

Application Number:	P/VOC/2025/07207
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land to the east and west of Cranborne Road Colehill
Proposal:	Variation of condition no.9 of PA 3/14/0016/OUT (<i>Residential development of up to 630 dwellings, a new local centre, a replacement and extended Wimborne First School, public open space and new allotments together with new access, streets and other related infrastructure. (all matters reserved). Additional information rec'd 28.3.14, revised 9.6.15 as amended by plans rec'd 30th September 2014 and 22nd December 2014</i>) to seek to remove the provision of traffic signals at the Allenvie Road/Hanham Road junction to include pedestrian crossing facilities at the Allenvie Road/Hanham Road junction - delete Criterion Xi (11) from C.9
Applicant name:	Mr Rob O'Carroll
Case Officer:	Naomi Shinkins
Ward Member(s):	Cllr Morgan and Cllr Bartlett

1. Reason application is going to committee:

The application concerns Major development and the officer recommendation is contrary to the representation received from Wimborne Town Council.

2. Summary of recommendation:

GRANT planning permission subject to the conditions listed at the end of this report.

3. Key planning issues

- 3.1 Consent was granted in Outline in March 2017 under PA 3/14/0016/OUT for the *Residential development of up to 630 dwellings, a new local centre, a replacement and extended Wimborne First School, public open space and new allotments together with new access, streets and other related infrastructure (all matters reserved).*
- 3.2 The application which seeks to vary condition no.9 of the Outline permission relates specifically to removal of a pedestrian crossing outside of the application site boundary only. The planning issues are therefore limited to the principle of development and impact on highways only as follows:

Issue	Conclusion
Principle of development	Acceptable

Issue	Conclusion
Impact on highways	Acceptable

4. Description of site

- 4.1 This application site comprises the Local Plan Allocation Site WMC7 (Cranborne Road New Neighbourhood), however, this application is related to condition 9 only and the requirement for a provision of a pedestrian crossing outside the red line boundary.
- 4.2 Following reserved matters approvals, the approved scheme is now mostly built and occupied.

5. Description of development

- 5.1 This application is to vary condition 9 related to highways requirements for PA 3/14/0016/OUT.
- 5.2 Condition 9 as approved is as follows:

No development shall commence in each phase until details of the related highway works, as identified in the phasing scheme required by condition 3, have been submitted to and agreed in writing by the Local Planning Authority. Unless otherwise agreed in writing, no phase shall be first occupied until the related highway works have been completed. The highway works are;

- i. A town gateway on Cranborne Road to provide the entrance to the new 30mph zone and facilitate pedestrian and cycle crossing.*
- ii. A series of traffic calming islands on Cranborne Road.*
- iii. A pedestrian crossing of Cranborne Road between the north end of the local centre and Burts Hill.*
- iv. Alterations to the Burts Hill/Cranborne Road junction including tightening radii and narrowing the carriageway in general accordance with submitted plan number 10113-39 Rev.C.*
- v. Alterations to the Allenvie Road/Burts Hill junction including change in priority and provision of suitable pedestrian facilities including a ramp access to the proposed development in general accordance with plan number 10113-40 Rev.B.*
- vi. Modest traffic calming and pedestrian gateways, sensitive to the conservation area and in suitable materials, associated with the proposed pedestrian accesses into the SANG along Burts Hill.*

- vii. *Alterations to the junction of Long Lane and Smugglers Lane to improve visibility in general accordance with submitted plan number 10113-32.*
- viii. *Improvements to the pedestrian footway on the east side of the Cranborne Road, Wimborne Road and West Borough corridor and on East Borough in general accordance with submitted plan numbers 10113-38, 10113-39 rev.C and 10113-41.*
- ix. *Provision of a signalised pedestrian crossing of West Borough at the Stone Lane traffic signals.*
- x. *Provision of a bus stop with shelter and Real Time Passenger Information (RTPI) system in the vicinity of the local centre to serve the development.*
- xi. *Provision of traffic signals at the Allenvie Road/Hanham Road junction to include pedestrian crossing facilities at the Allenvie Road/Hanham Road junction.*

Reason: These specified works are seen as a pre-requisite for allowing the related phases of the development as identified in the phasing plan to proceed. In the interest of road safety and of providing suitable alternatives to the private car.

