

Application Number:	P/FUL/2025/05981
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land South Of Common Road Sixpenny Handley
Proposal:	Erect 11 no. affordable dwellings, modify vehicular access, form parking areas, gardens and open spaces for landscaping, storm water attenuation and biodiversity mitigation.
Applicant name:	Mr Ian Mereweather
Case Officer:	Philip Longhurst
Ward Member(s):	Cllr Brown

- Reason application is going to committee:** The application site incorporates an area of land owned by Dorset Council.

- 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 Northern Team to

A) grant planning permission subject to conditions as set out at the end of this report and the completion of a Section 106 Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (S106 agreement) to secure Affordable Housing and one wheelchair accessible/adaptable unit.

OR

B) Refuse permission for the reasons set out below if the agreement is not completed by 14th October 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Northern Area Manager.

- Key planning issues**

Issue	Conclusion
Principle of development – Location of development and Affordable Housing	The proposal would consist of 100% affordable rented accommodation through the Sixpenny Handley Community Land Trust (CLT) ensuring that the homes will be retained for local people in perpetuity, supporting long-term community sustainability. Policy LN4 states that land adjoining, or in very close proximity to, defined rural and urban settlements — including Sixpenny Handley —

Issue	Conclusion
	may be acceptable in principle for use as Affordable Housing Exception Sites.
Principle of development - Housing Land Supply	At present the Council cannot demonstrate a five-year housing land supply, with the figure of 2.53 years supply, indicating a serious level of housing need (including affordable housing need). As such, the NPPF 'tilted balance' and presumption in favour of sustainable development is engaged.
Amount of development, design and impact on the character and appearance of the area.	The amount of development would make an efficient use of the land and the overall design of the development would result in a well-designed place in its local setting.
Impact on the living conditions of the neighbouring properties	The impact on neighbouring amenity has been designed to not cause any adverse impacts.
Impact on National Landscapes	There would be no significant harm to the special qualities or setting of the National Landscape (NL). It is considered that the proposal does not constitute 'Major Development' within the NL.
Flood risk and drainage	The proposed development can demonstrate appropriate surface water management and could be made safe for its lifetime without potentially increasing flood risk elsewhere.
Highway impacts, safety, access and parking	The development will utilise the existing access with improvements onto the B3081. The site will provide a total of 59 parking spaces. 24 spaces for the existing dwellings on the northern side of Common Road, 14 spaces for staff of the local primary school, and 21 spaces for the residents of the proposed development.
Biodiversity	Significant harm to biodiversity can either be avoided or suitably mitigated. The statutory requirement of BNG could, in principle, be secured by condition and/or legal agreement.
Environmental Implications	Development would use of thermal efficiency materials; reduced water usage measures and the installation of photovoltaic solar panels.

4. Description of site

- 4.1. The application site sits on the southern side of Common Road (B3081), the site consists of an area of existing hardstanding used as parking for residents on the northern side of Common Road and staff of the local primary school and agricultural land. The site sits just outside, yet adjacent to the existing village envelope. Agricultural

land surrounds the application site with a small cluster of dwellings, agricultural buildings, and allotments positioned further to the east along Common Road and Brushy Bush Lane.

- 4.2. The site falls within fluvial flood zone 1. There is an area of surface water flood risk that crosses the site. Dorset Council records indicate that the area could be susceptible to groundwater flooding.
- 4.3. There are no designated heritage assets on or within close proximity to the site. The Enclosure S of Humby's Stock Coppice Scheduled Monument sits approximately 825m to the south-west of the site. Sixpenny Handley does not have a conservation area.
- 4.4. The site falls within the Cranborne Chase National Landscape and the Dorset Downs and Cranborne Chase National Character Area.
- 4.5. The site sits within the low point of a shallow valley with the dwellings on the opposite side of Common Road occupying the higher ground, the area of proposed development is relatively flat at around 84m AOD. The undeveloped area of land to the south-west rises gently to approximately 89m AOD.
- 4.6. There are no public rights of way within or crossing the application site. The nearest route is Footpath E52, located to the south of the village, which approaches Back Lane from the south-east. At its closest point, the footpath lies approximately 325 metres from the site.
- 4.7. The site does not appear to comprise Priority Habitat or any other ecologically sensitive areas. Greatstone Coppice and Littlestone Coppice SSSI are located approximately 1.3km west whilst Pentridge Down SSSI is approximately 2.2km to the east.

5. Description of development

Full planning permission is sought for the erection of 11 affordable dwellings, modify vehicular access, form parking areas, gardens and open spaces for landscaping, storm water attenuation and biodiversity mitigation.

6. Background and relevant planning history

3/09/0488/COU - Decision: GRA - Decision Date: 31/07/2009
Change of Use of Land From Agricultural Use to Use as a Community Car Park.

3/18/2908/PAM - Decision: RES - Decision Date: 14/09/2018
Residential development - affordable dwellings

7. List of constraints

Cranborne Chase National Landscape
Surface water flooding 1 in 30 – 1 in 100 – 1 in 1000
Groundwater susceptibility to flooding
County Distributor Roads

8. Consultations

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

Consultees

1. Dorset Police Architectural Liaison Officer

Recommended that the security of the development (ground floor windows and doors) meet the standards laid out in the Secured By Design Residential Homes Guide 2025

2. DC - Education Officer

No response received at time of determination.

3. DC - Natural Environment Team

Initial figures and plans show that onsite 10% BNG is achievable.

4. DC - Highways

The TRICS assessment predicts that the development is expected to generate 4 two-way trips in the AM peak and 5 two-way vehicles in the PM peak with a daily trip generation of 47 vehicles. This equates to approximately 4 vehicles per hour, or a vehicle every fifteen minutes.

The development is expected to generate 79 daily two-way person trips in total, which includes vehicle movements.

