

Application Number:	P/FUL/2024/06847
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Site to the East of New Road, at the junction with Christchurch Road West Parley
Proposal:	Erect a mixed use development comprising of retirement living apartments, general market apartments, commercial units falling within class e (a), (c), (f) and (g subsection i), a café/drive through, EV charging station, public park and square (revised plans and information submitted June 2025)
Applicant name:	SL Rawlings, DL Wyatt, McCarthy Stone Ret Ltd
Case Officer:	Naomi Shinkins
Ward Member(s):	Cllr Parry

1. Reason application is going to committee:

Officer recommendation is contrary to the West Parley Parish Council response.

2. Summary of recommendation:

To delegate authority to the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Area Manager East to either:

A) GRANT planning permission following completion of a S106 Planning Obligation to secure:

- Education contribution - £5,880.35 per dwelling (excluding retirement living units and 1 beds);
- Special Education Needs (SEN) contribution - £1,487.62 per dwelling (excluding retirement living units and 1 beds);
- NHS Contribution - £516 per dwelling;
- Community facilities contribution - £336.79 per dwelling;
- Heathland mitigation contribution - £5,000 per dwelling;
- SAMM contribution - £263 per dwelling;
- New Forest mitigation contribution - £272.83 per dwelling;
- Air Quality mitigation contribution - £50 per dwelling;
- Viability review clause.

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

or B) Refuse permission for the reasons set out below if the s106 agreement is not completed by 18 August 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Area Manager East to:

Reason for refusal: In the absence of a legally binding mechanism to ensure the delivery of the obligations listed above.

3. Key planning issues

Issue	Conclusion
Principle of development	Acceptable subject to condition
Scale, design, impact on character and appearance	Acceptable subject to condition
Impact on the living conditions of the occupants and neighbouring properties	Acceptable subject to condition
Flood risk and drainage	Acceptable subject to condition
Economic benefits	Acceptable subject to condition
Highway impacts, safety, access and parking	Acceptable subject to condition
Impact on trees	Acceptable subject to condition
Biodiversity	Acceptable subject to condition
Financial benefits	Acceptable subject to condition
Environmental Implications	Acceptable subject to condition

4. Description of site

- 4.1 The proposed development site lies to the south east of Parley Cross. It is bounded to the north by the B3073 Christchurch Road, to the east by a new Lidl Supermarket and emerging residential development, to the south by new residential development around Clarence Place, and to the west by an existing mature tree belt, the A347 New Road, and existing residential development.
- 4.2 The site is generally flat and open with little vegetation other than protected trees previously noted.
- 4.3 The site forms part of the Land to the east of New Road West Parley identified as a development site in the Christchurch and East Dorset Local Plan 2014 under Policy FWP6 and granted Outline Planning Permission under Application number 3/17/3609/OUT.
- 4.4 The application site is the final parcel to be developed under 3/17/3609/OUT and the outline approval allows for a local centre on this site, as detailed in the planning history below.

5. Description of development

5.1 The proposed development would comprise of:

- McCarthy Stone retirement-living apartment building - 50 apartments
- Commercial units at ground level - 251sqm
- General Market Apartments - 25 apartments
- Cafe with drive-thru - 170sqm
- New linear park fronting Christchurch Road
- Electric-vehicle fast charging station – 10 spaces
- All necessary service, parking, and amenity spaces for the proposed buildings
- The mature tree belt along the western boundary would be retained.

6. Background and relevant planning history

6.1 Again, the site forms part of the Land to the east of New Road West Parley identified as a development site in the Christchurch and East Dorset Local Plan 2014 under Policy FWP6 and granted Outline Planning Permission under Application number 3/17/3609/OUT.

6.2 Any relevant planning history is related to the associated developments approved under Policy FWP6. Key applications include:

3/17/3609/OUT GRANTED - Decision Date: 18/02/2021

Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of food store (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.

3/21/0618/NMA GRANTED - Decision Date: 08/04/2021

Non-material amendment to PA 3/17/3609/OUT (Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of food store (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.) to rectify errors in condition 7 and 13

3/21/1204/NMA GRANTED - Decision Date: 19/08/2021

Non material amendment to P/A 3/17/3609/OUT (Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of food store (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.) to amend condition 5 to remove the requirement for the submission of a Design Code in relation to the proposed food store.

P/RES/2021/03989

GRANTED - Decision Date: 20/05/2022

Reserved matters application in respect of the food store development phase of Outline Planning Permission 3/17/3609/OUT relating to details of access, appearance, landscaping, layout, and scale.

P/NMA/2022/01544

GRANTED - Decision Date: 30/03/2022

Non material amendment to Approved P/A 3/17/3609/OUT (Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of food store (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works) to vary planning condition no.2. The application is seeking to replace existing approved drawing W524-02B Proposed Link Road with drawing no. W524-02C Proposed Link Road

P/RES/2022/03505

GRANTED - Decision Date: 02/11/2022

Reserved Matters submission comprising layout, scale, appearance and landscaping pursuant to condition 1 of outline permission ref. 3/17/3609/OUT for Phase 1 comprising 238 dwellings (Use Class C3) with public open space, SANG, allotments and landscaping. Vehicular access off Christchurch Road and New Road as approved in the outline planning permission.

P/RES/2022/08041 GRANTED –

Decision date 05/05/2023

Reserved Matters submission comprising layout, scale, appearance and landscaping pursuant to condition 1 of outline permission ref. 3/17/3609/OUT for Phase 2 comprising 148 dwellings (Use Class C3) with public open space and landscaping. Vehicular access off Christchurch Road and Church Lane as approved in the outline planning permission.

7. List of constraints

Tree Preservation Order (TPO) reference EDDC/WP/18

Wessex Water Treatment Works Catchment

Public Right of Way: Footpath E56/18

Southern Gas Network - Medium pressure gas pipeline 12.5m or less from Medium Pressure Pipelines (75mbar - 2 bar)

Bournemouth Water Consultation Area

Environment Agency (EA) - Groundwater – Susceptibility to flooding

Site of Special Scientific Interest (SSSI) impact risk zone

Dorset Heathlands - 5km Heathland Buffer

EA - Risk of Surface Water Flooding Extent 1 in 100 and 1 in 1000

Surface water flooding - 1 in 100 year event plus 20% allowance , 1 in 100 year event plus 40% allowance

Minerals and Waste Safeguarding Area , Sand and Gravel

Bournemouth International Airport (BIA) - Aerodrome safeguarding: Consult 235/285 on all developments likely to attract birds and all developments connected with an aviation use

BIA - Aerodrome safeguarding: Consult 235/285 on all development

RAD - Radon: Class: Class 1: Less than 1% – Low Risk, fewer than 1% of homes expected to exceed the radon action level – no protective measures required.

8. Consultations

The following is a summary of consultee comments. All consultee responses can be viewed in full on the website.

Consultees

1. P - West Parley PC

Initial Plans Dec 2024	Objection - The Parish Council strongly objects to the proposed mixed-use development at the East of New Road, West Parley, citing poor architectural design and an overbearing four-storey flat roof structure. - Other concerns include proximity to protected trees, increased traffic congestion near Dorset's busiest junction, and overall overdevelopment of the site. - The inclusion of a drive-through is deemed inappropriate for a village setting and raises issues about traffic and operational hours. - The proposal lacks sufficient parking and EV charging spaces, and questions remain about the viability of the commercial units. - The Council criticizes the developer for ignoring previous feedback and deviating from the original 2014 Core Strategy Plan.
Revised Plans July 2025	Objection - No material change: All previous objections still apply and remain valid. - Drive-through opposition: Strong and general consensus among residents that a drive-through is not wanted. - Air quality concerns: Potential negative impact on occupiers of proposed properties due to location at a busy junction. - Proximity to protected sites: Development lies within 13.8 km of the New Forest SAC, SPA, and Ramsar sites. Natural England advises no additional residential development within this zone without appropriate mitigation due to recreational pressure. - Traffic modelling required: Request for detailed, Dorset-specific traffic modelling, including predicted increases over the next 10 years and impact on an already over-capacity junction. Current report shows inconsistencies; anticipated

	vehicle movements approx. 128 two-way journeys per day, which is significant. Statistics should reflect current traffic flow, not outdated data from when Elizabeth Way was first opened.
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2. SGN (Southern Gas Networks)

Initial Plans Dec 2024	Comments - Records indicate that there is Medium Pressure (MP) and/or Intermediate Pressure (IP) gas pipes and/or High Voltage (HV) electricity cables in the vicinity. If you intend to excavate within 3m of these assets you MUST contact Last Mile so that it can be determined if a site visit by an Engineer is required.
Revised Plans	Further consultation not required

3. Natural England

Initial Plans July 2025	Comments - DC proposals for a financial contribution towards heathland mitigation is worth exploring further. - In addition ensuring that residents are aware of the Stour Valley LNR/SANG (and the facilities they offer) to the south in the BCP area would be appropriate.
Appropriate Assessment Consultation Jan 2026	No objection - Subject to securing mitigation

4. DC - Natural Environment Team

Initial Plans July 2025	Comments - Further information required
Revised Information	No Objection

	- Having reviewed the updated Ecology information NET satisfied that comments have been addressed and advise that the measures within section 4 of the Ecological Assessment (dated June 2025) are secured by condition on any permission. - Furthermore the Ecological Assessment states that a Landscape Ecological Management Plan (LEMP), or similar, be produced to capture the management of the onsite habitats required to achieve the species mitigation and enhancements. NET advise this is secured by a separate condition, to be submitted to the LPA for approval. - BNG information submitted is acceptable - loss of modified grassland and bare ground (both of low distinctiveness) for which they will need to purchase off-site BNG. The trading rules were triggered because of this loss and the uncertainty that raises about how those will be met. - Before discharging the BNG condition, the applicant will need to provide proof of purchase/identify which provider they are going to purchase the units from.
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5. DC Highways

Initial Plans May 2025	Comments - Further information required
Revised Plans Jan 2026	No objection, subject to condition - Previous concerns overcome - Pedestrian crossing to be removed as per transport assessment plan. - Conditions required in relation to vehicle access, turning and manoeuvring, cycle parking, EV parking, construction traffic management

6. DC - Trees (East & Purbeck)

Initial Plans Feb 2025	Objection - Impact on existing tree root protection areas - Proposed buildings to be located further from trees to the west.
Revised Plans Aug 2025	No Objection - Confirm that the proposed layout is acceptable - Proposed tree selection also acceptable.

7. Dorset Waste

Initial Plans	No response
Revised Plans Sept 2025	No Objection - Subject to compliance with guidance

8. DC - Minerals & Waste Policy

Initial Plans Dec 2024	No Objection - A very small part of the site lies within the Minerals Safeguarding Area (MSA) designated in Policy SG1 of the Bournemouth, Dorset and Poole Minerals Strategy 2014. - The safeguarded mineral underlying the site is expected to be sand and gravel. - The MPA accepts that, although the mineral is safeguarded, the safeguarded mineral comprises only a small part of the site and the MPA does not consider that the area involved justifies further mineral assessment and possible prior extraction. - The MPA can confirm that the mineral safeguarding requirement is waived and no objection will be raised.
Revised Plans	No further consultation required

9. DC - Minerals & Waste Policy

Initial Plans Jan 2025	No Objection - Providing valuable jobs in the Construction sector. - Contribution to providing more homes. - Contribution to the local economy
Revised Plans	No further consultation required

10. DC - Adult Social Care

Initial Plans	No comment
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Sept 2025	- No comments as there is no Care and Support element to this application
Revised Plans	No further consultation required

11. DC - Housing Enabling Team

Initial Plans Jan 2025	Objection - This planning application should be policy compliant with the 50 retirement homes providing a commuted sum, to be calculated in accordance with the Commuted Sum Methodology and the 25 general market units providing 50% on site affordable units. This should be secured through a Section 106 agreement. - The applicant has submitted a viability assessment stating that no affordable housing tenure is financially viable. This needs to be reviewed by the District Valuer Service. - As this application is not policy compliant, I recommend refusal.
Revised Plans	No further consultation required

12. DC - Environment Mitigation Delivery Team

Initial Plans Jan 2025	Comments Heathland mitigation: - Sufficient Suitable Alternative Natural Greenspace (SANG) nearby to absorb additional recreational pressure. - Confirmation required that West Parley SANG can be used for mitigation; agreement with Bellway Homes must be secured. - Applicant should work with Bellway Homes and Dorset Heaths Partnership to promote SANG to residents using leaflets and materials. Public Open Space (POS):
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	- Development should provide accessible, usable greenspaces tailored to residents' needs, including those with mobility restrictions. - Engage with West Parley Parish Council and Bellway Homes to harmonize greenspace management and meet community needs. - Reduce excessive tarmac and unnecessary fencing; ensure design is maintainable and naturalized. - Refer to Dorset Council guidance on greenspace design and management.
Revised Plans	No further consultation required