- 5.3 Required signalised junction crossing proposals referenced in planning condition 9 (xi) are located on the northern arm of the Allenvie Road and Hanham Road roundabout, as illustrated below:



- 5.3 The developer has advised condition 9 criterion (xi) is no longer deliverable or required for the following reason:

- Insufficient vehicle waiting space for vehicles held at a traffic signal is available due to existing traffic orders on Allenvie Road required to maintain access to Wimborne Fire Station and Dorset Police Station (see appendix 1 for illustration).
- The previous school crossing patrol that operated on Allenvie Road has now ceased.
- This has anticipated to reduce the impact on any junction delays that were a previous concern and resulting in the requirement for a signalised crossing.
- A signalised crossing on Allenvie Road is expected to have significant impacts on the operation of the two roundabouts on Hanham Road

5.4 It is proposed to remove criterion (xi) for the reasons set out above.

6. Background and relevant planning history

6.1 As noted previously, this application site comprises a significant proportion of the Local Plan Allocation Site WMC7 (Cranborne Road New Neighbourhood). There has been a long history of applications submitted since the original permission outline consent as follows:

3/14/0016/OUT - Decision: GRA - Decision Date: 13/03/2017

Residential development of up to 630 dwellings, a new local centre, a replacement and extended Wimborne First School, public open space and new allotments together with new access, streets and other related infrastructure (All Matters Reserved). Additional information rec'd 28.3.14, revised 9.6.15 as amended by plans rec'd 30th September 2014 and 22nd December 2014.

3/14/0017/COU - Decision: GRA - Decision Date: 13/03/2017

Change of use of agricultural land to form Suitable Alternative Natural Greenspace (SANG) as amended by plans rec'd 30th September 2014 and 25 March 2015, and June 2015 additional details rec'd 11th February 2015.

3/17/1389/RM - Decision: GRA - Decision Date: 07/12/2017

Reserved matters details (following approval of 3/14/0016/OUT) for the first phase of development off Cranborne Road comprising: the construction of 318 residential dwellings of which phase 1a is 64 plots (first phase plots 1-64); public open space; vehicular, cycle and pedestrian access; access for the proposed first school; landscape planting; surface water attenuation features; foul water pumping station and associated infrastructure (as amended by plans rec'd 11.8.17, 15.8.17, 20.10.17 & 17.11.17)

3/17/1390/RM - Decision: GRA - Decision Date: 05/10/2017

Reserved matters for the main access junctions, spine road and school access road, foul water pumping station and associated infrastructure to serve urban development off Cranborne Road

approved by application 3/14/0016/OUT (amended plans & additional information rec'd 19.7.17, 25.7.17, 2.8.17, 4.8.17 & 11.8.17)

3/17/2868/DCC - Decision: GRA - Decision Date: 14/02/2018

New First School building (15 classrooms) with hall, meeting rooms, specialist teaching rooms and associated landscape works

3/18/0054/RM - Decision: GRA - Decision Date: 14/03/2018

Reserved matters details (following approval of 3/14/0016/OUT) for the second phase of development off Cranborne Road comprising: the construction of 254 plots (phase 1B plots 65-318), public open space, vehicular, cycle and pedestrian access, access for the proposed first school, landscape planting, surface water attenuation features, foul water pumping station and associated infrastructure (as amended by plans rec'd 16.2.18 & 22.02.18)

3/18/0918/NMA - Decision: GRA - Decision Date: 05/06/2018

Non-material amendment to application 3/18/0054/RM to correct approved plan revision numbers for Elevations and Floor Plans for Plots 228-230, 231-233 and 264-265 and approved plan revision numbers for site landscaping and tree proposals.

3/19/0681/RM - Decision: GRA - Decision Date: 10/06/2019

Alternative reserved matters details (following approval of 3/14/0016/OUT and 3/18/0054/RM) to substitute house types for plots 235-242, 258-259, 269-318 within the southeast residential development east of Cranborne Road.

3/19/2437/RM - Decision: GRA - Decision Date: 08/01/2021

Reserved matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG, landscape planting and surface water attenuation features.