The submitted Transport Assessment is satisfactory and robust and that the residual cumulative impact of the development cannot be thought to be "severe" when consideration is given to paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) - December 2024.

No objections subject to conditions and informatives.

5. DC - Dorset Waste Team

No response received at time of determination.

6. DC - Housing Enabling Team

Strongly support the provision of 100% affordable rented housing under the CLT-led approach which ensures that the homes will be retained for local people in perpetuity.

The housing mix responds well to local demand for affordable rented accommodation.

All 11 homes being provided as affordable rent enhances the benefit to local people and ensures the homes are accessible to those in greatest housing need.

7. W - Cranborne Chase Ward

No response received at time of determination.

8. DC - Economic Development and Tourism

The proposed development will deliver significant economic and social benefits to the local area. It will create employment opportunities during construction and in ongoing operations, while supporting local supply chains and increasing spending in nearby businesses. The scheme has been shaped through active community engagement, ensuring that local voices have influenced design and delivery, and it will provide shared spaces and initiatives that strengthen social cohesion. In addition, the Housing Enabling Team has confirmed that the project aligns with Dorset's housing strategy, contributing to affordable and mixed-tenure provision, meeting quality and sustainability standards, and supporting long-term community stability. Together, these elements demonstrate a strong commitment to economic growth, inclusive development, and the well-being of residents.

9. DC - Flood Risk Management

The site is within Flood Zone 1 as indicated by the Environment Agency's (EA's) indicative flood maps. With regards to the risk of flooding from surface water, parts of the site are at risk, and a flow path crosses the site. The EA's Long-Term Risk of Flooding from Surface Water (RoFSW) mapping clearly shows this.

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 SW strategy. Ordinarily therefore, and in keeping with the requirements of the National Planning Policy Framework (NPPF), all major development proposals must take due consideration of SW water management and should offer a drainage strategy that does not create or exacerbate off site worsening and should mitigate flood risk to the site.

Site investigations and infiltration testing have been undertaken, and the results are provided in the submitted FRA and drainage strategy. Infiltration was found to be viable and groundwater monitoring undertaken at a suitable time of the year has confirmed that there is sufficient clearance. It is therefore proposed to discharge all surface water to ground via infiltration. Infiltration basins are proposed in a central location within the site and are an acceptable method of disposal of surface water which complies with the SuDS hierarchy. The submission also demonstrates that if overland flows enter the site, the proposed drainage system on site will provide sufficient capacity to prevent flows from leaving site or presenting a risk to the proposed dwellings.

The drainage strategy has been designed to accommodate a 1 in 100-year event, plus 45% climate change uplift. Adoptable highway areas will be drained using road gullies. Other hard surfaced areas including private parking areas are shown to consist of permeable block pavers that will convey surface water to the ground via infiltration.

It is concluded that the submitted surface water drainage scheme is viable and deliverable, should mitigate flood risk to the site and not create or exacerbate off site worsening
No objection subject to conditions.

10. DC - Env. Services – Protection

Recommendations of the lighting assessment to be conditioned

Condition for the submission of a Construction Environment Management Plan

11. P - Sixpenny Handley & Pentridge Parish Council

No response received at time of determination.

12. DC - Building Control

No response received at time of determination.

13. DC – Libraries

No response received at time of determination.

14. DC - Environment Mitigation Delivery Team

No response received at time of determination.

15. Cranborne Chase & West Wiltshire Downs AONB

- Support the principle of affordable housing.
- Concerns raised over the age and accuracy of the submitted documents.
- Major development within the NL
- Concerns raised due to the rooflights within the International Dark Sky Reserve.
- Proposed planting appears adequate, yet it is recommended that trees supplied and planted as extra heavy standards.
- PV panels placed on incorrect roof slopes

16. Bournemouth Water Ltd (South West Water)

'Please note that no development will be permitted within 3 metres of the water main. The water main must also be located within a public open space and ground cover should not be substantially altered.'

Should the development encroach on the 3 metre easement, the water main will need to be diverted at the expense of the applicant.'

17. DC - Public Health Dorset

Welcomed the provision of 100% affordable housing and the inclusion of shared green spaces and biodiversity mitigation areas.

More detail requested regarding:

- Adequate space in residential properties
- M42 standards
- Sustainability
- Active travel

18. DC - Asset & Property

No response received at time of determination.

19. DC - Waste Water Manager DC- treatment works

No response received at time of determination.

Representations received

Total - objections	Total - No objections	Total - comments
0	7	0

Summary of comments of objections:

No objections received at the time of determination

Summary of comments of support:

- **Dorest CPRE** support the proposal for affordable housing in this location. Support is given to the sustainability, design, landscaping, and biodiversity enhancements of the scheme.
- Affordable homes in rural areas are needed.
- **Dorset Climate Action Network** support the proposal for affordable housing in this location. Support is given to the use of renewable energy and energy efficient heating/electrical systems. The properties should be of high quality, design and materials with good landscaping and greenspace. Unnecessary external light pollution should be discouraged in this area.
- Affordable homes are needed to encourage younger local people to stay in the village.
- Good landscaping.
- Investing in the area.
- Stability and homes for life for local people.
- Benefit to the community and local businesses.
- Mix of housing.
- Much needed housing.

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.

Clause 85 of the Countryside and Rights of Way Act (2000) requires Local Planning Authorities to seek to further the purposes of conserving and enhancing the natural beauty of National Landscape (formerly known as Areas of Outstanding Natural Beauty) when making any decision which affects such land.

10. Development Plan relevant policies

East Dorset Local Plan (2002)

Policy CHASE8 – ‘Windfall’ sites

Policy DES6 - Landscaping schemes in rural areas and on the edge of settlements should be of indigenous species.

Policy DES11 - Criteria for ensuring developments respect or enhance their surroundings.

