas to be submitted to the local planning authority for approval. The proposal would be to deliver the play areas as a Local Area of Play (LAP) and Locally Equipped Area of Play (LEAP). A pocket park is also proposed. The proposal could comply with Local Plan Policy COM4.

15.79 A Mineral Resources Method Statement has been provided to set out the measures to be taken to ensure the re-use of all suitable sands or gravels raised during site preparation and construction of buildings and infrastructure and that the waste arising from construction, demolition and excavation works will be minimised and managed in accordance with the waste hierarchy. This would be secured by condition. The proposal would comply with the Waste Plan (2019) Policy 22.

15.80 Detailed noise assessments of the site, during typical conditions, have been undertaken in accordance with BS 8233 and Professional Practice Guidance: Planning & Noise (ProPG) criteria whilst giving consideration to typical condition ventilation requirements in AD-F. The acoustic modelling process has demonstrated that with the current indicative layout in situ, the BS 8233 lower external living criteria of 50 dB can be met across the majority of the Site. For the most exposed gardens with a line of sight to West Link Road, the BS 8233 upper limit criteria of 55 dB can be comfortably met with the provision of standard 1.8m high close boarded timber fencing. Embedded façade mitigation measures have been suggested in order to achieve internal criteria in line with BS 8233 and ProPG. Mitigation measures include standard thermal double glazing with standard direct airpath window mounted trickle vents across the site. For the facades most exposed to West Link Road uprated double glazing and acoustically rated through wall trickle vents are required. Initial considerations have been given to internal acoustic conditions during periods of overheating which, in accordance with AVOG, a 'High' risk at the most exposed proposed dwellings. As such, further investigation into internal acoustic conditions during periods of overheating will be required under building regulations. A noise assessment should Air Source Heat Pumps be used and dust Emission Mitigation Measures identified in Table 5.1 of the Air quality Assessment produced by Acoustic Air submitted would need to meet building regulations and would not be matters to be covered by a planning condition.

15.81 Although the precise position of the SANG is known, that of the dwellings would be a reserved matter as well as the position of roads and play areas, whilst there are no specifically noisy activities proposed, in designing the reserved matters, there would be the potential to provide sufficient separation from existing neighbours so as not to lead to loss of amenity through noise from activities on the site.

15.82 The proposal could comply with Local Plan Policy ENV16.

Response to other matters raised in representations

15.83 Whilst there is evidence that people are currently accessing the site for passage or recreation, it is private land and not a public open space. Its retention in an undeveloped state cannot be secured for this reason alone.

15.84 It is acknowledged that those in support of the application are not 'local'. The representations raise that the development will be in keeping, would have open space, provide

housing and be in a suitable location. These comments, whilst small in number, have been considered in the above report.

15.85 The applicant has undertaken adequate community consultation as detailed in the Statement of Community Involvement. This involved a public exhibition and an online feedback form. The public exhibition was held on 10th September 2024 at the Crossways Youth and Community Centre to present the emerging proposals for the Application Site. The public exhibition provided local residents the opportunity to discuss their thoughts on the proposals and ask any questions to the Applicant and the project team. This was publicised by invitation letters distributed to nearby properties, Ward Members and to Crossways Parish Council. The Public Exhibition consisted of 7 information boards which covered the background to the Proposed Development, the Site constraints and opportunities, the emerging masterplan, economic benefits and technical considerations. The matter of betterment, such as for example a landowner making profit from the development of land, is not a planning consideration.

15.86 There is no right to a view. For this reason, concerns raised particularly by some occupants of the Aviators cannot be given weight.

15.87 It is noted that this proposal would not make additional medical provision, but the number of houses being relatively small in number would not normally warrant specific on site additional provision. Future provision would be sought for larger proposals which come forward, within Crossways and through Community Infrastructure Levy.

16. Summary of issues and the planning balance

Planning balance

16.1 In the absence of a five year housing land supply, paragraph 11 of the NPPF makes clear that:

For decision-taking this means:

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

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

16.2 In this case, the proposed development is considered to be sustainable, having regard to the three strands of sustainable development - economic, social and environmental factors.