12. DC – Flood Risk

Initial Plans Jan 2025	Holding Objection - Further information required.
Revised Plans	No Objection , subject to conditions and informatives - Conditions: - Detailed surface water management scheme before development starts - Maintenance and management plan for drainage system before occupation - Informative: - Contact Dorset Council Highways for adoption of highways drainage - Early discussions with Wessex Water for SuDS adoption

13. DC – Env. Services - Protection

Initial Plans Jan 2025	No objection subject to conditions Noise Residential:
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	- Existing sound levels too high for open-window ventilation; permanent ventilation required (e.g., trickle vents or mechanical systems). - All mitigation measures in Noise Impact Assessment must be implemented before occupation and maintained. - If building design/layout changes, noise assessment must be reviewed. - Likely need for windows to remain closed at night to meet Approved Document O (ADO) criteria. - ASHP installations require noise assessment by a qualified acoustician. - Substation near apartments requires noise assessment for impact on residents. Commercial Units: - Insufficient info on potential noise impact from proposed uses. - Offices acceptable; other uses (e.g., retail, creche) may need noise assessments or planning condition limiting uses. Drive-through: - Noise impact from vehicles deemed insignificant. - Conditions suggested: - Restrict operating hours (07:00–22:00) including deliveries/refuse. - Noise assessment for externally mounted plant (BS4142 standard). - Odour control and extraction system details required before use Air Quality - No adverse comments. - Construction Phase Mitigation Measures (Chapter 7.0 of Air Quality Assessment) should be included in construction management plan. Construction Management - Condition recommended for a construction management plan: - No bonfires - Dust control measures - Waste storage protocols - Operating times and noise mitigation during build
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	Lighting - If artificial lighting installed, light spill assessment required to prevent glare on nearby properties (condition suggested).
Revised Plans	Further consultation not required

14. DC – Landscape

Initial Plans Jan 2025	Unable to support - There are a number of issues with the scheme, as currently proposed, that need to be rectified before it would be fully compliant with National Planning Policy Framework paragraphs 135 and 136 and Local Plan policy HE2 with regard to the appropriateness and effectiveness of it landscaping, the amount of green and other public space, and trees. - While I could not support the scheme until these issues have been addressed, I consider that they are not sufficient, in and of themselves, to warrant a landscape reason for refusal of the proposed development.
Revised Plans July 2025	Comments Trees and Succession Management - Shading impact on gardens and flats remains unaddressed. - No clear plan for tree longevity or succession planting along the western boundary. Public Park and Square - Paths in the northern public park now appear to be 2m wide. - Bins for litter and dog waste added to Landscape GA plan (Rev P14, 22.05.25). - Additional larger trees included in the park (positive), but: - o Suggest replacing Mountain Ash and Snowy Mesphilus with larger species: ▪ Lime, Field Maple, disease-resistant Elm, Tulip Tree, or Oak. - Visual pinch point between Squares 1 and 2 resolved with single paving material. - Bench provision and location issues addressed; anomalous planting spur removed.

	- Removable bollards added at southern access point near substation, but: - o Northern and western boundaries of Square 1 still allow vehicle access—recommend bollards there too. Soft/Hard Landscape and Pinch Points - Most pinch points resolved, but: - o Northeastern corner of apartment block still only 600mm wide. - o Grass strips on southern boundary of retirement living parking remain impractically narrow. Pedestrian Access and Garden Spaces - Access to Retirement Living block still restricted and encroached by EV charging points. - Suggest Copenhagen pavement at car park entrance for pedestrian priority. - Soil cells shown (Root space 400 series), but volume may be inadequate: - o Recommend Root space 600 series for better tree growth. - Field Maple near drive-through entrance needs additional soil. - Thorny hedge species replaced with non-thorny species (positive change). Services and Planting - EV charging units now shown at kerb edge locations. - Underground services and street lighting routes still not submitted—need confirmation to avoid conflicts with tree planting.
Further revised plans	No comment

15. DC - Policy - Urban Design

Initial Plans Feb 2025	Unable to support
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	- There are many positive aspects of the scheme; the use of private balconies for all residents and the palette of materials and the way they are used is effective. - However, the layout of the scheme should be considered in light of local plan policy FWP6 and aspirations to extend the existing local centre and enhance the sense of place for pedestrians. - As such the design and location of the square should be reconsidered, recognising its crucial function in delivering this. The location of the drive through should form an important element of this rather than being a stand alone element. - Further consideration should be given to the design of the apartment buildings to reduce their monolithic appearance ensuring that their design can balance the need to create an enhanced identity to the area without having an overbearing impact on the street scene and character of the wider area – local plan policy HE2.
Revised Plans July 2025	Comments Square Design - Design has improved and feels more open. - Connectivity with the existing local centre remains weak: - o Significant highway changes would be needed for better integration. - o Current design likely represents the best achievable option. - Agree bollards along the northern boundary would help restrict vehicle access. Drive-Through Design - Design and location appear driven by end-user requirements, not placemaking principles. - Unlikely to be refused on design grounds. - Layout prioritizes vehicles: - o Pedestrian crossings oddly placed into parking spaces. - o Suggests lack of pedestrian-focused planning. - No clear evidence of pedestrian route design: - o Likely informal paths will form as people walk from south and east to the café.

	Architectural design - The changes to the architectural design of the scheme has reduced the overall bulk of the scheme and is a positive change. Considered no grounds for refusal in terms of design.
Further revised plans	No comment

16. Dorset Fire & Rescue Service

Initial Plans Jan 2025	Comments - In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate. - The assessment of this development proposal in respect of Building Control matters will be made during formal consultation; however early recommendations are identified on the attached schedules and relate to the following areas: - Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010 - Recommendations to improve safety and reduce property loss in the event of fire
Revised Plans	No further consultation required

17. Bournemouth Airport Safeguarding

Initial Plans Jan 2025	Holding Objection - This proposal has been examined from an Aerodrome Safeguarding aspect and it does appear to conflict with Instrument Flight Procedure (IFP) safeguarding criteria.
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	- In brief IFP Safeguarding is a process of checking proposed developments so as to protect blocks of air through which aircraft fly, by preventing penetration of surfaces created to identify their lower limits. - The proposal has been plotted on the IFP safeguarding map with the following finding. - The IFP Safeguarding Map has this application in a Grey Square, which means any development, regardless of height, needs looking at in more detail, so an in-depth assessment will be required - Accordingly, Bournemouth Airport submit a holding object to the proposal on the grounds of aviation safety.
Revised Plans Dec 2025	No objection subject to condition - Bournemouth Airport submit a No Objection with condition of conducting and submitting to the aerodrome of a IFP Assessment showing no Impact to aerodrome before any works commence.

18. WPA Consultants Ltd

Initial Plans Feb 2025	No objection - It is noted that remediation has not been specified as required but it remains to agree that no further issues have arisen prior to completion of the development. If conditions are still to be considered an unexpected finds regarding contamination condition is recommended.
Revised Plans	No further consultation required

19. Bournemouth Water Ltd (South West Water)

Initial Plans Jan 2025	No comment
Revised Plans	No further consultation required

20. Environment Agency

Initial Plans Jan 2025	No comment
Revised Plans	No further consultation required

21. DC Public Right of Way

Initial Plans Jan 2025	Comments - There are approximately 25 footpaths and bridleways within a one mile radius of the proposed development. This development will increase the use of these Rights of Way as residents will use them to access the local area. We would ask for a financial contribution towards the maintenance and improvement of these Rights of Way.
Revised Plans	No further consultation required

No response was received from:

- Dorset Police Architectural Liaison Officer
- NHS Dorset Integrated Care Board (ICB)
- Wessex Water
- BCP Council
- Dorset Council (DC) Rights of Way
- DC - Building Control East Team
- DC - Asset & Property
- DC - Public Transport
- DC - Public Health Dorset
- Dorset Waste Team
- Dorset Wildlife Trust
- East Dorset Environment Partnership
- Ramblers Association

Representations received

Total - objections	Total - No objections	Total - comments
26	0	2

Summary of objections:

(full comments available online)

- Overdevelopment of the site.
- Drive through not needed.
- Impact on existing services such as schools and doctors.
- Increased traffic impacts.
- Doctors' surgery required.
- Proposed development is too high.
- Design is out of character with the area.
- Housing for older people not needed.
- Flats will not encourage buyers.
- Concern about existing trees.
- Concern about existing wildlife.
- Wrong location for a drive through in close proximity to a busy junction.

Summary of comments:

(full comments available online)

- Café and open space welcome.
- Retirement living is welcomed.

9. Duties

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

10. Relevant policies

Development plan

In this case the development plan comprises:

Adopted Christchurch and East Dorset Local Plan – Part 1 (Core Strategy) April 2014 and saved policies in the East Dorset Local Plan 2002 (EDLP):

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

KS1: Presumption in favour of sustainable development

KS2: Settlement hierarchy

KS1: Transport and development

KS4: Housing HSUP1 Local Plan housing target for East Dorset Provision in Christchurch and East Dorset

KS6: Town Centre Hierarchy

KS7: Role of Town and District Centres KS8 Future Retail Provision

KS9: Transport Strategy and Prime Transport Corridors

KS10: Strategic Transport Improvements KS11 Transport and Development KS12 Parking Provision

KS12: Parking provision

LN1: Size and types of new dwellings

LN2: Design, layout and density of new housing development

LN3: Provision of Affordable Housing

LN6: Housing and accommodation for vulnerable people

LN7: Community Facilities and Services

HE2: Design of new development

HE3: Landscape quality

HE4: Open Space Provision

ME1: Safeguarding biodiversity and geodiversity

ME2: Dorset heathlands

ME3: Sustainable Development Standards for New Development

ME4: Renewable Energy Provision for Residential and Non-residential Developments ME6 Flood Management, Mitigation and Defence

ME6: Flood management, mitigation and defence

PC5: Shops and Community Facilities in Local Centres and Villages

FWP 5: West Parley village centre enhancement scheme

FWP 6: East of New Road new neighbourhood

The Local Plan has retained certain 'saved policies' from the East Dorset Local Plan 2002 (the previous development plan for the district) and the relevant saved policies from this document are;

DES2 - impacts from development

LTDEV1 - External lighting

DES6 - Landscaping

Made Neighbourhood Plans

N/A

Material considerations

Emerging local plans:

Paragraph 49 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

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

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 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.

Emerging neighbourhood plans

N/A

Local Nature Recovery Strategy

National Planning Policy Framework 2024 (as amended 2025)

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

Other relevant NPPF sections include:

- Section 4 'Decision making': Para 39 - Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- Section 5 'Delivering a sufficient supply of homes' This outlines the government's objective in respect of land supply with subsection 'Rural housing' at paragraphs 82-84 reflecting the requirement for development in rural areas.
- Section 6 'Building a strong, competitive economy', paragraphs 88 and 89 'Supporting a prosperous rural economy' promotes the sustainable growth and expansion of all types of business and enterprise in rural areas, through conversion of existing buildings, the erection of well-designed new buildings, and supports sustainable tourism and leisure developments where identified needs are not met by existing rural service centres.
- Section 11 'Making effective use of land'

- Section 12 'Achieving well designed places' This indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, and amongst other things, Paragraphs 131 – 141 advise that:
The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.
Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.
- Section 14 'Meeting the challenges of climate change, flooding and coastal change'
- Section 15 'Conserving and Enhancing the Natural Environment'- In National Landscapes (formerly known as Areas of Outstanding Natural Beauty), paragraph 189 requires great weight to be given to conserving and enhancing the landscape and scenic beauty. Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation (para 191). Paragraphs 192-195 set out how biodiversity is to be protected and encourage net gains for biodiversity.

Other material considerations

National Planning Practice Guidance

All of Dorset:

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

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

Supplementary Planning Documents/Guidance for East Dorset Area:

Affordable and Special Needs Housing and the Provision of Small Dwellings SPD

FWP6 relevant documentation:

The New Neighbourhoods Masterplan Final Report (January 2012) prepared by Broadway Malyan is afforded weight according to its reference in the Local Plan which also includes the masterplan that is set out at Map 10.9 adjacent to Policy FWP6.

Design Code approved under PA 3/17/3609/OUT.

Housing land supply

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

Housing Delivery Test (HDT)

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

11. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

12. Public Sector Equalities Duty

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

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

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

The following addresses the above matters:

- 20% provision of adaptable houses as required under Part M of Building Regulations to be conditioned for general open market units.
- 50 dwellings provided specifically for retirement living.
- Accessible roads and pavements as required under the relevant highways’ legislation and mobility/inclusivity guidance.