Christchurch and East Dorset Part 1 Core Strategy (2014)

Policy KS1 – Presumption in favour of sustainable development

Policy KS2 – Settlement hierarchy

Policy KS4 – Housing Provision in Christchurch and East Dorset

Policy KS9 – Transport Strategy and Prime Transport Corridors

Policy KS11 – Transport and Development

Policy KS12 – Parking provision

Policy ME1 – Safeguarding biodiversity and geodiversity

Policy ME3 – Sustainable development standards for new development

Policy ME4 – Renewable Energy Provision for Residential and non-residential Developments

Policy ME5 – Sources of Renewable Energy

Policy ME6 – Flood management, mitigation, and defence

Policy ME7 – Protection of Groundwater

Policy HE1 – Valuing and Conserving our Historic Environment

Policy HE2 – Design of new development

Policy HE3 – Landscape quality

Policy LN1 – The Size and type of new dwellings

Policy LN2 – Design, layout and density of new housing development

Policy LN3 – Provision of Affordable Housing

Policy LN4 – Affordable Housing Exception Sites

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

Local Nature Recovery Strategy

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

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

Cranborne Chase National Landscape Partnership Plan 2025-2030

National Planning Practice Guidance

National Model Design Code

National Design Guide

Dorset Council: Guidance notes for Residential Developments (2022)

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

Housing land supply

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 site is generally level, and the development layout provides good, inclusive access enabling ease of movement. In addition, the S106 agreement will secure one wheelchair-accessible dwelling, ensuring that the scheme delivers appropriate provision for residents with mobility impairments.

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	

What	Amount / value
Housing	Total of 11 dwellings
Affordable Housing	Total of 11 Affordable rented dwellings
Non material considerations	
Council Tax	According to appropriate charging bands/property value.
CIL	The development will be CIL liable

14. Planning Assessment

14.1. The main considerations for this application are considered to relate to:

- Principle of development – Location of development and Affordable Housing
- Principle of development - Housing Land Supply
- Amount of development, design and impact on the character and appearance of the area.
- Impact on the living conditions of the neighbouring properties
- Impact on National Landscapes
- Flood risk and drainage
- Highway impacts, safety, access and parking
- Biodiversity
- Environmental Implications

Principle of development – Location of development and Affordable Housing

14.2. The statutory basis for decision taking in planning is that determinations must be made in accordance with the development plan unless material considerations indicate otherwise. Policy KS2 of the Christchurch and East Dorset Part 1 Core Strategy (2014) establishes the settlement hierarchy with the main focus being towards the larger settlements within the plan area. Sixpenny Handley is noted as being a 'Rural Service Centre' where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities.

14.3. Policy LN4 details that:

'Exceptionally land adjoining or very close to the defined rural and urban settlement which would otherwise be considered inappropriate for development may be developed to facilitate affordable housing, in perpetuity provided that:

- *Secure arrangements are included that ensure that affordable housing will be enjoyed by successive as well as initial occupiers.*

- *The proposed development would provide a mix of affordable housing size and type which meets demonstrated local needs.*
- *The development is of small scale and reflects the setting, form and character of the settlement and the surrounding landscape.'*

14.4. This policy approach is reinforced by paragraphs 82 and 83 of the National Planning Policy Framework (NPPF), which emphasise that planning policies and decisions in rural areas should respond to local circumstances and support housing developments that meet local needs. This includes community-led housing proposals. The NPPF encourages local planning authorities to support rural exception sites that provide affordable housing to address identified needs. Furthermore, the NPPF highlights that, to promote sustainable rural development, housing should be located where it will enhance or maintain the vitality of rural communities. Policies should identify opportunities for villages to grow and thrive, particularly where this will support local services. In areas with groups of smaller settlements, development in one location may help sustain services in neighbouring villages.

14.5. In this case, the proposal is considered to comply with both local and national policy requirements. The scheme would deliver community-led affordable housing that directly responds to locally evidenced needs. Although many villages within the district have experienced a reduction in local services, Sixpenny Handley retains a range of key facilities - including a village shop, primary school, medical centre, butchers, and village hall - all of which are accessible on foot from the application site. In addition, the village benefits from a semi-regular bus service connecting it to larger settlements, further supporting its suitability as a sustainable location for housing.

14.6. It is considered that the provision of affordable housing in this location responds to local needs, future occupiers of the proposed development would be able to access the reasonable level of services and facilities available within the village and nearby settlements without the need of a private car. As such, location of the development would not be unsuitable for housing.

14.7. The applicant has agreed as part of the S106 for securing the affordable housing provision that not less than one dwelling will be wheelchair accessible/adaptable in accordance with Part M4 (2/3) of the Building Regulations. This is broadly in line with policy LN3 of the Local Plan which states that: *'Where developments are required to provide 10 or more affordable homes, 10% of the affordable housing element should be planned for households requiring specially adapted or supported housing.'*

The proposal would comply with Policy KS2 and LN4 of the Christchurch and East Dorset Part 1.

Principle of development - Housing Land Supply

14.8. In response to the expiration of the Annual Position Statement (APS) (31 October 2025) the Council published its latest 5 year housing land supply position statement in October 2025, with the latest housing requirement and local housing need, using the

standard methodology set out in the NPPF and planning practice guidance (PPG). As per the position statement, the latest local housing need figure for the Dorset Council area is calculated to be 3,246 dwellings per annum for 1 April 2025 using the standard method. Over five years, this need is 17,040 dwellings, including a 5% buffer. However, the Council can only demonstrate a deliverable housing supply of 8,639 dwellings for the 2025-2030 period, which is equivalent to 2.53 years supply.

- 14.9. Thus, whilst the Council still benefits from a result of 106% in the 2023 Housing Delivery Test measurement (published December 2024), it is unable to demonstrate a deliverable housing land supply of 5 years. 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 Christchurch and East Dorset Part 1 Core Strategy (2014) are out of date. This means that the tilted balance and presumption in favour of sustainable development applies in decision-making.