16.3 It is considered that proposed development, would in principle (bearing in mind that save for the SANG, this is an outline application) be acceptable, subject to conditions and the completion of a legal agreement, in terms of the impact on the residential amenity of the area, character and visual amenity of the locality, highway safety, flood risk and surface water drainage, biodiversity and protected sites in accordance with the policies as set out in the planning assessment. The tilted balance as set out in the NPPF is invoked given the lack of 5 year housing land supply meaning Policy SUS2 of the local plan is out of date and the adverse impacts of granting the

development do not significantly outweigh the benefits that the development would make to housing supply and the provision of affordable housing in what is considered to be a sustainable location. Additionally, the proposal would bring with it the provision of a number of public benefits including a SANG, a public footway on Link Road, play areas, employment during construction and supporting existing services mostly within Crossways including the school, railway and businesses. As a result the proposal complies with the development plan save for Policy SUS2 and the conflict with that policy is outweighed because the development accords with paragraph 11 of the NPPF.

17. Recommendation

17.1 Recommendation A:

Delegate authority to the Service Manager for Development Management and Enforcement and the Area Manager Southern and Western Team to grant, subject to the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

Provision of 35% affordable housing;

Suitable Alternative Natural Greenspace (SANG); Requirements to be constructed in full prior to the occupation of the first dwelling of the development. Securement of the proposed parking adjacent to the SANG;

Bus Stop with shelter;

Local Area of Play (LAP);

Local Equipped Area of Play (LEAP);

Pocket Park;

The nitrogen neutrality scheme, which secures the following:

- Limiting the number of dwellings completed before 2030 to 89 units.
- Ensuring that the land to be developed in the latter phase is temporarily fallowed until the improvements at the wastewater treatment works are completed in 2030.
- Ensuring the final scheme delivers the areas of open space, open water (SuDS) etc used in the nitrogen budget calculations.
- The provision and maintenance of the SuDS scheme.
- SuDS management trains consisting of swales and an infiltration to be designed in line with CIRIA C815 and CIRIA C753 as set out at paragraphs 2.1.2-2.1.4 of the Brookbanks Technical Note 02 Rv0: Response to comments of the Senior Environmental Assessment Officer of Dorset Council dated 25th June 2025 and Flood Risk & Drainage Assessment (26552-FLD-0101 Rev D).

and subject to the following conditions:

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

1000 G Location plan

001 P8 Proposed access arrangements

4010 Land use & landscape parameter plan

4040 Access & movement parameter plan

4030 Building heights parameter plan

4020 Density parameter plan

edp7174_d011 K SANG proposal

edp7174_d011 K edp7174_d011-K-Detailed SANG Proposal_2

edp7174_d011 K edp7174_d011-K-Detailed SANG Proposal_3

edp7174_d011 K edp7174_d011-K-Detailed SANG Proposal_4

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

2. The full element of this planning permission comprises: (1) a Suitable Alternative Natural Greenspace (SANG), and (2) associated landscaping for the SANG. These aspects of the development must be begun not later than the expiration of three years beginning with the date of this permission.

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

3. The outline element of this planning permission comprises: (1) Up to 145 dwellings, (2) open space (excluding the SANG), (3) associated landscaping (excluding the SANG), and (4) associated infrastructure (excluding the SANG). No development hereby approved under the outline element of this planning permission shall commence until approval of the details of the (1) appearance; (2) landscaping; (3) layout; and (4) scale of development – the 'reserved matters' - have been approved by the local planning authority for the outline element of this planning permission.

Reason: To ensure the satisfactory development of the site.

4. Application for approval of any 'reserved matter' must be made not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended).

5. Development within any phase of development forming part of the outline element of this planning permission must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended).

6. There shall be no more than a total of 145 dwellings constructed on the site.

Reason: To define the permission and to ensure adequate space remains for the access, parking and landscaping in the interests of visual amenity and highway safety

7. The details of landscaping as referred to in condition 3 shall include landscaping plans for those landscaping details shown on the illustrative masterplan, namely:
The set back from West Link Road;
The focal public open space;

The structural planting to provide screening of the hangars;
The retained vegetation along site boundaries;

The tree planted grass verge within primary street;
The pocket park.
The LEAP; and,
The LAP.