13. Public Benefits

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

What	Amount / value
Material considerations	
Open space	Public realm including a public park of approx. 1,200 sqm and public squares of approx. 500 sqm
EV charging points	EV Charging Station - 12 EV charging points

What	Amount / value
Education contributions	£5,880.35 per dwelling (excluding retirement living units and 1 beds)
Special Educational Needs (SEN) Education Contribution	£1,487.62 per dwelling (excluding retirement living units and 1 beds)
NHS Contribution	£516 per dwelling
Heathland mitigation contribution	£5000 per dwelling, which is intended for to upgrade public right of ways beyond the existing SANG provision
Community facilities contribution	£336.79 per dwelling
Non-material considerations	
CIL contributions	The development is zero rated under policy FWP6

14. Planning Assessment

14.1 ENVIRONMENTAL IMPACT ASSESSMENT

14.1.1 The proposed development has been screened for Environmental Impact Assessment (EIA) development. The development does not meet the thresholds for EIA development under paragraph under Schedule 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

14.1.2 Further to the above, it is noted the original permission, 3/17/3609/OUT (Development of land for a mixed use development comprising up to 386 dwellings (Class C3); up to 1000 square metres (Class A1); together with accesses, a link road and associated highway works, public open space, allotments, landscaping and associated works), was also screened for EIA development. That screening included the application site but as the proposed local centre. It was concluded that the proposed development was not an EIA development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

14.2 PRINCIPLE OF DEVELOPMENT

14.2.1 The urban area of Ferndown and West Parley is identified as a main settlement in Policy KS2 Settlement Hierarchy. Main settlements will provide the major focus for community, cultural, leisure, retail, utility, employment and residential development.

14.2.2 The application site lies within the urban area of West Parley and is an existing development site allocated under Policy FWP6. FWP6 notes:

“A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience food store of about 800 - 900 sq. metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses.

Layout and design

- *The New Neighbourhood will be set out according to the principles of the Masterplan Reports.*
- *A design code will be agreed by the Council, setting out the required standards.*

Green Infrastructure

- *A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This is to incorporate very significant areas of open space to the east of Church Lane, to the south of the allocated housing area and between the allocated development area and housing on Church Lane.*
- *A park is to be provided adjacent to the village centre.*

Transport and access

- *Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.*
- *Vehicular access to the village centre extension is to come from the link road. Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.*
- *Improvements to public transport services.*

Phasing

- *The link road must be fully operational prior to the opening of a convenience food store, or the occupation of 50% of the new homes.*

14.2.3 Policy FWP6 establishes the principle of development on the allocated site ‘East of New Road’. Land is identified for new housing and new commercial and community uses. The allocation states that the site is expected to deliver *‘about 320 homes, and additions to the village centre which could include a convenience food store of about 800 - 900 sq metres.’* The policy goes on to state that *‘A park is to be provided adjacent to the village centre.’* and *‘The New Neighbourhood will be set out according to the principles of the Masterplan Reports.’*

14.2.4 Policy FWP5 provides that *‘New public spaces, shops, services and facilities are to be provided in conjunction with wholesale changes to the Parley Crossroads and the associated service roads.’*

14.2.5 Supporting text at paragraphs 10.32-10.34 provides guidance in the interpretation of Policies FWP5 and FWP6, in particular:

10.32 ‘Policy FWP6 allocates an area to the east of New Road to provide new retail and commercial development to extend the range for the local community. This will create a two sided shopping street with a greater sense of place than currently exists.’

10.33 ‘This is a flat featureless area of land bordered on three sides by urban development. It offers the opportunity to provide much needed new housing, traffic

alleviation, community, retail and commercial services and facilities, as well as significant areas of publicly accessible Suitable Alternative Natural Greenspace, alongside more formal open space. It creates a chance to provide a more welcoming village centre with an attractive sense of place.'

10.34 'Additionally, a more formal park is to be provided adjacent to an extension to the village centre which can provide a village square and additional shops and services.'

- 14.2.6 Under the approved application, 3/17/3609/OUT, the underlined was approved for the application site:

Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of food store (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.

- 14.2.7 The proposed development comprises:

Commercial uses:

- Commercial Units (Class E – a, c, f, g(i)) - 251 sqm with 6 parking spaces
- Café/Drive-Through - 171 sqm with 21 parking spaces
- EV Charging Station - 12 EV charging points

Public Realm:

- Public Park (Green Area) – approx. 1,200 sqm
- Public Squares- approx. 500 sqm

Residential

- Retirement Living Apartments - 50 units (28 x 1-bed, 22 x 2-bed) with 36 parking spaces
- General Market Apartments - 25 units (7 x 1-bed, 18 x 2-bed) with 25 parking spaces

Reduced commercial / local centre provision

- 14.2.8 As highlighted above, the previously approved application allowed for up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1). The proposed provides 251 sqm of retail/commercial floorspace within 3 units (ranging from approx. 50 sqm to 135 sqm each) Class E – a, c, f, g(i). A café/drive through of 171 sqm is also proposed, however this is detached from the retail/commercial floor space provision located to the south west of the application site. While the floor area adds to the proposed commercial floor space, given the distinct separation and nature of development, it is considered separately in this officer report.

- 14.2.9 For clarity, use classes changed in 2020. Previously approved use classes and proposed use classes compare as follows:

Pre 2020 Use Classes

A1	shops, retail warehouses, post offices, ticket and travel agencies, sale of cold food for consumption off premises, hairdressers, funeral directors, hire shops, dry cleaners, internet cafes
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A2	banks, building societies, estate and employment agencies, professional services (not health or medical services)
A3	restaurants and cafes
A4	pubs and drinking establishments
A5	hot food takeaways
B1	uses which can be carried out in a residential area without detriment to its amenity. This class was formed of three parts: • B1(a) Offices - Other than a use within Class A2 (see above) • B1(b) Research and development of products or processes • B1(c) Industrial processes

Current use classes

E (a)	display or retail sale of goods, other than hot food
E (c)	provision of: • E(c)(i) Financial services, • E(c)(ii) Professional services (other than health or medical services), or • E(c)(iii) Other appropriate services in a commercial, business or service locality
E (f)	creche, day nursery or day centre (not including a residential use)
E (g) (i)	offices to carry out any operational or administrative functions

- 14.2.10 A retail planning policy statement has been submitted which advises the scheme is designed to complement the existing West Parley Local Centre by adding retail and leisure services, improving pedestrian connectivity, and creating a high-quality public realm. It notes the proposed responds to Christchurch and East Dorset Local Plan Policy FWP6, which seeks to deliver housing and additions to the village centre, albeit adapted to reflect site constraints and previous development.
- 14.2.11 A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience food store of about 800 - 900 sq metres. The permission lapsed in February 2024 and consequently it is not possible to pursue a reserved matters consent in relation to the local centre element on the application site. While outline permission was granted for a local centre, neither policies FWP5 or FWP6 requires the delivery specifically of a “local centre” or a specific quantum of commercial development other than a 800-900sqm food store. It does however refer to a village extension but does not specify floor areas or use class.
- 14.2.12 The Council’s pre-application advice raised concerns regarding the lack of retail provision, the absence of a two-sided shopping street, and requested marketing evidence to justify deviations from the 2021 outline consent. This justification has not been submitted, despite additional requests from Officers during the process of the application. The proposed is therefore assessed on the basis there is no marketing evidence to justify the loss of the approved local centre.

14.2.13 An Employment Land Report has been submitted with this application, which refers to Policy PC2, loss of employment land and the viability of the delivery of a local centre. The report concludes that there is a sufficient supply of employment land to meet demand in East Dorset, with enough to last until the end of the Local Plan period in 2028, that the loss of the site would not have a detrimental impact on this. Secondly, the appraisal and sensitivity analysis advises that it is not viable to develop the site for its intended use as offices. The report concludes both of the above provide justification for the subject site to be redeveloped for a residential-led mixed used scheme.

14.2.14 While the contents of the Employment Land Report is noted, the application site is not allocated as employment land and Policy PC2 does not apply. The viability argument is also noted, however, the appraisal tests the feasibility of delivering 900 sqm of office space, in line with the old (now lapsed) outline consent only. Outline approval was granted for up to 1000sqm of retail units (Classes A1-A5) and up to 900sqm of offices (Class B1) as part of the local centre to be located on the application site. It has not been demonstrated that the approved provisions for the local centre as a whole is not viable. Again, justification for the loss of the local centre was requested, specifically marketing information as follows, which has not been provided:

- Marketing tools used to market the property
- Length of time it was marketed
- Rental Price/ sales values and comparables
- Issues with letting/ selling identified for its permitted use when marketed.

Again, it is therefore considered there is no justification for the loss of commercial floor space and the proposed is assessed as such.

14.2.13 The submitted retail statement contends that while the original outline permission and the Local Plan envisaged a two-sided shopping street, physical constraints—including mature trees protected by a tree protection order (TPO) and the relocation of the now built food store make this impractical. It notes the proposed scheme responds positively by providing three retail units (totalling 251 sqm) and a drive-through café, alongside a landscaped public square and park to enhance pedestrian connectivity and create a focal point for the local centre. The retail statement concluded the proposal accords with the overarching aims of Policy FWP6 by extending and strengthening West Parley Local Centre.

14.2.14 Officers recognise that the proposed shows intent to comply with Local Plan policies FWP5 and FWP6 with the provision of an extension to the village centre in the form of 251sqm of commercial space, 500sqm of public squares and 1200sqm of public park. While the constraints of the site and surrounding area make a two-sided shopping street impractical, with mature trees to the western boundary and New Road, which comprises three traffic lanes, the proposed attempts to address existing retail on New Road by locating proposed commercial units to the north west of the site. The 171sqm café/drive through also adds to the commercial provision on site but again is too detached to be considered a meaningful part of the village extension and there is still a loss of retail space of over 1400sqm, which has not been justified. It is considered additional benefits of the proposed will need to outweigh this unjustified loss.

Provision of housing

- 14.2.15 Dorset Council is unable to demonstrate a 5-year housing supply as required by National Policy. In addition, the strategies for meeting housing needs in the adopted local plans are not designed to deliver the housing need under the Government's standard method and therefore, in accordance with NPPF footnote 8, the housing policies within the adopted Development Plan(s) are out of date and the tilted balance applies. The emerging Dorset Local Plan is not sufficiently progressed and can be afforded very limited weight in decision making.
- 14.2.16 The proposed development addresses two identified housing needs:
- Specialist accommodation for older people, meeting the demographic imperative and policy LN6.
 - General market housing, contributing to overall housing supply and supporting the Council's five-year housing land position.
- 14.2.17 In terms of National context, the submitted planning statement notes the UK faces a critical shortage of housing for older people, with projections showing:
- 51% more people aged 65+ by 2030 and 101% more aged 85+ compared to 2010.
 - By 2033, an additional 3.5 million older households are expected in England—a 60% increase on current levels.
- 14.2.18 Reports such as *Housing Markets and Independence in Old Age (2011)* and *The Top of the Ladder (2013)* highlight:
- Retirement housing frees up under-occupied family homes, creating a multiplier effect in the housing chain.
 - For every 40 retirement units built, approximately 40 family homes are released back into the market.
- 14.2.19 Government guidance (NPPF and NPPG) emphasizes the urgent need for housing choice for older people, supporting developments that enable downsizing and independent living.
- 14.2.20 The submitted planning statement references the Three Dragons Report: Evidence of Housing Demand and Supply Report (June 2020). This report forms part of the evidence base used to inform the emerging Dorset Council Local Plan and is referenced within Dorset housing needs and supply evidence published in 2020. The report provides a comprehensive analysis of housing requirements in East Dorset. It identifies a significant unmet need for specialist accommodation for older people, driven by demographic trends showing that by 2033, 38% of residents will be aged 65 or over, with a declining working-age population. The report confirms that most older households are homeowners, creating demand for private retirement housing rather than social rent. It supports Core Strategy objectives and policies LN1, LN2, LN3, and LN6, which seek to deliver a mix of housing types and address the needs of vulnerable groups.
- 14.2.21 The proposed development responds directly to this evidence by providing retirement living apartments and general market housing, thereby contributing to meeting local housing needs and potentially freeing up under-occupied family homes.
- 14.2.22 The NPPF also requires an efficient use of land under paragraph 129, where it is noted planning policies and decisions should support development that makes efficient use of land, taking into account the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.
- 14.2.23 Again the proposed addresses two identified housing needs – retirement living and general open market housing, while still addressing the intent of Local Plan policies FWP5 and FWP6 as noted above.