Amount of development, design and impact on the character and appearance of the area.

Amount

- 14.10. The proposed development would compromise 11 dwellings once the additional parking, attenuation basins and land to be left undeveloped are discounted, the density equated to approximately 27 dwellings per hectare. This is comparable with the locality and therefore not uncharacteristic, inappropriate or overdevelopment for this location. The amount of development is acceptable and would make efficient use of the land. It would also make a worthwhile contribution to the Council's housing land supply shortage, which is afforded significant weight.

- 14.11. The scheme proposes a housing mix of:

- 5 x 1 bedroom properties
- 3 x 2 bedroom properties
- 2 x 3 bedroom properties
- 1 x 4 bedroom properties

The Council's Housing Enabling team note how this mix responds particularly well to the local demand for affordable rented accommodation.

- 14.12. The proposed dwellings are modest in size, however all with exception to the 2 No. 3-bedroom properties adhere with the nationally described space standards. The 3-bedroom 4 person dwellings would amount to 81m² Gross Internal Area (GIA) which falls 3m² below the guidance. Having had regard to appeal decisions on this matter, there is an understanding that a discretion of 10% below the guidance can be considered acceptable. Therefore, in this instance it is considered that the dwellings would provide sufficient internal amenity space. Each of the proposed dwellings have access to a private rear garden which would either be south/south-east or west facing,

the sizes of the private amenity spaces are considered to be acceptable and would provide adequate space to dry clothing.

Layout

- 14.13. The layout of the development has been designed to accommodate both the existing parking provision on the site and the identified flood risk constraints. The proposed dwellings are arranged in two distinct clusters positioned on either side of the central area affected by surface-water flood risk and access road. Within the north-eastern part of the site, five dwellings are arranged as a “hinged” terrace, while four dwellings on the north-western side are set perpendicular to Common Road. The remaining pair of semi-detached units is positioned further within the site, helping to distribute built form in a manner sensitive to the site’s constraints.
- 14.14. Incorporating the existing parking provision into the overall layout ensures it forms a cohesive element of the scheme rather than appearing visually detached. The positioning of the dwellings provides a sense of openness through the centre of the site, which will benefit both future occupants and residents of the existing properties along the northern side of Common Road. Overall, the layout maintains the rural character of the area by avoiding an overly suburban form, and the spacing between buildings, together with substantial proposed planting, helps reinforce the site’s relationship with the surrounding landscape.

Scale

- 14.15. The proposed dwellings are of modest scale, with no building exceeding two storeys in height. Although the Design and Access Statement describe the units as being predominantly one-and-a-half storeys, the case officer considers their form and proportions to be more closely aligned with two-storey dwellings. However, the use of low eaves heights ensures that the buildings retain traditional rural proportions, which helps to reduce their perceived mass and maintain an appropriate scale within the context of the surrounding landscape.

Design

- 14.16. The proposed dwellings would feature architectural detailing reflective of the village vernacular, including brick and flint detailing, chimneys and porch styles. The palette of materials proposed include brick and flint, facing brick, timber cladding, render and slate and plain tiles. Given the use of all of these materials is evident throughout the village, the proposed palette would take reference from local character and would not be inappropriate.
- 14.17. The fenestration on the dwellings located on the eastern side of the site adopts more traditional proportions, whereas the units to the west incorporate a slightly more contemporary, pseudo–barn conversion aesthetic. This distinction provides a welcome yet subtle variation in architectural character across the development. The Design and Access Statement confirms that window frames will be finished in either painted timber and/or aluminium, ensuring a high-quality appearance that complements the overall design approach.
- 14.18. Affordable housing that is delivered alongside open-market dwellings is expected to be “tenure-blind,” meaning the affordable units should be indistinguishable in

appearance and quality from market-sale homes. Although a direct comparison cannot be made in this case, the proposed development is considered to be of a high standard in terms of design, detailing and material choice. The overall appearance draws appropriately on local vernacular character and would sit comfortably within the edge of village setting, ensuring that the scheme integrates well with its surroundings.

Landscaping

- 14.19. The plans submitted with the application illustrate that the scheme would provide for a generous amount of green space, including good sized rear gardens, enhanced natural boundaries and adequate planting throughout the site. This reaffirms the sense that the site would not be overdeveloped or that dwellings would be harmfully crammed onto the village fringe site.
- 14.20. Plot boundaries are proposed to be enclosed with 1.2-metre-high post-and-wire fencing, with sections of 1.8-metre-high fencing positioned adjacent to patio areas to provide additional privacy for future occupants. The predominance of lower post-and-wire fencing across the rear boundaries will help maintain an open, rural character and avoid the more suburban appearance that would result from extensive use of close-boarded fencing.
- 14.21. Native hedgerows and tree planting are proposed along the site boundaries and around the parking areas, helping to integrate the development into its rural context. This landscaping approach will soften the built form, enhance biodiversity, and ensure that the scheme remains sympathetic to the surrounding countryside. The National Landscape team have requested that the trees are planted as extra heavy standards, whilst it is appreciated that planting will require time to establish it is not considered that in this case there is any significant justification for the requirement of extra heavy standards whilst the cost of this is greater and the failure rate of trees planted at heavier standards is higher.
- 14.22. Overall, it is accepted that, subject to materials and landscaping conditions, the visual impact of the development, including within the local setting and wider landscape, would be acceptable.