The Landscaping details shall include (i) planting plans; (ii) written specifications and schedules of proposed plants noting species, planting sizes and proposed numbers/densities; (iii) full details of the positions, materials and proposed construction methods for all paths and other hard surfaces; (iv) an implementation timetable; and (v) a schedule of landscape maintenance proposals for a period of not less than five years.

Reason: To ensure that the development provides sufficient hard and soft landscaping to successfully integrate with the character of the site and its surrounding area.

8. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in accordance with the approved implementation timetable and maintenance proposals and any plants which within a period of five years from the completion of the landscaping scheme, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards.

Reason: To ensure proper implementation of the agreed landscape details in the interests of the amenity value of the development.

9. Prior to development of the SANG commencing, a scheme for the protection of the retained trees, in accordance with BS 5837:2012 (as amended), including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS
 - a) Location and installation of services/ utilities/ drainage.
 - b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
 - c) Details of construction within the RPA or that may impact on the retained trees.
 - d) Boundary treatments within the RPA and a full specification for the installation of boundary treatment works.
 - e) a full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them.
 - f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
 - g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
 - h) a specification for scaffolding and ground protection within tree protection zones.

- i) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- j) Arboricultural supervision and inspection by a suitably qualified tree specialist
- k) Reporting of inspection and supervision

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality.

10. The development hereby permitted shall be delivered in accordance with the Minerals Resource Method Statement submitted on 12th May 2025. The Method Statement sets out the measures to be taken to ensure the re-use of all suitable sands or gravels raised during site preparation and construction of buildings and infrastructure (including provision for management of water on or under the site) wherever such re-use is viable, environmentally feasible and practicable. Authority.

Reason: To ensure that the mineral resource on the site is safeguarded and that any suitable materials raised during construction are put to their highest and best use, while minimising the need to import aggregate materials from beyond the site, in the interests of sustainability.

11. Prior to the commencement of the development hereby approved the following information shall be submitted to and agreed in writing by the Local Planning Authority:
- 1) a site investigation report detailing ground conditions, a 'conceptual model' of all potential pollutant linkages, and incorporating risk assessment.
 - 2) a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when the site is developed, including a timetable for implementation.
 - 3) a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time.

The Remediation Scheme, as agreed in writing by the Local Planning Authority, shall be fully implemented in accordance with the approved timetable for implementation. On completion of the development a report detailing the work that has been carried out in accordance with the agreed details shall be submitted to the Local Planning Authority and the monitoring and maintenance of the scheme shall be carried out in accordance with the agreed details. On.

Reason: To ensure potential land contamination is addressed.

12. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). If any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. The approved remediation shall be carried out in accordance with the approved timescale and on completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

13. Before the development hereby approved is occupied or utilised the visibility splay areas as shown on drawing 001 rev P8 must be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

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

14. Notwithstanding the information shown on the plans approved by this application, before the development is occupied or utilised precise details of the access, geometric highway layout, turning and parking areas must have been submitted to and agreed in writing by the Planning Authority.

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

15. No works shall commence on site on the development hereby permitted until the first 15.00m of the proposed access road, including the junction with the existing public highway, has been completed to at least binder course level.

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

16. Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:
- construction vehicle details (number, size, type and frequency of movement)
 - a programme of construction works and anticipated deliveries
 - timings of deliveries so as to avoid, where possible, peak traffic periods
 - a framework for managing abnormal loads
 - location of construction site access
 - contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
 - wheel cleaning facilities
 - vehicle cleaning facilities
 - inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
 - a scheme of appropriate signing of vehicle route to the site
 - a route plan for all contractors and suppliers to be advised on
 - temporary traffic management measures where necessary
 - A sweeper will be required periodically to ensure the public highway is kept clear of loose debris that maybe transferred from the site.
 - Any site entrance gate that may need to be erected, will need to be set back a minimum of 15m from the edge of the carriageway.
 - No bonfires

- Protection of nearby receptors from dust arising from construction and vehicle movements and storage of waste materials prior to removal from site, including the incorporation of dust emission mitigation measures as identified in Table 5.1 of the Air Quality Assessment produced by Acoustic Air and submitted as part of the application.

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

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

17. Construction works at the site shall not take place outside of the following times; 08.00 - 18.00 on Mondays to Fridays inclusive, 09.00 - 13.00 on Saturdays, and at no time on Sundays or public holidays.