Provision of café / drive through and EV charging places

- 14.2.24 The proposed development includes a café/drive-through facility of approximately 171 sqm and 12 parking spaces with commercial EV charging points, forming part of the mixed-use scheme. Policy KS2 Settlement Hierarchy notes main settlements will provide the major focus for community, cultural, leisure, retail, utility, employment and residential development.
- 14.2.25 While Policy FWP6 envisages additions to the village centre, including retail and community uses, it does not preclude specific formats such as a café/drive-through. The inclusion of the café/drive-through and EV charging points is intended to support local facilities and the economy, where the drive-through, together with other commercial elements, will add to the commercial element at West Parley, and creating employment opportunities.
- 14.2.26 The café/drive-through and EV charging points offers convenience and supporting economic growth without causing demonstrable harm to residential amenity or the character of the area as assessed later in this report.

Delivery of East of New Road New Neighbourhood

- 14.2.27 Following allocation under FWP6, the site was granted outline consent (ref. 3/17/3609/OUT) for '*up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of food store (Class A1)*' a S106 dated 18 February 2021 is linked to this consent. Following the grant of Outline consent, reserved matters application for the food store and residential phases have been consented. Development has commenced; the link road, food store, part of the residential development and associated eastern SANG are open; and the remaining residential development is under construction.
- 14.2.28 Reserved matters for the local centre have not been submitted. As the original outline consent has been implemented a full application was required for the proposal.
- 14.2.29 Parcels within the Outline consent were not severable, and legal advice was sought in relation to any planning application submitted on this site with reference to the Hillside judgement, where that application would introduce a different mix of uses.
- 14.2.30 The Supreme Court's decision in *Hillside Parks Ltd v Snowdonia National Park Authority [2022] UKSC 30* clarified that where multiple permissions apply to the same site, implementing later consents that materially conflict with an earlier scheme can render the original permission incapable of completion. This follows the Pilkington principle: if changes make it physically impossible to build out the approved layout, the remaining parts of that permission become invalid.
- 14.2.31 The applicant has provided a King's Counsel (KC) opinion stating that Hillside is not engaged and whilst the original planning permission could be a material consideration it would carry little weight as there is no longer any planning permission for the local centre and so no conflict/inconsistency between the original planning permission and this application.

- 14.2.32 The Dorset Council legal team advise that providing there is no conflict between the extant permission and the current application, then the Pilkington/Hillside principle is not engaged. Officers confirm there is no conflict between the original planning permission that would render the rest of the original permission incapable of completion.

Principle of Development Conclusion

- 14.2.33 The submitted planning statement advises the proposed mixed-use scheme—retirement living apartments, general market apartments, commercial units, café/drive-through, EV charging points, and public open space aligns with the strategic intent to expand West Parley and deliver a sustainable extension.
- 14.2.34 Based on the above assessment, Officers conclude that while the retail offering is limited compared to what was proposed under the outline application, the proposed meets the Policy requirement to some extent.
- 14.2.35 Further to the above, again, Dorset Council is unable to demonstrate a 5-year housing supply as required by National Policy. In addition, the strategies for meeting housing needs in the adopted local plans are not designed to deliver the housing need under the Government's standard method and therefore, in accordance with NPPF footnote 8, the housing policies within the adopted Development Plan(s) are out of date and the tilted balance applies. The emerging Dorset Local Plan is not sufficiently progressed and can be afforded very limited weight in decision making.
- 14.2.36 The provision of 75 units, including much needed retirement living specific units, is a significant addition to the housing supply. The benefit of this housing provision, albeit without an affordable housing contribution, is afforded significant weight. While affordable housing cannot be viably delivered (as detailed later in this report), the Local Plan allows for viability considerations. The absence of full policy compliance does not undermine the principle of development, and the benefit of the housing provision is considered to outweigh the reduced commercial offering compared to the local centre provision approved under the outline application.
- 14.2.37 The proposal optimises the use of land within a defined urban area, consistent with national policy objectives to make effective use of allocated sites and deliver housing choice.
- 14.2.38 The inclusion of commercial units, a café/drive-through and public open space means that the proposal delivers a variation of the intended extension to West Parley Local Centre. The scheme will help enhance the centre's vitality, provide improved services for existing and future residents, and contribute to the creation of a more attractive and more functional environment. In doing so, it accords with the intention of Policy FWP6 and the wider objectives of the Christchurch and East Dorset Local Plan and the NPPF.
- 14.2.39 The development also provides economic and social benefits, including job creation, improved local facilities, and public realm enhancements. It is located in a sustainable position with access to services and transport. These factors support the presumption in favour of sustainable development under the NPPF. The principle of development is considered acceptable subject to compliance with other relevant local and national planning policies.

14.3 AFFORDABLE HOUSING

- 14.3.1 Policy LN3 of the Core Strategy states that greenfield residential development resulting in a net increase of housing is to provide up to 50% of the residential units as affordable housing:

All greenfield residential development which results in a net increase of housing is to provide up to 50% of the residential units as affordable housing in accordance with the Policy Delivery Requirements and Affordable Housing Requirements unless otherwise stated in strategic allocation policies.

The application proposes 25 general open market units and 50 retirement living units with no affordable units contrary to the requirements of LN3.

- 14.3.2 Policy LN6 states:

Category C2 health and care related development proposals

New social, care or health related development proposals, or major extensions to existing developments, within the C2 use classification will not be subject to Policy LN3 however they will be required to demonstrate that any impacts upon, or risks to, the strategic aims and objectives of Dorset County Council and NHS Dorset health and social care services have been taken into account and mitigated against.

Non C2 residential development proposals for older and vulnerable people

All other residential development proposals for older and vulnerable people including sheltered housing, assisted-living and extra-care accommodation, must meet the requirements of policy LN3.

Subject to viability, open market development proposals to provide housing for older or vulnerable people will be required to meet policy LN3 through a commuted sum contribution, calculated in accordance with the approved methodology.

- 14.3.3 The applicant has confirmed the proposed retirement living units are C3 open market units with an age restriction. The applicant therefore accepts that the proposed is subject to Policy LN3 and LN6.
- 14.3.4 Based on Policies LN3 and LN6, a policy compliant scheme would require the following:
- Affordable Housing: 50% on-site provision for market units (12 units) and a commuted sum for retirement units (£1,081,812).
 - Section 106 Contributions: £583,940 for education, NHS, community facilities, heathland mitigation, SAMM, and biodiversity net gain (£20,000).
- 14.3.5 The submitted Affordable Housing Statement advises the applicant intended to provide an affordable housing block of approximately 27 units (around 35% provision). However, due to increased development costs and viability constraints, this is no longer achievable. Therefore, the applicant has submitted a Financial Viability Assessment (FVA). Four tenure scenarios were tested in the submitted FVA, all of which were found to be unviable by the applicant as follows:

- Applicant's Appraisal 1- assesses a scheme of 75 units with what they consider to be 35% affordable housing. All the non-residential units are included as affordable housing and reflect a tenure mix of 70% Affordable Rent and 30% Shared Ownership. The remaining 50 units are retirement apartments. Financial contributions towards BNG and s106 total £98,750.
- Applicant's Appraisal 2- assesses a scheme of 75 units with what they consider to be 35% affordable housing reflecting a tenure mix of 100% shared ownership. The remaining 50 units are retirement apartments. Financial contributions towards BNG and s106 total £98,750.
- Applicant's Appraisal 3 - assesses a scheme of 75 units with what they consider to be 35% affordable housing reflecting a tenure mix of 100% discounted market sales. The remaining 50 units are retirement apartments. Financial contributions towards BNG and s106 total £98,750.
- Applicant's Appraisal 4- assesses a scheme of 75 units, 25 of which are open market tenure. The remaining 50 units are retirement apartments. Financial contributions remain at £98,750.

The appraisals, included in the applicant's addendum, are summarised as follows:

Applicant Appraisal	Residual Land Value	Benchmark Land Value	Surplus/Deficit
1	-£1,472,885	£650,000	-£2,122,885
2	-£780,735	£650,000	-£1,430,735
3	-£728,343	£650,000	-£1,378,343
4	£399,713	£650,000	-£250,287

Therefore, the applicant proposes a scheme with no affordable housing and limited S106 contributions.

- 14.3.6 Dorset Council commissioned the District Valuer Service (DVS) to review the applicant's viability assessment. The review was undertaken in accordance with the NPPF, NPPG on viability, and RICS Professional Standards and the following table sets out the applicants inputs and the DVS corresponding inputs:

Policy Compliant Scheme	Agent	DVS	Agreed (Y/N)
Assessment Date	November 2024	November 2025	N
Scheme Description	Erect a mixed-use development comprising of 50 retirement living apartments, 25 general market apartments, 251sqm commercial units.		-
Development Period	52 months	51 months	N
Gross Development Value	£21,433,001	£23,376,765	N
Retirement Apartments GDV	£16,230,000	£16,230,000	Y
Market Housing GDV	£0	£3,860,000	N
Affordable Housing GDV	£3,855,737	£1,939,500	N
Ground Floor Commercial	£754,765	£754,765	Y
SLV (Drive through & EV Charging	£592,500	£592,500	Y
Planning Policy	S106 £78,750 BNG £20,000	S106 £1,677,323 BNG £20,000	N
Construction Cost	£14,212,119	£14,286,138	N
External Cost	Included in above	Included in above	N
Abnormal Cost	£1,231,738	£603,582	N
Professional Fees	8% £1,230,629	8% £1,191,178	Y
Contingency	5% £769,143	5% £744,486	Y
Finance Interest	7% debit 2% credit	7% debit 2% credit	Y
Marketing Sales & Agency Fees	5% Retirement 3% OM Units	5% Retirement 2% OM units 10% commercial letting	Y
Legal Fees for Disposal	£750 per OM Unit 0.75% RP Transfer fee	£750 per OM unit £400 per AH unit	Y
Land Acquiring Costs	1.75% Plus SDLT at prevailing rate	1.75% Plus SDLT at prevailing rate	Y
Profit Target	6% AH 15% DMS 17.5% OMV 20% Retirement 15% Commercial	6% AH 17.5% OMV 20% Retirement 15% Commercial	Y

Residual Land Value	-£1,472,885	-£1,539,673	N
Benchmark Land Value	£650,000	£300,000	Y
Existing Use Value	£64,900	£30,000	Y
Premium	10 x EUV	10 X EUV	Y
Viability Conclusion Full Policy Scheme	Not Viable	Not Viable	Y
Viability Conclusion Max Policy/ Deliverable Scheme	Not Viable but applicant prepared to proceed with 100% OM but below target blended profit of 19.08%	Viably supports a scheme with £20,000 BNG Contributions and a surplus of £598,572 towards S106 contributions.	Y

14.3.7 Key points from the comparison of applicant and DVS inputs include:

- Gross development values (GDVs) are similar – officers are satisfied GDVs reflect recent market evidence based on similar developments sold in the West Parley and East Dorset areas.
- S106 costs are significantly higher than the applicant anticipated – the DVS input is based on the required obligations set out in this officer report.
- Construction costs are similar – officers are satisfied construction costs reflect recent market evidence and these have been reviewed by the DVS quantity surveying (QS) team.
- DVS abnormal costs are significantly lower as calculated by the DVS – abnormal costs were reviewed by the DVS QS team and reduced based on their professional advice.
- Profit target levels are agreed – it is noted retirement living profit target levels still meet PPG requirements of 15-20% but are at 20% as an established profit level for such developments, which has been reinforced by appeal decisions (Sale PINS Ref: Q4245/W/23/3325034), Cheam (PINS Ref: APP/P5870/W/16/3159137), Redditch (PINS Ref: APP/Q1825/W/17/3166677) and West Bridgford (PINS Ref: APP/P3040/W/19/3229412)).
- DVS existing use value is significantly lower – this is based on recent market transactions for similar land types.

14.3.8 The applicant has advised they do not agree with all of the DVS inputs and conclusions but are not contesting specific points as the net effect remains unaltered, where the final conclusion is that a fully policy compliant scheme is not viable.

14.3.9 The DVS assessment has concluded the following:

- A fully policy-compliant scheme (50% affordable housing and full S106) is not viable, generating a residual land value of -£1,539,673 against a benchmark land value of £300,000.

- The maximum viable contribution is £20,000 for biodiversity net gain plus £598,572 towards S106 contributions, with no on-site affordable housing.

- Sensitivity testing indicates that even with improved sales values or reduced costs, full policy compliance cannot be achieved without significant market changes.

14.3.10 The independent viability review concludes that the proposed development cannot support full policy requirements. The DVS recommends inclusion of a viability review mechanism to allow reassessment if market conditions improve or costs change during delivery.

14.3.11 Based on the submitted viability information and the independent DVS review, it is concluded that it is not viable for the applicant to provide either affordable housing on site or the required financial contribution for the retirement living units. This therefore does not form a reason for refusal.

14.4 FLOODING AND DRAINAGE ARRANGEMENTS

14.4.1 The Environment Agency (EA) (for fluvial flooding); Dorset Council's Flood Risk Management (DCC FRM) (for surface water flooding and drainage), and Wessex Water (for foul drainage) were consulted on the application as statutory consultees.