Impact on the living conditions of the neighbouring properties

- 14.23. The closest neighbouring residents are located on the opposite side of Common Road, the proposed layout has ensured that the distancing between the proposed dwellings and the existing residential properties would not result in any loss of privacy.
- 14.24. The layout of the scheme itself has been designed to avoid any mutual amenity issues, with no dwellings positioned back-to-back or buildings orientated in a way that would only enable obtuse angles of sight.
- 14.25. Both a CTMP and CEMP can be imposed as conditions to ensure that any potential disruption associated with the construction phase of the development, including operational hours, can be suitably controlled and minimised.

14.26. No objections have been received from neighbouring residents. Overall, the impact upon neighbouring amenity would be acceptable.

Impact on the landscape

14.27. The National Landscape Team have commented on the application and raised the following concerns which relate to the impact of the development on the National Landscape:

- Concerns raised over the age and accuracy of the submitted documents.
- Major development within the National Landscape.
- Concerns raised due to the rooflights within the International Dark Sky Reserve.

14.28. When considering this proposal, the Framework requires that great weight should be given to conserving and enhancing landscape and scenic beauty in National Landscapes, which have the highest status of protection in relation to these issues. While it is acknowledged that some of the submitted documents relating to the National Landscape (NL) are a few years old and refer to the former Area of Outstanding Natural Beauty (AONB) designation, the case officer considers that their content remains broadly relevant. The documents address the key landscape characteristics and constraints that continue to apply within the NL designation, and their age does not, in this instance, diminish their usefulness or relevance to the assessment of the proposal.

14.29. The NL officer has detailed that the development would constitute a major development within the NL where *'permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.'* Footnote 67 details that: *'For the purposes of paragraphs 190 and 191, whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined.'*

14.30. In this context, the proposal, comprising 11 dwellings represents a modest scale of development within the wider Parish. The design and layout have been sensitively conceived and are considered to respect the established character of the area. Although the site lies on the edge of the village, the development would read as part of the existing built form when viewed from surrounding public vantage points. Having regard to these considerations, and while the NL team has advised that the proposal should be regarded as 'major development', it is the case officer's view that the scheme would not give rise to significant adverse effects on the special qualities or the purposes for which the National Landscape was designated. Consequently, the development is not considered to constitute 'major development' for the purposes of paragraphs 190 and 191 of the NPPF. The Cranborne Chase National Landscape Partnership Plan 2025-2030 highlights a shortage of affordable housing for local people which this proposal would seek to address.

- 14.31. The application is supported by a comprehensive Landscape and Visual Impact Assessment (LVIA), which evaluates both the potential effects of the proposed development on the character and quality of the landscape itself, and the likely impact on views and visual amenity experienced by a range of receptors. The LVIA identifies the wider landscape surrounding the site as being of high sensitivity to change, reflecting its rural character and the presence of visually important public viewpoints. Although the application site itself currently exhibits limited defining landscape features, the visual sensitivity of viewpoints differs across receptor groups. In some roadside locations, visual sensitivity is assessed as medium due to the transient nature of views. However, in more elevated or open locations such as along public rights of way or viewpoints from the B3081 sensitivity is considered high given the sustained and often panoramic nature of the views.
- 14.32. The LVIA concludes that while the development would give rise to adverse visual impacts from certain close-range viewpoints, most notably for residents on the opposite side of Common Road and for pedestrians or motorists approaching the site - these effects diminish with distance. For more sensitive receptors within the wider landscape, including those on Handley Common or adjacent to Chase Woods, the site is sufficiently distant that the proposed buildings would be perceived as part of the existing edge-of-settlement built form. In these locations, the development would not break the existing skyline or introduce conspicuous massing, and the resulting visual effects are lesser.
- 14.33. Having considered the findings of the LVIA, it is considered that the proposed development can be satisfactorily accommodated within the landscape without resulting in unacceptable harm. While some degree of landscape and visual change is inevitable when developing an undeveloped site, these effects are largely confined to the immediate surroundings and do not result in demonstrable harm upon the broader landscape character. Given the topography of the site, the provision of well-considered landscaping and high-quality design/materials it is considered that the accumulative effects would not substantiate to a significant adverse effect upon the rural setting of the site.
- 14.34. The NL team has expressed concerns about the inclusion of rooflights within the International Dark Sky Reserve. The Cranborne Chase National Landscape Partnership Plan (2025-2030) aims to: *'Protect and enhance the night time environment and dark skies across the Cranborne Chase National Landscape so that current and future generations can experience the wonder and tranquillity of a truly dark sky, and to benefit wildlife and human health'*. The proposal includes only three rooflights across the entire development, serving Units 1, 4 and 5. While it is recognised that rooflights are generally discouraged within the NL designation, the number proposed is minimal and they are positioned to serve bathrooms rather than habitable rooms. As such, any associated light spill is expected to be limited, intermittent, and unlikely to give rise to a materially harmful impact on the dark-sky environment. A condition can be imposed restricting the installation of additional rooflights through Permitted Development Rights. The location of the proposed development is a key factor when considering any potential light spill

from windows or rooflights. Although positioned at the edge of the village, the scheme will be perceived against the existing built form, where residential lighting and streetlighting already contribute to the baseline night-time environment. As such, any additional light resulting from the proposal would be read in the context of this established illumination rather than introducing an entirely isolated source. Moreover, the site's position within a natural hollow ensures that the buildings do not break the existing skyline - further limiting any significant risk of light intrusion into the wider Cranborne Chase International Dark Sky Reserve.

14.35. The scheme proposes 2 streetlights along the access road to the site, a condition can be imposed that requires the submission of a detailed lighting scheme to ensure that the development provides the necessary lighting levels for the safety of pedestrians and motorists without having an adverse effect on neighbouring residents or ecology or the NL International Dark Sky Reserve in accordance with Dark Night Skies policies of the Cranborne Chase National Landscape Partnership Plan (2025-2030) which aim to minimise lighting schemes within the reserve.