Reason: In the interests of the living conditions of surrounding residential properties.

18. Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Planning Authority:
2m wide footways on both sides of the new proposed site access as shown on drawing number 001P8 with dropped kerbs / tactile paving to facilitate crossing movements at Moynton Close, the new proposed access and the rural access (as shown on drawing number 001P8).

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

19. 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, and a timetable for implementation has been submitted to, and approved in writing by the local planning authority. The SuDS shall comprise swales and an infiltration basin arranged in a management train in accordance with the CIRIA C815 and CIRIA C753 documents. The surface water scheme shall be fully implemented in accordance with the submitted details and timetable.

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

20. 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 shall 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.

21. The recommendations in the Noise Report Ref: 26552-ENV-0401 Rev B shall be incorporated into the design and layout of the reserved matters to the satisfaction of the local planning authority.

Reason: To safeguard amenity.

22. The detailed biodiversity mitigation, compensation and enhancement strategy set out within the approved Biodiversity Plan, certified by the Dorset Council Natural Environment Team on 8 July 2025, must be strictly adhered to during the carrying out of the development. The development hereby approved must not be first brought into use unless and until:
- i) the mitigation, compensation and enhancement measures detailed in the approved Biodiversity Plan have been completed in full, in accordance with any specified timetable, unless any modifications to the approved Biodiversity Plan as a result of the requirements of a European Protected Species Licence have first been submitted to and agreed in writing by the Local Planning Authority, and
 - ii) evidence of compliance, including photographic evidence, in accordance with section F of the approved Biodiversity Plan has been supplied to the Local Planning Authority prior to the substantial completion, or the first bringing into use of the development hereby approved, whichever is the sooner. The development shall subsequently be implemented entirely in accordance with the approved Biodiversity Plan and thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

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

23. The development hereby approved shall not be first occupied until details of the foul drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented prior to the completion of the development and shall include the following:
- Details of a capacity appraisal (or information to that effect) to understand the impact of the proposed additional flows for the treatment of foul sewerage from the development; and
- Identifying the scope of any improvement works that are deemed necessary to accommodate any additional loading in the system and at the treatment works;
- A timetable for a scheme of capacity work should it be required.
- Thereafter, the means of foul sewerage shall accord with the approved details.

Reason: The proposed site falls within the Catchment for Dorchester Sewage Treatment Works. These works are at or nearing capacity. Adequate provision is needed to enable the development to proceed with adequate means of foul sewerage disposal.

24. Details of measures to limit the water use of the dwelling(s) in accordance with the optional requirement in regulation 36(2)(b) and the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved in writing by the Local Planning Authority before the dwellings are occupied. The submitted details shall include a water consumption

calculation for each dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented prior to occupation and maintained in accordance with the approved details thereafter.

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

Informative Notes:

1. This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated ## ## relating to the:
2. On the mains record you may see the low/medium/intermediate pressure gas main near your site. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes.

A colour copy of these plans and the gas safety advice booklet enclosed should be passed to the senior person on site in order to prevent damage to our plant and potential direct or consequential costs to your organisation.

Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes.

It must be stressed that both direct and consequential damage to gas plant can be dangerous for your employees and the general public and repairs to any such damage will incur a charge to you or the organisation carrying out work on your behalf. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations.

3. The free passage of the public on all rights of way must not be obstructed at any time. If the public are unlikely to be able to exercise their public rights on the above path, then a Temporary Path Closure Order must be obtained.
4. If the applicant wishes to offer for adoption any highways drainage to DC, they should contact DC Highway's Development team at DLI@dorsetcouncil.gov.uk as soon as possible to ensure that any highways drainage proposals meet DC's design requirements.

Prior Land Drainage Consent (LDC) may be required from DC's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with s23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team. LDC enquires can be sent to floodriskmanagement@dorsetcouncil.gov.uk

The applicant is advised to have early discussions with Wessex Water in relation to the possible adoption of SuDS features in order to ensure that the final design of the proposed infiltration features are in line with their design requirements.

5. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and

(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Dorset Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Read more about Biodiversity Net Gain and Biodiversity Gain Plans at

<https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain> and

<https://www.gov.uk/guidance/submit-a-biodiversity-gain-plan>

6. 1. The application for planning permission was made before 12 February 2024.