Flood Risk and Surface Water

14.4.2 The site falls entirely within Flood Zone 1 (low risk), in accordance with the Environment Agency's (EA) indicative mapping of fluvial flood risk. Whilst the EA Risk of Flooding from Surface Water (RoFfSW) mapping shows no surface water flood risk to the site at the 1-in-30 year rainfall event. However, the north-east corner of the site area is shown by the EA mapping to be at (theoretical) risk of surface water flooding during more significant rainfall events (1-in-100yr and upwards). The modelled extent across the site of this flood risk is shown to increase significantly at the 1-in-1000 year event and also when 20-40% climate change is added to the 1-in-100 year rainfall event. Also, adjacent adjoining highways, including New Road (west) and Christchurch Road (north) and nearby Church Lane (east) are thought to be at some risk of surface water flooding, with some ponding shown to develop from lower order events (1-in-30yr) and upwards.

14.4.3 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 surface 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.

14.4.4 A flood risk assessment has been submitted and notes:

- The use of infiltration techniques to discharge surface water runoff from the site is deemed as not viable owing to high groundwater levels.
- The applicant has followed the sustainable urban drainage system (SuDS) hierarchy and as there are no nearby watercourses has proposed to attenuate surface water before discharging it at a restricted rate into a nearby surface water sewer.
- The site will outfall into an existing sewer spur that has been constructed as part of the wider approved development before it connects into the Wessex Water network.
- The development has been designed so that the proposed dwellings are located outside of the areas at most frequent risk of surface water flooding.

14.4.5 DC Lead Flood Authority (LFA) were consulted and advised initially that insufficient information has been provided regarding SW management from the development. As such, they were unable to ascertain, to their satisfaction, the appropriateness of any surface water management in accordance with the Ministerial statement 'Sustainable Drainage System' 2014, chapter 14 of the NPPF and Planning Policy Guidance (PPG).

14.4.6 To address these concerns additional information was submitted. Additional information included:

- The applicant has confirmed that the underground attenuation tanks will be located under the car parking areas as shown on the Drainage Strategy plan (Drawing no: 500 Rev:P5) found in Appendix F of the above FRA & Drainage Strategy report.
- The development has been designed so that the proposed dwellings are located outside of the areas at most frequent risk of surface water flooding.
- The submitted plan also shows that finished floor levels will be significantly higher than the surrounding ground level. This will provide suitable mitigation for any residual surface water flood risk.

14.4.7 The LLFA have been consulted on the additional information and have raised no objection subject to conditions requiring detailed surface water management and maintenance for the site.

Foul Drainage

14.4.8 A new foul water drainage network will be required to service the proposed development. The new network will collect and convey foul water discharge from the development to a new connection point on the public Wessex Water network to be agreed with Wessex Water.

14.4.9 Wessex Water has been consulted but no response was received. However, it is noted that the surface water and foul discharge strategy from the site is the same as what has already been approved under the outline planning application. The strategy followed within this submission has not been altered from this approved strategy.

14.4.10 The EA have been consulted on this application but advised consultation was not required.

Flood Risk and Drainage Conclusion

14.4.11 The proposed surface water and foul drainage is considered acceptable and in accordance with ME6 of the Core Strategy.

14.5 HIGHWAYS, ACCESS AND PARKING

Highways

- 14.5.1 Third party concerns have been raised that the proposed would impact negatively on the surrounding area in relation to traffic increase.
- 14.5.2 A Transport Assessment (TA) has been submitted as part of the application. The Highways Officer was consulted but sought further clarification in relation to dwelling mix, car park sizes, parking provision, gates to the open space, path widths, estate road design, tactile paving, pedestrian desire lines and café/drive through parking upstands.
- 14.5.3 Over the course of the application further information was submitted to address the above concerns.
- 14.5.4 The final Highway Officer response advises previous concerns have been overcome subject to the removal one pedestrian crossing, which has been removed on updated plans.

Access

- 14.5.5 FWP6 masterplan suggests access to the village centre extension should come from the link road. Proposed access is provided on Clarence Place, which is the residential road off the link and the access has already been constructed as part of the wider development. The Highways Officer has raised no objection to the proposed access in highway safety terms.
- 14.5.6 The proposed access is considered acceptable where parking is generally located to the south and the development is easily accessible from parking areas.

Parking provision

- 14.5.7 Open market dwellings - A total of 25 parking spaces is being proposed, they will be unallocated, 24 for residents and one space for visitors. Cycle parking provision is provided at the ground floor level of the general market apartments with direct access to the outside. The DC Highways Officer has advised this is in line with Dorset Council's car parking standards and is considered to be acceptable.
- 14.5.8 Retirement living dwellings – The proposed development includes 36 spaces including 3 disabled bays for the 50 Retirement Living units (0.72 spaces per apartment). In the absence of specific car parking standards for retirement living units, the TA quotes independent research undertaken by McCarthy Stone to demonstrate that the proposed level of car parking is sufficient to accommodate all parking demand at the proposed development. The applicant identifies that an average car parking provision of 0.517 spaces per apartment is required, equating to 26 spaces for the 50 Retirement Living units and therefore the proposed provision of 36 spaces is 10 spaces in excess of the required parking provision. The research accounted for all parking demand associated with visitors and staff, along with residents therefore the over provision ensures that there is adequate parking and there is no overspill on the local road networks. Mobility scooter storage is also provided within the development at ground floor level. The DC Highways Officer has raised no objection to retirement living proposed parking.

- 14.5.9 Commercial units – A total of 6 car parking spaces are proposed for the commercial uses, which equates to 1 car parking space per 42m² of commercial space. Dorset Council's standards for the proposed use below 500 sqm GFA is 1 per 20 sqm, + 1 per 100 sqm for staff. Therefore the proposed commercial area should provide 14 spaces. However, the TA notes the site is well located and easily accessible by public transport and therefore, there is opportunity for future staff to travel sustainably. Furthermore, the shops will attract a number of internal trips associated with the proposed development, along with the wider residential development. No specific cycle parking is provided with the commercial units to the north, however it is anticipated that when the end tenant fits out their unit, they will be able to accommodate cycle parking within the unit. The Dorset Council Highways Officer has agreed to the justification of the reduced parking.
- 14.5.10 Café/drive through – Under the Dorset Council's 'Non-Residential Parking Guidance', the closest land use is A3/A4 Food and Drink, which requires 1 car parking space per 15m² and 1 further space per 2 full time members of staff. When applied to the 171m² of land use, this equates to 11 car parking spaces. The number of staff which will be employed is not yet known, however 19 car parking spaces are proposed (excluding the commercial EV charging spaces). Therefore, this accounts for both the 11 car parking spaces for visitors and leaves 8 car parking spaces for staff. 6 cycle parking spaces are provided at the café/drive through. The Dorset Council Highways Officer has raised no objection to the proposed café/drive through car parking.
- 14.5.11 The DC Highways Officer has raised concerns the proposed parking is generally 2.4x5m and Dorset Council guidance suggests it should be 2.8x5m. While the smaller parking bays may be justified for retirement living apartments, where residents generally have smaller cars, Officer preference is for 2.8m wide spaces. However, it is noted 'Manual for Streets' guidance notes parking should 2.4x4.8m. The proposed spaces exceed this guidance in terms of length are considered acceptable based on the Manual for Streets guidance.
- 14.5.12 Dorset Council Highways have been consulted and raise no objection to the proposed parking. Given the type of development proposed and evidence submitted proposed parking is considered acceptable and complies with Policy KS12 subject to conditions regarding vehicle crossing, road layout and parking retention and a construction method statement is required.
- 14.6 HOUSING MIX
- 14.6.1 Policy LN1 of the Core Strategy states that individual sites will be expected, in terms of the size and type of new market and affordable dwellings, to reflect the needs of the Strategic Housing Market Assessment (SHMA).
- 14.6.2 Proposed age restricted apartments are 1-2 bedroom units (28 x 1-bed, 22 x 2-bed), which is considered acceptable for housing for older people. The Adult Social Care team were consulted but had no comment to make as the proposed does not include a care element. It is however noted that floor areas for proposed retirement living units all exceed national space standards.

14.6.3 25 open market units are also provided on site and are 1 and 2 bedrooms (8 x 1-bed, 17 x 2-bed).

14.6.4 The Christchurch and East Dorset Affordable Housing Supplementary Planning Document (SPD) provides guidance on housing mix and suggest open market housing should provide 8.3% 1 beds, 48.7% 2 beds and 43% 3 beds. This is however guidance only and paragraph 3.10 of the SPD notes:

It is also recognised that certain sites, especially small or brown-field sites, may be highly constrained whilst others may lend themselves to particular types of development. Again such factors will be taken into consideration as part of the appraisal process, although the primary tests of meeting local need and delivering mixed communities will remain in place.

14.6.5 Proposed open market units provides 28% 1 beds and 72% 2 beds. While this is not in line with the SHMA requirements, given the nature of site which lends itself to apartment style accommodation, viability matters, housing need, a lack of 5 year housing land supply and the need to make an efficient use of land in line with national policy; this would not warrant refusal of the application. While no affordable housing is to be provided, the proposed achieves a mixed community with housing for older people, housing for couples and individuals and housing for small families.

14.6.5 The Dorset Council Housing Officer team have been consulted and while they object to the lack of affordable of housing they have made no comment on the proposed housing mix. Based on the above the proposed is considered to be acceptable in accordance with LN1 of the Core Strategy.

14.7 DESIGN

14.7.1 Policy HE2 of the Core Strategy states that new development must be of a high quality and that in various respects, including its visual impact, it must be compatible with or improve its surroundings. Policy DES11 of the Local Plan states that development will only be allowed where, in terms of its form and materials amongst other things, it would respect or enhance its surroundings. Section 12 of NPPF notes '*good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*'

Layout

14.7.2 The Planning Practice Guidance (PPG) defines layout as:

'the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.' (Paragraph: 006 Reference ID: 14-006-20140306).

14.7.3 It is recognised that the character of the existing area has limited qualities and that there is an opportunity to enhance the identity of the area. The submitted Design and

Access Statement (DAS) note the following sets out the key design drivers behind the proposals, and the basic principles of the proposed site layout:

1. Entrance Square for North access from Parley Cross
2. Main Central Meeting Square
3. Entrance Square for South access from new residential housing
4. Green Public Park, connecting Parley Cross and the pedestrian crossing on the relief road to Lidl food store
5. Proposed commercial frontage on the ground floor
6. Gateway Facade, visually and physically making the Main Central Square a destination space
7. East end of the general market apartment building creating a meaningful 'corner turn' on Elizabeth Way
8. Private gardens and parking for McCarthy Stone residents
9. Private gardens and parking for the residents of the general market apartments
10. Connection to existing local centre
11. Retain existing trees and hedges bordering New Road

14.7.4 The DAS also notes the development seeks to achieve a layout with attractive public spaces, landscaping adjacent to Parley Cross, pedestrian permeability through the site, create street frontages to the north, parking to the south where it can be screened, vehicular access off the residential branch road to the south, protect existing mature trees, and consideration of easements required to the west.

14.7.5 The DC Urban Design Officer was consulted and notes although the layout is a deviation from the approved masterplan, the principle of moving the 'village square' to the north of the site in conjunction with the park area is a logical departure. However, the intention of the local plan and supporting masterplan was that development here would strengthen the commercial provision at Parley Cross by creating a two sided shopping street which would result in a greater sense of place and a more attractive environment for pedestrians and cyclists.

14.7.6 In response to initial plans submitted, The Urban Design Officer considered proposals appear to have designed the commercial element of the scheme as a separate entity rather than considering how it supports the function of the area as a whole and realises the local plan objective of creating a more pedestrian focussed centre to the village. While the park area may be of benefit in its current proposed location, the commercial units and square should have a better connection with the existing provision of shops on New Road and with the Christchurch Road frontage. The DC Landscape Officer noted some spaces are too constrained or poorly dimensioned and that pedestrian movement is obstructed or not prioritised.

- 14.7.7 The Urban Design Officer noted in achieving this the design of the space should be more open to Christchurch Road rather pedestrians being funnelled through a narrow footpath from the entrance square to the main square. It should be designed as one larger space with a greater provision of benches, appropriate hard landscaping and with additional tree planting to support the landscaping scheme and to visually connect the park area with the existing trees on New Road. A larger, more considered square would create a central meeting space for Parley Cross, strengthening its sense of place whilst also facilitating opportunities for community events such farmers markets and other fetes.
- 14.7.8 It was also noted the location of the drive through is detached from other proposed and existing commercial uses. While it's close to the vehicular entry point, it represents a piecemeal approach to development and considers end user requirements above how the commercial elements of the scheme work as a whole to support the extension of the existing 'village centre.'
- 14.7.9 To address Urban Design concerns, revised plans were submitted and Officers were reconsulted. For the revised design of the square, it is considered it has improved and is more open and as linked as well as it can be to the existing local centre.
- 14.7.10 Given the nature of the use, the design of the café/drive through is not going to change. The detailed design is very much based on the generic model for this type of use. The principle of the café/drive through is considered acceptable and it's required layout would not warrant refusal.
- 14.7.11 In general the layout is considered to achieve the proposed strategy, and it is considered that the proposed layout is generally acceptable and complies with Policy HE2.