14.36. The NL team has noted that, although the development sits within a natural hollow, the site will still be visible from the B3081. This is acknowledged. However, the proposal adjacent to the existing built form of the village, and the design, materials and overall scale are considered appropriate to this edge-of-settlement context. In addition, the proposed landscaping will help soften the visual impact of the development when viewed from public vantage points. Overall, it is considered that the scheme would not give rise to a significant adverse effect on the special qualities of the National Landscape.

Flood risk and drainage

14.37. The application site falls within Flood Zone 1.

14.38. Regarding surface water flooding, parts of the site are at risk, and a flow path crosses the site. The application was supported by site investigations and infiltration testing. Infiltration was found to be viable and groundwater monitoring undertaken at a suitable time of the year has confirmed that there is sufficient clearance. It is therefore proposed to discharge all surface water to ground via infiltration. Infiltration basins are proposed in a central location within the site and are an acceptable method of disposal of surface water which complies with the SuDS hierarchy. The submission also demonstrates that if overland flows enter the site, the proposed drainage system on site will provide sufficient capacity to prevent flows from leaving site or presenting a risk to the proposed dwellings.

14.39. The drainage strategy has been designed to accommodate a 1 in 100-year event, plus 45% climate change uplift. Adoptable highways areas will be drained using road gullies. Other hard surfaced areas including private parking areas are shown to consist of permeable block pavers that will convey surface water to the ground via infiltration.

- 14.40. It is therefore considered that the submitted surface water drainage scheme is viable and deliverable and should mitigate flood risk to the site and not create or exacerbate off site worsening.
- 14.41. The sequential test is not considered to be necessary in this case the PPG states that: *'Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.'*

Highway impacts, safety, access and parking

- 14.42. The proposal will make use of the existing vehicular access onto the B3081. The Highways officer was consulted on the application and raised no objections on highways grounds subject to conditions. The submitted Transport Assessment is considered to be satisfactory and robust, the development is expected to generate 79 daily two-way person trips in total, which includes vehicle movements. No objections have been raised by the Highway Authority in this regard as the scheme would not result in a severe, unacceptable cumulative impact upon the highway network. No objections have been raised with regards to the proposed internal road.
- 14.43. In terms of pedestrian safety and movement, footways would be provided throughout the site, with some appropriate shared surfacing. The proposal will introduce two tactile crossing points either side of the site entrance to allow pedestrian access from the application site to the existing footway on the northern side of Common Road.
- 14.44. The proposed development will include a total of 59 parking spaces, 21 of these spaces shall be for the future residents of the development. Each dwelling will be assigned 2 spaces with exception to the 1 bedroom units which will have a single allocated parking space. The remaining 4 spaces will be unallocated.
- 14.45. 24 spaces will be provided for the residential dwellings along Common Road whilst 14 dedicated spaces will be provided for school staff.
- 14.46. The submitted Transport Statement refers to the inclusion of secure cycle parking sheds or stores located in the private, accessible rear garden of each unit. Whilst these have not been indicated on the submitted plans, details of cycle storage can be secured via condition.
- 14.47. Overall, the proposed development is not considered to have a detrimental effect on Highway Safety subject to conditions. Adequate levels of parking have been provided for the future residents of the development, existing dwellings along Common Road and staff of the local primary school.

Biodiversity

- 14.48. Policy ME1 of the Local Plan reiterates that the Core Strategy aims to protect, maintain and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks. Where development is considered likely to impact upon particular sites, habitats or species as set out within the Dorset Biodiversity Protocol, it will need to be demonstrated that the development will not result in adverse impacts. Where harm is identified as likely to result, provision of measures to avoid or adequately mitigate that harm should be set out. Development should be refused if adequate mitigation or, as a last resort, compensation cannot be provided.
- 14.49. An Ecological Impact Assessment (EclA) was submitted in support of the application. A preliminary ecological appraisal undertaken in January 2017, with updates undertaken in February 2018 and December 2020. Phase 2 surveys for ground nesting birds, great crested newts, reptiles, and an updated habitat assessment were undertaken between April 2022 and May 2022. A further walkover survey was conducted in January 2024. The EclA concludes that the development will not have any impact on protected species provided the mitigation measures are implemented in full.
- 14.50. The key mitigation measures as set out within the EclA:
- Retention and enhancement of grassland within the retained land to the rear of the residential development
 - Planting of wildflower seeded grassland
 - Planting of modified grassland for amenity purposes
 - Retention of existing hedgerow
 - Planting of new native hedgerow
 - Planting of new native trees
 - Submission of a suitable lighting scheme (to be secured via condition)
 - Installation of bat tubes
 - Installation of bee bricks
 - Corridor of connectivity for hedgehogs
 - Creation of a hibernaculum within the edge of the SUD's
- 14.51. The EclA was submitted to Dorset Councils Natural Environment Team and approved on 27th January 2025. A condition shall be imposed to ensure that the development is completed in accordance with the mitigation and enhancement measures detailed within the approved report.
- 14.52. The Biodiversity Metric describes that a minimum 10% gain will be achieved onsite. A finalised Habitat Management and Monitoring Plan (HMMP) will need to be submitted to satisfy the statutory Biodiversity Gain Plan condition. For major applications this is usually secured by a post-decision legal agreement as associated monitoring fees over the 30 year period need to be calculated.
- 14.53. It is considered that the proposed development would not have an adverse impact upon any protected species subject to conditions ensuring the development is completed in accordance with the mitigation/enhancement measures and the submission of a suitable lighting scheme.