3/20/2304/NMA - Decision: GRA - Decision Date: 12/04/2021

Non material amendment to Approved P/A 3/18/0054/RM Reserved matters details (following approval of 3/14/0016/OUT) for the first phase of development off Cranborne Road comprising: the construction of 318 residential dwellings; public open space;

vehicular, cycle and pedestrian access; access for the proposed first school; landscape planting; surface water attenuation features; foul water pumping station and associated infrastructure to Remove Roof lights from 6no Houses, Types 419

3/21/0134/RM - Decision: GRA - Decision Date: 30/07/2021

Reserved matters details (following approval of 3/14/0016/OUT) for the allotment, car park and associated infrastructure: including the creation of an allotment with provision of family and disable access allotment plots, car parking for the allotments and the SANG, public toilets, picnic benches and the provision of sheds with concrete basis, with vehicular, cycle and pedestrian access, and associated infrastructure.

3/21/0520/NMA - Decision: GRA - Decision Date: 17/06/2021

Non material amendment to PA 3/19/2437/RM (Reserved matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG, landscape planting and surface water attenuation features.) to change housing tenure of plots 514, 515, 598 603, 604 and 609 as requested by Registered Housing Provider

3/21/1313/NMA - Decision: GRA - Decision Date: 23/09/2021

Non material amendment to Approved P/A 3/19/2437/RM(Reserved matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG, landscape planting and surface water attenuation features.) to House type Brooke and Lyttleton substitutions to the Burns and Lawrence, Plot numbers - 401,408,410,411,415,418,422,423,427,432,434,448,451,460,484,506,509,537,538,632,650,661, 663,665,666,668,674,677,688,690.

These units are a like for like substitution.

P/NMA/2022/00256 - Decision: GRA - Decision Date: 15/02/2022

Non-material amendment to Reserved Matters Application 3/19/2437/RM - HA Tenure amendment to P598 and 593

3/17/2868/DCC_1 - Decision: GRA - Decision Date: 14/02/2018

New Wimborne First School building (15 classrooms) with hall, meeting rooms, specialist teaching rooms and associated landscape works.

P/FUL/2022/05608 - Decision: GRA - Decision Date: 20/11/2022

Formation of vehicular and pedestrian access

P/NMA/2024/00342 - Decision: GRA - Decision Date: 02/02/2024

Non material amendment to Approved P/A 3/19/2437/RM (Reserved Matters details for 312 dwellings, public open space, vehicular, cycle and pedestrian access, connections to the SANG,

landscape planting and surface water attenuation features) to replace a tree within the focal square due to non-availability of the approved tree.

P/NMA/2024/00837 - Decision: GRA - Decision Date: 07/03/2024

Non material amendment to approved P/A 3/21/0134/RM (Reserved matters details (following approval of 3/14/0016/OUT) for the allotment, car park and associated infrastructure: including the creation of an allotment with provision of family and disable access allotment plots, car parking for the allotments and the SANG, public toilets, picnic benches and the provision of sheds with concrete basis, with vehicular, cycle and pedestrian access, and associated infrastructure) to move and re-orientate car parking spaces 1-7 away from the ditch to the northern boundary and due to this, moving spaces 15-22 to keep the 6m gap between spaces to allow vehicles to access these spaces. Family plots have also been reorientated due to these changes

P/RES/2025/01385 - Decision: GRA - Decision Date: 22/12/2025

Reserved matters application (following the approval of Planning permission 3/14/0016/OUT) to include access, appearance, landscaping, layout and scale, for a Local Centre east of Cranborne Road

P/NMA/2025/03783 - Decision: GRA - Decision Date: 04/09/2025

Non-Material Amendment of PA 3/14/2017/COU (Change of use of agricultural land to form Suitable Alternative Natural Greenspace (SANG) as amended by plans rec'd 30th September 2014 and 25 March 2015, and June 2015 additional details rec'd 11th February 2015. at Land To The East And West Of The Cranborne Road Burts Hill Wimborne Dorset) Enhancement and formalisation of the SANG path network in the southwest quadrant, including connections to Burt's Hill and Wimborne First School.

7. List of constraints

- 7.1 There are a number of constraints related to the application site as follows, however there are no constraints specifically related to the variation of this condition 9 to remove a requirement for a pedestrian crossing off site.