Scale

- 14.7.12 The PPG defines scale as:
- 'the height, width and length of each building proposed within the development in relation to its surroundings.'* (Paragraph: 006 Reference ID: 14-006-20140306).
- 14.7.13 The submitted DAS notes the built form and scale of the proposals have been developed to respond to the local context. It also notes the key design considerations noted in the design guide for both the commercial site and the adjacent residential approach are considered relevant and the key points outlined as follows:
- Linear buildings running parallel to Christchurch Road;
 - Perimeter block arrangement with dual aspect to external and internal edges;
 - Almost continuous frontages;
 - Apartment Blocks between 3 to 4 storeys
- 14.7.14 The proposed buildings are predominantly 3 storeys in height, which ties in with the adjacent building heights of the Lidl food store and the Tesco food store on the corner

of the Parley cross junction. There is a small section of 4 storey built form at the Christchurch Road end of the retirement living block, this particular end of the building contains commercial units at ground floor with residential accommodation above. The café/drive-through is proposed as a single storey building.

- 14.7.15 The Urban Design Officer, in response to the initial design, advised it is considered that some intensification of built form can be accommodated on the site. However, this has to be balanced with Policy HE2 of the local plan which states that development will only be permitted if it is compatible or improves its surroundings.
- 14.7.16 While a contemporary approach to architecture is supported, the additional height of the buildings together with the limited articulation in the roof profile exacerbates the monolithic profile of buildings. As a result, they appear bulky and have a considerable urbanising impact on the street scene.
- 14.7.17 Revised designs were submitted to address these concerns, where the elevations were amended to address bulkiness of form and parapets also amended to create a more varied skyline. While four storeys is higher than typical in the surrounding area, the overall height is similar to that of the 3 storeys plus roof buildings in the adjacent residential development. When viewed in this context and with revised elevations, which better address the need to break-up larger forms, the proposed is considered acceptable. The Urban Design Officer noted that the changes to the architectural design of the scheme have reduced the overall bulk and is a positive change.
- 14.7.18 The proposed is considered to comply with policy HE2 subject to a condition regarding finished floor levels to ensure the proposed heights are not increased, which has been imposed as noted previously.

Appearance

- 14.7.19 The PPG defines appearance as:
- ‘the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.’*
(Paragraph: 006 Reference ID: 14-006-20140306).
- 14.7.20 The proposed design approach is modern in nature, which is considered acceptable given the limited existing character of note in the area. While initial concerns were raised about the scale of development, this has been addressed above and an acceptable design is now proposed.
- 14.7.21 As noted previously the proposed layout and scale are considered acceptable, which are elements of the built form. Landscaping is considered below, which also adds to the appearance of the development.
- 14.7.22 The proposed development will use an appropriate palette of traditional materials with contemporary detailing that responds to the local architectural character of the area. Proposed materials for all elements include the following:
- Walls - red brick, red multi brick, grey brick, render

- Roofs – slate coloured tiles
- Windows/doors – grey
- Balconies – grey metal

- 14.7.23 Proposed elevations submitted show an appropriate use of materials and detailing, however a condition is required for samples of materials to be provided to ensure materials are of a suitable quality.
- 14.7.24 It is considered that the proposed appearance is generally acceptable and complies with Policy HE2 subject to a condition for material samples to be provided.

Landscape

- 14.7.25 The PPG defines landscape as:
- ‘the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.’ (Paragraph: 006 Reference ID: 14-006-20140306).*
- 14.7.26 Planting includes mostly native and with some non-native species within the development. Proposed hard landscape materials include bitmac, block paving, concrete slabs, gravel and compacted limestone chippings. Proposed boundary treatments include existing post and rail fencing, closed board fencing with hedgehog holes, post and wire fence and parkland fencing.
- 14.7.27 The DC Landscape Officer was consulted and raised some concerns in relation to public realm features (seating, bins, paving quality) being under-specified or poorly positioned; landscape elements (trees, hedges, grass strips) are misaligned with built form or impractical to maintain; and boundary relationships, especially to the west, raise long-term functional and amenity issues.
- 14.7.28 To address these concerns revised plans were submitted and the DC Landscape Officer confirms the amendments have been addressed as follows:

Category	Resolved Issues	Outstanding Issues
1. Retained Trees, Longevity & Succession	None	Shading, longevity and lack of succession planting remain unaddressed; No supplementary planting proposed.
2. Public Park & Public Square	Paths 2m; bins added; larger trees added;	Need more large-canopy trees; bollards needed on

	paving resolved; benches fixed	north/west edges of Square 1
3. Soft/Hard Landscape Pinch Points	Most pinch points resolved	600mm strip at NE corner remains; narrow grass strips remain
4. Pedestrian Access, Garden Spaces & Planting	Thorny hedging replaced	Access path narrow and obstructed; Copenhagen pavement recommended; soil volumes inadequate; Field Maple needs more soil
5. Services, Infrastructure & Tree Conflicts	EV chargers moved to curb edge	Service/lighting routes not submitted; potential conflicts remain

14.7.29 Further revised plans were submitted and while the Landscape Officer was reconsulted, they did not provide further comment. Officers consider outstanding concerns in the table above are addressed as follows:

1 – The DC Tree Officer is satisfied with the proposed development and the relationship to mature trees on the western boundary.

2 – Additional trees added as requested.

3 – This is within a private garden area with garden space either side of the pinch point and not significant concern.

4 – Pinch points refer to tree canopies; this should not be an issue at canopy level; tree pit details can be conditioned.

5 - Service/lighting routes details can be conditioned.

14.7.30 The DC Tree Officer has raised no objection to the proposed tree and plant species.

14.7.30 Proposed landscaping is considered to be acceptable subject to condition. The proposed landscaping is considered to generally acceptable and complies with Policy HE2 subject to a condition regarding hard and soft landscaping.

Design Conclusion

14.7.31 On balance the proposed design is considered to comply with Policy HE2 and is acceptable subject to conditions noted above.

14.8 OPEN SPACE

- 14.8.1 The NPPF advises *that “Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities”*. Policy HE4 states that applicants are obliged to provide adequate open space to meet the needs of residents.
- 14.8.2 Policy HE4 requires the provision of 35 sqm per person amenity green space and a requirement children and young people’s space, within 450m of a development.
- 14.8.3 Exact occupancy rates are unknown but are expected to be approximately 184 persons. Therefore approx. 0.65ha of open space is required. A provision of approx. 0.4ha is accomplished on site through the provision of public open space and residential communal open space. The application site is also within close proximity of the existing Suitable Alternative Natural Green Space (SANG), open space and play areas of the associated adjacent residential development.
- 14.8.4 Given the provision of 0.4ha of open space on site and the proximity to existing open space in the area, the proposed is considered to be in accordance with Policy HE4 of the Core Strategy.
- 14.9 AMENITY
- 14.9.1 Policy HE2 of the Core Strategy states that new development should be compatible with or improve its surroundings in relation to nearby properties and general disturbance to amenity. Policy DES2 of the Local Plan states that developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.
- 14.9.2 The proposed development is bound by New Road to the west, Christchurch Road to the north, East Link Road to the east and Clarence Place to the south. The mature trees to be retained provides screening to the west and the development is set back from the north with the provision of open space. The Lidl supermarket is located to the east, and the closest residential development is Clarence Place to the south. Parking and landscaping provide a buffer between the existing residential development and the proposed built development.
- 14.9.3 The proposed is not considered to impact on existing neighbouring amenity in relation to overlooking given separation distances.
- 14.9.4 In terms of the proposal’s layout, scale, and design it is considered that there would not be any significant adverse impacts on the amenities of existing or future occupiers, in terms of their privacy, outlook, and access to light.
- 14.9.5 In terms of future occupiers, it is noted all units (both retirement living and general market) meet or exceed national space standards.
- 14.9.6 It is considered that the occupiers of the proposed residential development would have adequate access to private and communal amenity spaces to be contained within the proposed development with the provision of communal open space, balconies for most

retirement living units and all open market units, provision of the new open space to the north of the site and access to existing open space such as the SANG and open spaces in the adjacent residential development.

Noise – residential development

- 14.9.7 A noise assessment has been submitted in relation to the application, and the Dorset Council Environmental Health Officer has been consulted.
- 14.9.8 At paragraph 8.3 the assessment states *“Existing sound levels at the site are too high to allow permanent ventilation by partially open windows and meet with BS8233:2014 internal noise limits for residential accommodation. This indicates permanent ventilation should be provided by a method other than open windows e.g. passive trickle ventilator or mechanical ventilation.”* Therefore, all mitigation measures and recommendations outlined in the Noise Impact Assessment must be implemented and will be secured by condition.
- 14.9.9 It should be noted Paragraph 8.5 of the noise assessment goes on to say *“Consideration has also been paid to achieving the requirements of Approved Document O (ADO), which has found that it is also likely the scheme will require windows to remain closed during the nighttime periods in order to satisfy ADO internal noise criteria. In addition, domestic scale mechanical heat recovery systems may not be suitable to provide cooling during hot weather periods. Where an overheating assessment is completed for the building then the relevant organisation/individual should be made aware of these conclusions.”* The energy statement says, *“Water Heating demand for all plots will be serviced by an Air Source Heat Pump (ASHP) Hot Water Cylinder, currently proposed to be the Atlantic Calypso product, which can be classified as a low carbon technology”*. A development proposing ASHP’s should submit a noise assessment to demonstrate there will be no adverse noise effects upon existing nearby receptors and future occupants of the proposed dwellings, which can be conditioned.
- 14.9.10 The plans show a new substation close to the proposed general market apartments. A suitable and sufficient noise assessment should also be submitted to demonstrate there will be no adverse noise impact upon the proposed new residents, which will also be conditioned.

Noise – commercial units

- 14.9.11 The Environmental Health Officer has advised there is insufficient information for them to be able to comment on any potential noise impact from some of the proposed commercial uses on any new residents of the retirement living accommodation. Environmental Health would have no objection to the units being used as offices. However, other uses proposed such as E(a) Display/Sale of goods other than hot food, E(c)(iii) – Other appropriate services in a commercial, business or service locality or E(f) – Creche, day nursery or day centre, may create noise and would require the submission of suitable and sufficient noise assessments to ensure any necessary mitigation measures are implemented. This can be secured by condition.

Noise – café/drive through

- 14.9.12 The noise assessment for the site has considered the noise impact of vehicles arriving and leaving the site and concludes there will be either no impact or insignificant impact upon existing nearby residents. The Environmental Health Officer has raised no objection to this but has suggested a condition to restrict opening hours, deliveries and refuse collections to 07:00 hrs – 22:00hrs. They have also requested a condition for any externally mounted plant, kitchen extraction systems, odour control.

Air Quality

- 14.9.13 An Air Quality Assessment (AQA) has been submitted in relation to the application. It advises that the long term effects in relation to air quality is negligible. The Environmental Health Officer has been consulted on the AQA and advised they had no adverse comments on this aspect of the development.

Other

- 14.9.14 The Environmental Health Officer requested further conditions in relation to construction management and lighting if it is to be installed. These conditions and other requested above have been included in this report.

Impact on amenity conclusion

- 14.9.15 The proposed is considered to be acceptable in terms of existing neighbour and future occupier amenity and complies with policy HE2 of the Core Strategy subject to conditions in relation to noise and air quality.

14.10 TREES

- 14.10.1 Policy HE2 of the Core Strategy states that development will only be permitted if it is compatible with or improves its surroundings in terms of its relationship, amongst other things, to mature trees.
- 14.10.2 As the application site is mainly open land, little exists in terms of trees and vegetation within the site. However, there is a belt of mature, protected trees on the western boundary, fronting New Road.
- 14.10.3 The Dorset Council Tree Officer was consulted and raised initial objections in relation to the proximity to the protected trees and some of the proposed landscape species.
- 14.10.4 To address these concerns, revised plans were submitted, which moved the development further from the protected trees and amended some of the proposed tree species to be planted.
- 14.10.5 The DC Tree Officer has confirmed they have objection to the now proposed layout and landscaping. A condition has been imposed to secure the protection of existing trees.
- 14.10.6 The proposal is considered to be in accordance with Policy HE2 of the Core Strategy in terms of its impact on trees.