15. Environmental Implications

- 15.1. In May 2019, Dorset Council declared a Climate Emergency and there is a heightened expectation that the planning department will secure reductions in the carbon footprint of developments.
- 15.2. The submitted Sustainability Statement outlines how the development has been designed to incorporate a range of sustainability measures. The orientation of the dwellings allows each property to benefit from high levels of natural daylight, reducing reliance on artificial lighting and optimising opportunities for passive solar gain. In addition, the scheme proposes to maximise insulation standards within the building fabric wherever achievable, helping to minimise heat loss and reduce overall energy demand.
- 15.3. Photovoltaic (PV) solar panels are proposed on the western, southern and eastern roof slopes of the dwellings. The National Landscape officer's comments regarding the inclusion of panels on north-western roof slopes are noted. However, the orientation of the relevant dwellings is predominantly west-facing rather than northerly, and available evidence indicates that PV panels can still achieve acceptable energy-generation and financial performance on north-west facing roofs. Furthermore, it is considered beneficial in visual-amenity terms for the panels to be positioned on the rear roof slopes, thereby reducing their prominence in the street scene.
- 15.4. The proposed development would be constructed in accordance with the standards for domestic properties in Part G of the Building Regulations. Consideration would be given to measures that reduce water usage further, such as more efficient kitchen and bathroom fixtures, fittings and appliances.

16. Summary of issues and the planning balance

- 16.1. The application site is located adjacent but outside of the village envelope, Policy KS2 of the Christchurch and East Dorset Part 1 Core Strategy (2014) establishes the settlement hierarchy with the main focus being towards the larger settlements within the plan area. Sixpenny Handley is noted as being a 'Rural Service Centre' where residential development will be allowed of a scale that reinforces their role as providers of community, leisure and retail facilities to support the village and adjacent communities.
- 16.2. Policy LN4 of the local plan establishes the principle for the provision of affordable housing on exception sites that join or are very close to rural and urban settlements which would otherwise be considered inappropriate for development. In this instance, given that the development proposes 100% affordable rented housing – adjacent to the Sixpenny Handley village envelope – the principle of this form of development can be considered acceptable when assessed against this policy.

- 16.3. Furthermore, at present the Council cannot demonstrate a five-year housing land supply, with the figure of 2.53 years supply indicating a serious level of housing need (that includes an affordable housing need). There is no up to date spatial strategy that responds to this position and a new Dorset Council wide local plan is not forecast to be adopted imminently. Going forward, it is expected that the larger villages will be required to accommodate the housing need.
- 16.4. With a lack of five-year housing land supply, paragraph 11(d) of the NPPF dictates that the policies which are most important for determining the application should be considered out-of-date.
- 16.5. The consequences of this are that the NPPF's tilted balance is engaged and planning permission should be granted unless:
- (i) the application of policies in the Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.
- 16.6. Criterion (i) are the "footnote 7" reasons detailed in the NPPF. The relevant 'Footnote 7' policies in this instance would be those that are related land designated as a National Landscape.
- 16.7. Under s85(1) of the Countryside and Rights of Way Act 2000 (as amended) it is a statutory duty for the LPA, in exercising or performing any function in relation to, or so as to affect, a NL to seek to further the purpose of conserving and enhancing the natural beauty of the NL. In decision-making this duty includes development that affects the setting of a NL. This duty needs to be considered in tandem with paragraph 189 of the NPPF, which states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Landscapes (which have the highest status of protection in relation to these issues). The same paragraph adds that development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas. The site lies within the Cranborne Chase NL. As detailed within the previous section of this report, officers consider that the impacts of the proposed development would not be significantly detrimental to the setting of NL to an extent that these would provide a strong reason for refusal under footnote 7 of the NPPF.
- 16.8. With no strong reasons found to refuse planning permission under paragraph 11d(i) of the NPPF, it follows that paragraph 11d(ii) is engaged, whereby planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. The same paragraph states that particular regard must be given to key policies for directing development to sustainable locations,

making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

- 16.9. In terms of benefits, the proposed development would provide a small yet meaningful contribution towards the Council's much needed housing land supply. The 100% affordable rented housing under the CLT-led approach would be considered a great benefit for local people in need of housing and carries significant weight. The site is in walking distance of a number of services and facilities within the village whilst semi-regular bus routes would provide access to services within larger settlements without the necessity of a private vehicle. The additional housing and associated spend from future occupiers would also support the existing services and facilities.
- 16.10. Given the Council's serious housing land supply shortage and direction of travel of the emerging Dorset Council Local Plan seeking to place residential development at the edge of the larger villages and the support from policy LN4 of the current LP, the harm from the conflict with the spatial strategy policy carries very limited weight in the balance. The delivery of much needed affordable housing on the edge of a sustainable village, outweighs this harm and significantly weighs in favour of the proposal.
- 16.11. The density of the proposed development in this location is considered to be comparable and characteristic with other development within the village. As such, the proposed amount of the development would make an efficient use of land and not result in any harmful overdevelopment.
- 16.12. The layout, scale and visual appearances of the scheme would be appropriate in this location with clear references made from the local character. The landscaping would provide for a generous amount of green space, including good sized rear gardens, enhanced natural boundaries and adequate planting throughout the site. The visual impact of the development would be relatively localised with any wider views of the scheme being from a reasonable distance whilst also being clearly viewed within the context of the existing built environment. Subject to conditions, the design and visual appearance of the development would be acceptable.
- 16.13. Subject to conditions, the proposed development can demonstrate appropriate surface water management and could be made safe for its lifetime without potentially increasing flood risk elsewhere. The proposed vehicular access point into the site and internal estate roads and footways would be acceptable and not result in any severe impacts in terms of highway safety. Any significant harm to biodiversity can either be avoided or suitably mitigated. The impact on neighbouring amenity has been designed to not cause any adverse impacts. The statutory requirement of BNG could, in principle, be secured by condition and/or legal agreement. These points provide neutral benefits, affording limited weight in the balance.
- 16.14. The proposal would be in accordance with both the local and national policies regarding the principal acceptance to affordable housing exemption sites. Furthermore, given the Council's five-year housing land supply position, only very limited weight can be given to the conflict with spatial strategy.