2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.

3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and

(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or

(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

i) the application for planning permission was made before 2 April 2024;

ii) planning permission is granted which has effect before 2 April 2024; or

iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

4.5 Self and Custom Build Development, meaning development which:

i) consists of no more than 9 dwellings;

ii) is carried out on a site which has an area no larger than 0.5 hectares; and

iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.

* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

7. This application is subject to Biodiversity Net Gain. A Section 106 Agreement is likely to be required to secure the maintenance and monitoring of any Biodiversity Gain Plan or Habitat Management and Monitoring Plan (HMMP) approved by the Council.
8. The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Highways Development team. They can be reached by telephone at 01305 225401, by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.
9. The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making up of a private street prior to the commencement of any building works

associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset Council's Highways Development team. They can be reached by email highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.

10. The junction works referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.
11. In addition to this permission, the highway improvement(s) referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.
12. The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. The amount of levy due will be calculated at the time the reserved matters application is submitted.
13. The Council is responsible for street naming and numbering within our area. This helps to effectively locate property to deliver post and for access by emergency services. New or changed addresses must be registered with the Council. This link has more information. <https://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering/street-naming-and-numbering>
14. A statement on surface water discharge can be accessed via the following link:
<https://developerservices.wessexwater.co.uk/media/m4jrimg/wwds-dev063p-rainwater-drainage-policy.pdf>
15. Any work carried out to comply with conditions relating to land contamination must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
16. 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.

17. As part of the discharge of condition no. 19 in respect of surface water drainage please note that twelve months of groundwater monitoring at the actual location of the proposed infiltration SuDS including the proposed basin should be submitted to confirm 1m of clearance between the base of the SuDS feature and the maximum groundwater level as per BRE Digest 365 and CIRIA SuDS manual. The final design for the basin should consider the contours of the site and be designed to minimise cut and fill. Open SuDS with source control features and multi0functional benefits must be prioritised.

17.2 Recommendation B: Refuse permission for the reasons set out below if the agreement is not completed within 6 months from the date of committee or such extended time as agreed by the Service Manager for Development Management and Enforcement:

1. In the absence of a s106 legal agreement to secure the Suitable Alternative Natural Greenspace (SANG) the proposal would result in a likely significant effect on the Dorset Heaths Special Area of Conservation (SAC) and Dorset Heathlands Special Protection Area (SPA) as a result of the proximity of the site and public access to these protected areas. This would be contrary to West Dorset, Weymouth & Portland Local Plan (2015) Policy ENV2 and paragraphs 103 and 193 of the National Planning Policy Framework (2025).
2. In the absence of a s106 legal agreement to secure the provision of affordable housing, the proposal would be contrary to West Dorset, Weymouth & Portland Local Plan (2015) policy HOUS1 and paragraph 66 of the National Planning Policy Framework (2025).
3. In the absence of a s106 legal agreement to secure a Local Area of Play a Local Equipped Area of Play & Pocket Park and the maintenance thereof, the proposal would be contrary to Policy COM1 of the West Dorset, Weymouth and Portland Local Plan and paragraphs 98 and 103 of the National Planning Policy Framework (2025).
4. In the absence of a s106 legal agreement to secure the nitrogen neutrality scheme the proposal would have an adverse effect upon the integrity of the Poole Harbour Special Protection Area (SPA and Ramsar) as a result of nutrient enrichment to the harbour contrary to West Dorset, Weymouth & Portland Local Plan (2015) policy ENV2 and paragraph 193 of the National Planning Policy Framework.
5. In accordance with Paragraph 195 of the National Planning Policy Framework (2025) the presumption in favour of sustainable development does not apply where the project is likely to have a significant effect on a habitats site. For the reasons set out in 1, 4 and 5 above the proposal would have a significant effect on the Dorset Heaths (SAC), Dorset Heathland Special Protected Area (SPA) and the Poole Harbour Special Protection Area (SPA and Ramsar). As such and when applying Paragraph 193 in accordance with Paragraph 11(d)(i) of the NPPF there are strong reasons to refuse the development given that it is contrary to Paragraph 193.