14.11 SERVICING

- 14.11.1 Waste collection information has been provided and the Dorset Waste Partnership (DWP) have been consulted. DWP have advised they have no objection subject to meeting their required guidance.
- 14.11.2 Refuse storage will be at ground floor level for residential developments. These are located adjacent to parking areas which will allow for kerbside collection and pulling distances for management meet DWP requirements.
- 14.11.3 Commercial waste has a designated bin store in a location also in close proximity to the access road and parking. This will allow for kerbside collection and pulling distances for that meet DWP requirements.
- 14.11.4 The proposed is therefore considered acceptable in terms of servicing.

14.12 BIODIVERSITY

- 14.12.1 Policy ME1 of the Core Strategy states that the Core Strategy aims to protect, maintain, and enhance the condition of nature conservation sites, habitats and species. An Ecological Impact Assessment (EclA) has been submitted in support of the application, and the Dorset Council Natural Environment Team (NET) has been consulted.
- 14.12.2 The NET Officer raised initial concerns in relation to management principles for habitats, lighting, fencing, plant species, existing invasive plant species.
- 14.12.3 To address these concerns a revised EclA was submitted. The NET Officer has confirmed they have no objection to the proposed based on the revised information, subject to conditions in relation to securing the EclA, landscape environmental management plan (LEMP).
- 14.12.4 The application also requires Biodiversity Net Gain (BNG). The BNG information submitted has been reviewed by the NET team and officers confirm there is a loss of modified grassland and bare ground (both of low distinctiveness) for which they will need to purchase off-site BNG credits, which is secured by condition. Before discharging the BNG condition, the applicant will need to provide proof of purchase/identify which provider they are going to purchase the units from. At that stage the NET team will review the proposed BNG credits to confirm if they are suitable.
- 14.12.5 The application thereby accords with Policy ME1 of the Core Strategy, as it demonstrates the proposal will provide mitigation for the impact on local biodiversity from the proposed development.

14.13 DORSET HEATHLANDS & NEW FOREST SPECIAL CONSERVATION AREA

- 14.13.1 The application site is within the vicinity (within 5 km and beyond 400m) of the protected Dorset Heathlands. The proposal for a 75 net increase in residential units, in combination with other plans and projects and in the absence of avoidance and

mitigation measures, is likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.

- 14.13.2 The appropriate assessment has concluded that the application is likely to have a significant effect on protected sites. The SPD strategy includes Heathland Infrastructure Projects (HIPs) and Strategic Access Management and Monitoring (SAMM). In relation to this development the Dorset Council Heathland Mitigation Officer has advised the applicant in consultation with Natural England seek to secure appropriate mitigation.
- 14.13.3 It is noted Natural England has confirmed that the new SANG, which has been provided as part of the adjacent residential development under the approved outline permission, has sufficient capacity to mitigate the proposed additional 75 dwellings.
- 14.13.4 From the Appropriate Assessment (AA) point of view the mitigation is available. However, it is not for the AA to consider the approach to securing mitigation required for the proposed development, just that there is mitigation capacity available. From a planning perspective, the applicant has a responsibility to demonstrate that they have addressed their impacts on the heathland. This would require an agreement with the owner of the SANG. As the SANG land is out of the control of the applicant and in the absence of a legal agreement to indicate otherwise it is considered there is no appropriate mitigation secured for the proposed development based on the use of the existing SANG.
- 14.13.5 Paragraph 5.12 of the Dorset Heathlands SPD notes:
- In built up areas, opportunities to provide HIPs alongside large developments are more constrained than in rural areas. Because of this, approaches vary according to local circumstances; i.e. in one area a financial contribution towards a specific strategic HIP may be adequate, but in another area a bespoke HIP may be necessary for the Council to be certain that the urban effects can be mitigated and thereby planning permission granted. These considerations need to be resolved during the plan making stage to ensure certainty and deliverability of allocations. Each planning application will be considered on a case by case basis as the nature of some sites will enable the provision of a HIP within the scheme and again will depend upon the specific requirements of that area. Early engagement with the Councils and Natural England at pre-application stage is recommended.*
- 14.13.6 Paragraph 5.9 also notes:
- HIPs will be delivered from contributions collected through CIL payments or secured through Section 106 agreements, depending upon the circumstances. Where schemes are exempt from paying CIL, there is likely to be a requirement to provide HIPs through Section 111, Section 106 Agreement or unilateral undertaking.*
- 14.13.7 The CIL Officer has confirmed the proposed development is not CIL liable. Therefore a sum of £5000 per dwelling has been agreed to secure mitigation measures. This includes the potential to enhance opportunities for longer recreational walks beyond the

Kingsmere Park SANG, particularly through improvements to infrastructure and waymarking along the existing Rights of Way. These enhancements would exceed standard requirements, offering a more accessible and enjoyable experience for users. Natural England have been consulted on this approach and are aware of the proposed contribution and its intended purpose and have raised no objection to this.

- 14.13.8 A SAMM payment is also required, which will also and this pays for monitoring of the heathlands, education and engagement. An air quality mitigation payment is also required in relation to heathlands.
- 14.13.9 Contributions would be secured through a legal agreement. In terms of the £5000 per dwelling contribution, this would specify that the funds are to be directed towards improving recreational access within the Stour Valley Park Project area, specifically between Longham and Throop.
- 14.13.10 The site lies within 13.8km of the New Forest Special Conservation Area, Special Protection Area and Ramsar. Within this area impacts from additional residential units have been identified to result in likely significant effects from recreational impact. New green infrastructure needs overlap with Dorset Heathlands Framework requirement, but Strategic Access Management and Monitoring (SAMM) is required as the measures relate to different sites and issues.
- 14.13.11 The appropriate assessment undertaken identifies that there is the potential to mitigate the impacts of new residential development. On 9 December Dorset Council's Cabinet agreed the New Forest Strategic Access Management and Monitoring Strategy 2025 in principle, with agreement to delegate any minor changes to the final version of the Strategy to the Cabinet Member for Planning and Emergency Planning in consultation with the Corporate Director for Planning. They also agreed to apply the Strategy within the 13.8km buffer and 15km buffer for larger sites to allow planning permissions to be granted. The strategy includes a financial contribution of £400 per house and £272 per flat.
- 14.13.12 As an interim arrangement, secured funding is to be transferred to the New Forest NPA to extend their existing mitigation scheme whilst the new partnership scheme is being established. The legal agreement to facilitate this working arrangement between the authorities is being finalised, which will then enable the necessary mitigation funds to be secured by s106 legal agreement for this application.
- 14.13.13 The applicant has agreed to the required mitigation funds, which will be secured by legal agreement.
- 14.13.14 With the above mitigation, the proposed is considered acceptable where appropriate levels of mitigation are secured. Subject to the completion of a S106 Planning agreement, the proposed is considered to accord with Policy ME2 of the Core Strategy.

14.14 CONTAMINATED LAND

- 14.14.1 Policy DES2 of the Local Plan states that developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.
- 14.14.2 The Council's contaminated land consultants have considered the submitted contaminated land information. They note that remediation has not been specified as required but it remains to agree that no further issues have arisen prior to completion of the development. They have recommended an unexpected finds contamination condition is applied. The proposal is considered to be in accordance with Policy DES2 of the Local Plan subject to condition.

14.15 RENEWABLE ENERGY

- 14.15.1 Policy ME4 of the Core Strategy states that 10% of the total regulated energy used in major residential development should be from renewable, low-carbon, and decentralised energy sources. It is also stated that, for the New Neighbourhoods, district heating and/or power facilities should be investigated.
- 14.15.2 A renewable energy statement has been submitted as part of the application. This notes the following energy and sustainability strategy:

Fabric First Approach:

- Enhanced insulation and airtightness beyond Part L 2022 standards.
- U-values significantly better than regulatory limits (e.g., walls: 0.19 vs 0.26 W/m²K).

Heating & Hot Water:

- Electric panel heating (100% efficient).
- Air Source Heat Pump (ASHP) cylinders for hot water (COP up to 315%).

Ventilation:

- Mechanical Ventilation with Heat Recovery (MVHR) for apartments.

Renewables:

- Solar PV arrays (49.85 kWp) across residential blocks and drive-thru.
- PV contribution: 44,863 kWh/year, equating to 18.52% of total energy demand.

EV Charging:

- Charging points for all resident parking spaces.

Water Efficiency:

- Estimated usage: 119.5 litres/person/day (below 125-litre Building Regulations limit).

- 14.15.3 The proposed energy and sustainability strategy exceeds the requirements of ME4 and is considered acceptable. The submitted energy and sustainability strategy will be conditioned to ensure it is adhered to.

14.16 PUBLIC RIGHTS OF WAY (PRoW)

- 14.16.1 The Right of Way officer has been consulted and advised there are approximately 25 footpaths and bridleways within a one mile radius of the proposed development. It is considered this development will increase the use of these PRoW as residents will use them to access the local area. The Right of Way Officer has requested a financial contribution towards the maintenance and improvement of PRoW.
- 14.16.2 As noted under the heathland mitigation section of this report, a sum of £5000 per dwelling has been agreed to secure mitigation measures. This includes the potential to enhance opportunities for longer recreational walks beyond the Kingsmere Park SANG, particularly through improvements to infrastructure and waymarking along the existing PRoW. The impact on existing PRoW is therefore also addressed using this mitigation secured.

14.17 AIRPORT SAFEGUARDING

- 14.17.1 The application site is within the airport safeguarding area and Bournemouth Airport have been consulted.
- 14.7.2 Bournemouth Airport have advised the proposal has been examined from an Aerodrome Safeguarding aspect and it does appear to conflict with Instrument Flight Procedure (IFP) safeguarding criteria.
- 14.7.3 IFP Safeguarding is a process of checking proposed developments so as to protect blocks of air through which aircraft fly, by preventing penetration of surfaces created to identify their lower limits. The IFP Safeguarding Map has this application in a Grey Square, which means any development, regardless of height, needs looking at in more detail, so an in-depth assessment will be required.
- 14.7.4 Bournemouth Airport advise they have no objection with condition of conducting and submitting to the aerodrome of a IFP Assessment showing no Impact to aerodrome before any works commence. This condition has been included in this officer report.

14.18 RESPONSE TO PARISH COUNCIL CONCERNS

- 14.18.1 As noted previously the Parish Council has raised a number of objections. The Officer response to these are as follows:

PC issue raised	Officer response
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Poor architectural design and an overbearing four-storey flat roof structure	Design has been amended and there is no objection from the DC Urban Design Officer.
Proximity to protected trees	Design has been amended and there is no objection from the DC Tree Officer.
Increased traffic congestion	No highways safety concerns raised by DC Highways.
Drive through is inappropriate	The principle of development is acceptable.
Lacks sufficient parking	Parking has been assessed under DC and Manual for Streets guidelines and is considered acceptable.
Deviation from the local plan	The proposed is considered to sufficiently meet the requirements of relevant local plan policies and benefits of additional housing are considered to outweigh the loss of commercial provision previously approved.
Air quality concerns	The DC Environmental Protection has reviewed the submitted Air Quality Assessment and raised no concerns.
Proximity to New Forest protected sites	The required mitigation funding will be secured by legal agreement.
Further traffic modelling requested	The proposed has been assessed by DC Highways and considered to be acceptable.

14.19 OBLIGATIONS

14.19.1 The following planning obligations have been agreed and will be secured by legal agreement:

- Education contribution - £5,880.35 per dwelling (excluding retirement living units and 1 beds);
- Special Education Needs (SEN) contribution - £1,487.62 per 2+ bed dwelling (excluding retirement living units and 1 beds);
- NHS Contribution - £516 per dwelling;
- Community facilities contribution - £336.79 per dwelling;
- Heathland mitigation contribution - £5,000 per dwelling;
- SAMM contribution - £263 per dwelling;

- Air quality mitigation contribution - £50 per dwelling;
- New Forest mitigation contribution - £272.83 per dwelling;
- Viability review clause.

15 CONDITIONS

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

- Expiration of permission
- Approved plans
- Pre-commencement:
 - Drainage details
 - Construction management (traffic and environmental)
 - Tree protection
 - Routes and servicing
 - Airport safeguarding
 - Biodiversity Net Gain
- Pre damp proof course:
 - Landscaping management
 - Tree pit details
 - Materials
- Pre-occupation:
 - Drainage management
 - Vehicle access
 - Turning and manoeuvring
 - Cycle / mobility scooter parking
 - EV parking
 - Biodiversity plan
 - Noise conditions (residential and commercial)
- Compliance:
 - Landscaping
 - Renewable energy compliance
 - Air quality assessment compliance
- Other:
 - M4 layout

- Contaminated land unexpected finds
- Construction hours
- Café/drive through opening hours
- Lighting
- Age restriction for retirement living

16 CONCLUSION

- 16.1 This assessment exercise has involved considering the acceptability of the proposal in relation to the Development Plan, taken as a whole, and all other materials considerations. All of the foregoing factors have also been considered in relation to the social, economic, and environmental benefits to be provided by the proposal.
- 16.2 It is considered the proposed is acceptable in relation to material planning considerations subject to the completion of the S106 Legal Agreement securing required contributions.
- 16.2 The recommendation is for approval of the application.