16.15. Taking all the above points into account, the proposal is recommended for approval, subject to conditions and the completion of the s106 agreement.

17. Recommendation

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

A) Grant, subject to the completion of a legal agreement under section 106 of the Town and Country Planning Act 1990 (as amended) in a form to be agreed by the Legal Services manager to secure the following:

100% Affordable Rented Housing with one wheelchair accessible/adaptable unit.

and subject to the following conditions:

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

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

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

AM004-01 A Location, Site/ Roof Plan
AM004-04 Site Ground Floor Plan
AM004-05 A Site First Floor Plan
AM004-07 A Proposed Elevations 1-6
AM004-06 Proposed Elevations 7-11
AM004-08 Ground Floor Plans 1-11
AM004-09 A First Floor Plans 1-11
102 Landscape Plan
836 Planting Plan 1-2
836 Planting Plan 2-2
105 Landscape Management Plan
107 Topsoil Plan
106 Landscape Fencing Plan
50029-0010 Highway Works
50029-0005 F Vehicle Swept Path Analysis
50029-0020 Highway Works Adoption Layout
50029 - 0050 Drainage Works
50029 - 0055 A Proposed Drainage Details Sheet 1
50029 - 0056 A Proposed Drainage Details Sheet 2
50029 - 0057 Proposed Drainage Details Sheet 3
50029-0041 B Overland Flow Route
50029-0100 A Foundation Plan 1 of 2
50029-0100 A Foundation Plan 2 of 2

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

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

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

4. Prior to the commencement of any development hereby approved, all hedges shown on approved plan 836_102 as to be retained, shall be fully safeguarded in accordance with BS 5837:2005 (Trees in relation to construction - recommendations) or any other Standard that may be in force at the time that development commences and these safeguarding measures shall be retained for the duration of construction works and building operations. No unauthorised access or placement of goods, fuels or chemicals, soil or other material shall take place within the tree protection zone(s).

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

5. Prior to commencement of any works on site, a Construction and Ecological Mitigation Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the agreed CEMP.

Reason: To ensure the protection of species and habitats during construction of the development.

6. Prior to the commencement of any development hereby approved, details and samples of all hardstanding materials, 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 approved unless otherwise agreed in writing by the LPA.

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

7. Before the development hereby approved commences a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Planning Authority. The CTMP must include:
 - construction vehicle details (number, size, type and frequency of movement)
 - a programme of construction works and anticipated deliveries
 - timings of deliveries so as to avoid, where possible, peak traffic periods
 - a framework for managing abnormal loads
 - location of construction site access
 - contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)

- wheel cleaning facilities
- vehicle cleaning facilities
- inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

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.

8. Before the development is occupied or utilised the first 5.00 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing - see the Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

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

9. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number AM004-04 must have been constructed. Thereafter, these areas, must be permanently maintained, kept free from obstruction and available for the purposes specified.

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

10. Before the development hereby approved is occupied or utilised the visibility splay areas as shown on Drawing Number 50029-0010 Rev F must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

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

11. Prior to the occupation of the development hereby approved a scheme showing precise details of the proposed cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme must be constructed before the development is first occupied and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

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

12. Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Planning Authority: The tactile crossing points located on either side of the access shown on drawing number 50029-0010 Rev F (or similar scheme to be agreed in writing with the Planning Authority).

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

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. 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.

15. Prior to development above damp proof course level, details and samples of all external materials for the dwellings, hereby permitted, 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 approved unless otherwise agreed in writing by the LPA.

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

16. The planting and soft landscaping must be carried out in accordance with the approved plans and documents (Specification for soft landscape and landscape management – Dated 25th July 2021) and carried out before the end of the first available planting season following substantial completion of the development. In the ten year period following the substantial completion of the development any trees that are removed without the written consent of the Local Planning Authority or which die or become (in the opinion of the Local Planning Authority) seriously diseased or damaged, shall be replaced as soon as reasonably practical and not later than the end of the first available planting season, with specimens of such size and species and in such positions as shall be agreed

in writing with the Local Planning Authority. In the event of any disagreement the Local Planning Authority shall conclusively determine when the development has been completed, when site conditions permit, when planting shall be carried out and what specimens, size and species are appropriate for replacement purposes.

Reason: To ensure that adequate mitigation for the landscape and visual impact of the proposals.

17. 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.

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

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

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

19. The development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements in the ecology report titled Ecological Impact Assessment Report, by abbas ecology and dated 27/01/2025, and certified by the Dorset Council Natural Environment Team on 02/05/2025. The development hereby approved must not be first brought into use unless and until:
- i) the recommendations detailed in section 6 and 8 of 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 (LPA), and
 - ii) written evidence demonstrating compliance has been submitted to and approved in writing by the LPA.
- 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.

OR

B) Refuse permission for the reasons set out below if the agreement is not completed by 14th October 2026 or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management & Enforcement or the Development Management Northern Area Manager.

Reason for refusal: In the absence of a legally binding mechanism to ensure the delivery of affordable housing the proposal is contrary to Policies LN3 and LN4 of the Christchurch and East Dorset Part 1 Core Strategy (2014).

Informative Notes:

1. Biodiversity Net Gain

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>

2. Statutory Exemptions and Transitional Arrangements in respect of the Biodiversity Gain Plan

1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
 - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
 - i) the application for planning permission was made before 2 April 2024;
 - ii) planning permission is granted which has effect before 2 April 2024; or
 - iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).

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

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

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

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

4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

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

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

3. 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 atdorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.
4. In addition to this permission, the highway improvement(s) referred to in the recommended condition above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's

Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at HighwaysDevelopment team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ

5. The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Highways Development team. They can be reached by telephone at 01305225401, by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at HighwaysDevelopment, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT11XJ.
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. Informative: National Planning Policy Framework Statement

In accordance with paragraph 39 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.