Recommendation

To delegate authority to Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Area Manager East to either:

A) GRANT planning permission following completion of a S106 Planning Obligation to secure:

- Education contribution - £5,880.35 per dwelling (excluding retirement living units and 1 beds);
- Special Education Needs (SEN) contribution - £1,487.62 per dwelling (excluding retirement living units and 1 beds);
- NHS Contribution - £516 per dwelling;
- Community facilities contribution - £336.79 per dwelling;
- Heathland mitigation contribution - £5,000 per dwelling;
- SAMM contribution - £263 per dwelling;
- New Forest mitigation contribution - £272.83 per dwelling;
- Air Quality mitigation contribution - £50 per dwelling;
- Viability review clause.

And subject to the following conditions (pre-commencement conditions were agreed 2 February 2026):

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

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

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

- SO-2926-3-AC-0007-P-00 Site Location Plan & Block Plan
- SO-2926-3-AC-0001 P03 – Block Plans
- SO-2926-03-LA-002 P16 – Landscape Plans
- SO-2926-3-AC-1001-P-01 GA Ground Floor Plan Retirement Living
- SO-2926-3-AC-1002-P-00 GA First Floor Plan Retirement Living
- SO-2926-3-AC-1003-P-00 GA Second Floor Plan Retirement Living
- SO-2926-3-AC-1004-P-00 GA Third Floor Plan Retirement Living
- SO-2926-3-AC-1005-P-00 GA Roof Plan Retirement Living
- SO-2926-3-AC-2000-P02 East-West Elevations Retirement Living
- SO-2926-3-AC-2001-P02 North-South Elevations Retirement Living
- SO-2926-3-AC-2002-P-00 North - Bay Elevation
- SO-2926-3-AC-6001 View from Parley Cross
- SO-2926-3-AC-6002 P00 View from Elizabeth Way - opposite to Lidl
- SO-2926-3-AC-8001-P-01 GA Ground Floor Plan General Market Apartments
- SO-2926-3-AC-8002-P-00 GA First Floor Plan General Market Apartments
- SO-2926-3-AC-8003-P-00 GA Second Floor Plan General Market Apartments
- SO-2926-3-AC-8004-P-00 GA Roof Plan General Market Apartments
- SO-2926-3-AC-8100-P-02 East_West Elevations General Market Apartments
- SO-2926-3-AC-8101-P-03 North_South Elevations General Market Apartments
- SO-2926-3-AC-8102-P-00 North Bay Elevation General Market Apartments
- SO-2926-AC-3-0002 P-00 Street Elevations
- SO-2926-AC-3-0009 P-00 Street Elevations
- 23035 Retirement Living_Schedule_Floor Areas per Unit Type
- General Market_Schedule_Floor Areas per Unit Number
- A-2001 Starbucks Exterior Elevation
- A-2002 Starbucks Exterior Elevation
- 2230-KC-XX-YTREE-Tree Protection Plan 01 Rev B
- 500 P4 – Drainage Strategy

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

Pre-commencement

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

scheme shall be fully implemented in accordance with the submitted details before the development is completed.

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

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

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

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

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

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

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

The approved CMS & CEMP shall be adhered to throughout the construction period for the development.

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

6. No development hereby approved shall commence (and before any equipment, machinery or materials are brought on to the site for the purposes of the development) until a tree protection has been put in place in accordance with drawing 2230-KC-XX-YTREE-TTP01 Rev B. The barriers shall be erected and maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

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

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

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

8. No development hereby approved shall commence until a plan showing all service routes positioned away from the root protection areas of retained trees shall be submitted and agreed with the Local Planning Authority.

The development shall thereafter be carried out in accordance with the approved details.

Reason: To safeguard protected trees and natural features which are important to the visual amenities of the area.

9. No development hereby approved shall commence until an Instrument Flight Procedure (IFP) Assessment showing no impact to aerodrome has been submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out in accordance with the approved details

Reason: in the interest of aerodrome safeguarding given the proximity of the development to Bournemouth Airport.

Above DPC

10. Prior to development above damp proof course level, a Landscape Management Plan, including long term design objectives, management responsibilities, maintenance schedules and a timetable for implementation and/or phasing; for all landscape areas (other

than small, privately owned domestic gardens,) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Landscape Management Plan shall be implemented as approved.

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

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

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

12. Prior to development above damp proof course level, tree pit details shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with such details as have been agreed.

Reason: To ensure appropriate planting for trees.

Pre- occupation

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

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

14. Before the development is occupied or utilised the first 7.5 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing - see the Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

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

15. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number SO-2926-3-AC-0001 P-03 must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

16. Before the development is occupied or utilised the cycle/mobility scooter parking facilities shown on Drawing Number SO-2926-3-AC-0001 P-03 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

17. Before the development is occupied or utilised the EV parking bays and associated infrastructure shown on Drawing Number SO-2926-3-AC-0001 P-03 must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

18. The development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements in the ecology report titled Land East of New Road West Parley Ecological Assessment, by Somerset Wildlife Trust Consultancy and dated June 2025.

The development hereby approved must not be first brought into use unless and until:

i) the recommendations detailed in the approved ecology report have been completed in full, in accordance with any specified timetable, unless otherwise agreed in writing with the Local Planning Authority, and

ii) evidence of compliance 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 ecology report and thereafter the approved mitigation, compensation and enhancement 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.

19. Before the commercial development hereby approved is occupied or utilised for approved uses E (a), E (c) (iii), E (f) a noise impact assessment detailing the proposed use, noise impact and proposed mitigation shall be submitted in writing to the Local Planning Authority. The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced.

Reason: In the interests of amenity and in accordance with Policy DES2 of the East Dorset Local Plan.

Prior to installation

20. Prior to the commencement of installation of the commercial kitchen extraction system, a scheme containing full details of the arrangements for internal air extraction, odour control, and discharge to atmosphere from cooking operations, including any external ducting and flues, shall be submitted to and approved in writing by the Local Planning Authority (LPA)

along with an appropriate odour assessment. The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and operated at all times when cooking is being carried out unless agreed in writing by the LPA.

Reason: In the interests of amenity and in accordance with Policy DES2 of the East Dorset Local Plan.

21. Prior to the commencement of installation of externally mounted plant, details of any externally mounted plant (electrical substation and commercial kitchen extraction system) shall be submitted to the Local Planning Authority (LPA) along with a noise assessment such as that conducted in accordance with BS4142:2014 (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. The assessment shall be submitted to and approved in writing by the LPA. The agreed scheme (together with any required measures) shall be installed to the agreed specification prior to the first use, and maintained and operated in that condition thereafter unless agreed in writing by the LPA.

Reason: In the interests of amenity and in accordance with Policy DES2 of the East Dorset Local Plan.

22. Prior to the commencement of installation of residential air source heat pumps, a scheme containing full details of the arrangements and noise impact shall be submitted to and approved in writing by the Local Planning Authority (LPA).

The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced.

Reason: In the interests of amenity and in accordance with Policy DES2 of the East Dorset Local Plan.

23. Prior to the commencement of installation of the approved substation, a scheme containing full details of the arrangements and noise impact shall be submitted to and approved in writing by the Local Planning Authority (LPA).

The works detailed in the approved scheme shall be installed in their entirety before the use hereby permitted is commenced.

Reason: In the interests of amenity and in accordance with Policy DES2 of the East Dorset Local Plan.

Compliance

24. The soft landscaping works detailed on approved drawing SO-2926-3-AC-0002 P-16 must be carried out in full during the first planting season (November to March) following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The soft landscaping shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be

replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

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

25. The development hereby approved shall be carried out in accordance with the approved document 'New Road, West Parley, Energy Statement – October 2024'.

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

26. The development hereby approved shall be carried out in accordance with the approved document "West Parley, Dorset, Noise Impact Assessment, Ref: 23338/002/pc, dated 08 November 2024, by Applied Acoustic Design (AAD)"

Reason: In the interests of amenity and in accordance with Policy DES2 of the East Dorset Local Plan.

27. The development hereby approved shall be carried out in accordance with the approved document "Air Quality Assessment, Land East of New Road, Job Number: 784-B068849, Issue: 3, dated: 07/11/2024, by: NALO, Tetra Tech."

Reason: In the interests of amenity and in accordance with Policy DES2 of the East Dorset Local Plan.

Other

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

Reason: To ensure risks from contamination are minimised.

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

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

30. The café/drive through premises shall not be open to customers outside the hours of 07:00 to 22:00 on Monday to Sunday.

Reason: In the interests of the amenities of adjoining and nearby residential properties.

31. No deliveries shall be taken at or despatched from the site outside the hours of 07:00 to 21:00 Monday to Saturday and 08:00 to 18:00 on Sundays and Public Holidays.

Reason: To protect nearby residential accommodation from excessive noise at night-time/evening/Sundays and Bank Holidays

32. No lighting shall be installed until details of the lighting scheme have been submitted to and agreed in writing by the Local Planning Authority. Thereafter the lighting scheme shall be installed, operated and maintained in accordance with the agreed details. The scheme must include details of parts or all of the lighting that will be switched off outside of the opening and delivery hours set out in condition 29.

Reason: To protect visual amenities, avoid nuisance to adjoining properties and protect biodiversity.

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

Reason: In the interest of amenity of future occupiers.

34. The retirement living specific dwellings hereby permitted shall be occupied only by:

- (i) A person aged 60 years or over;
- (ii) A person aged 55 years or older living as part of a single household with the above person in (i); or
- (iii) A person aged 55 years or older who were living as part of a single household with the person identified in (i) who has since died.

Reason: To ensure the approved development is occupied by and maintained with the proposed restriction given the need for specialist accommodation for vulnerable people and in accordance with Policy LN6 of the Christchurch and East Dorset Core Strategy.

Informatives

1. This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated [TBC] relating to affordable housing, contributions, open space and nutrient mitigation.
2. 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>

3. 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.
4. The applicant is advised to have early discussions with Wessex Water in relation to the possible adoption of SuDS features in order to ensure that the final design of the basins are in line with their design requirements.
5. In addition to this permission, the vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
6. The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.
7. The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under **Section 38 of the Highways Act 1980**, the applicant should contact Dorset Council's Development team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Development team, Infrastructure Service, Dorset Council, County Hall, Dorchester, DT1 1XJ.
8. The applicant is advised that, notwithstanding this consent, before commencement of any works Dorset Council Waste Services should be consulted to confirm and agree that the proposed recycling and waste collection facilities accord with the "guidance notes for residential developments" document (<https://www.dorsetcouncil.gov.uk/bins-recycling-and-litter/documents/guidance-for-developers-a4-booklet-may-2020.pdf>). Dorset Council Waste Services can be contacted by telephone at 01305 225474 or by email at bincharges@dorsetcouncil.gov.uk.
9. The applicant is advised that, notwithstanding this consent, before commencement of any works Dorset Council Waste Services should be consulted to confirm and agree that the proposed recycling and waste collection facilities meet with their requirements. Contact businesswaste@dorsetcouncil.gov.uk for more information.

10. The following British Standards should be referred to: a) BS: 3998:2010 Tree work – Recommendations b) BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations (Add BS 8545: Trees: from nursery to independence in the landscape).
11. The various trees standing within this site are protected by virtue of the Tree Preservation Order. Wilful damage to the trees is an offence under the Town and Country Planning Act 1990. Failure to comply with the tree protection conditions above is likely to result in damage to the trees and may lead to the prosecution of those undertaking the work and those causing or permitting the work.

OR

B) Refuse permission for the summary of reasons set out below if the agreement is not completed by 18 August 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Area Manager East.

In the absence of a completed legal agreement by 18 August 2026, or such extended period as may be agreed in writing by the Head of Planning, the Local Planning Authority cannot be satisfied that the development would deliver the necessary planning obligations. The proposal therefore fails to secure the required:

- Education contributions;
- Special Educational Needs contributions;
- NHS contributions;
- Community facilities contributions;
- Heathland mitigation contributions;
- SAMM contributions;
- Air quality contributions;
- New Forest mitigation contributions;
- Viability review clause.

As a result, the development would fail to mitigate its impacts and would place unacceptable pressure on local services and infrastructure. The proposal is therefore contrary to Policies LN3, LN6, LN7, ME1, ME2 and Paragraphs 34, 58, 63, 93, 95-99 of the National Planning Policy Framework 2024 (as amended February 2025).