CON - Application is within a conservation area

TPO - TPO (EDDC/CO/160) - NULL: NULL

LP - Location: Cranborne Road New Neighbourhood, Policy: WMC7

DESI - Mineral Strategy 2014 – Mineral Safeguarded Policy SG1 - Sand and Gravel

DESI - Wessex Water Treatment Works Catchment Other WRC catchments

PROW - Right of Way: Footpath E2/15

SGN - Medium pressure gas pipeline 12.5m or less from 12.5m Buffer on Regional Medium Pressure Pipelines (75 mbar – 2 bar)

DESI - Bournemouth Water Consultation Area

EA - Groundwater – Susceptibility to flooding

DESI - Existing ecological network - Terrestrial

DESI - Higher Potential ecological network

DESI - Wildlife Present: bird

DESI - Wildlife Present: Badger

DESI - Wildlife Present: S41 - Hazel Dormouse

DESI - Wildlife Present: bat

DESI - Wildlife Present: S41 - bat

DESI - Dorset Heathlands - 5km Heathland Buffer

DESI - Greenbelt: Bournemouth Greenbelt

DESI - Area of Outstanding Natural Beauty (AONB): Cranborne Chase & West Wiltshire Downs

DESI - Ancient Woodland: Catley Copse

DESI - Natural England - RAMSAR

DESI - Special Area of Conservation (SAC) (5km buffer): Dorset Heaths (UK0019857)

DESI - Site of Special Scientific Interest (SSSI) impact risk zone

FLD - Flood Zone 2 (record ID 1119239.0)

FLD - Flood Zone 2 (record ID 1119245.0)

EA - Groundwater Source Protection Zone

EA - Risk of Surface Water Flooding Extent 1 in 30

EA - Risk of Surface Water Flooding Extent 1 in 100

EA - Risk of Surface Water Flooding Extent 1 in 1000

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

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

RAD - Radon: Class: 1.0

DESI - Contaminated Land

8. Consultations

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

Consultees

1. Dorset Council (DC) Highways – No objection

To summarise, the reasons it should be removed are:

- Physical constraints onsite, specifically the proximity to the Wimborne Fire Station and Dorset Police Station.*
- The morning and interpeak junction delays previously caused by the school crossing patrol when the requirement for signals at this location was conditioned is no longer operational.*
- To mitigate the impact on Hanham Road Roundabout, additional infrastructure/signals would be required to incorporate the roundabout and existing signalised crossing on Hanham Road. This would not be feasible and is beyond the requirements of the condition*

Therefore, as per the reasons set out in the supporting Technical Note, the Highway Authority has NO OBJECTION to the proposed variation of Condition 9 of 3/14/0016/OUT.

2. Holt Parish Council (PC) - No objection

3. Wimborne Minster Town Council (TC) – Objection

The removal of the agreed requirement for a pedestrian crossing at the Allenvie Road/Hanham Road junction represents a withdrawal from a contractual obligation that formed part of the basis for granting outline planning permission. Such a condition should not be varied without proper legal scrutiny, and the matter should be addressed by Dorset Council's legal team rather than treated as a routine consultation.

The original condition was clearly intended to secure safe pedestrian access, particularly for children walking to school. Its removal would conflict with NPPF 110 and 114, which require developments to prioritise pedestrian safety and deliver safe and suitable access for all users. The cessation of the former crossing patrol appears to have been driven by funding constraints rather than lack of need.

Given Dorset Council's recent improvements to Allenvie Car Park to facilitate safer school walking routes, the removal of a crossing is unjustified. If traffic signals are no longer proposed, an alternative crossing solution, such as a zebra crossing, must be delivered to meet the original intent of the condition. In the absence of such provision, the Town Council objects.

4. Wimborne Minster Ward Councillors - No response received

5. Colehill & Wimborne East Ward Councillors – In response to committee notification the following was raised:

Many vulnerable people, including children and those with mobility issues, need to use the crossing daily. If the highlighted section means that a different type of crossing is being put there, then what type is being suggested? If not, then who is requesting this change to the initial agreement and why?

Representations received

The application was advertised by site notice by the entrance to the housing on the east and west sides of Cranborne Road and at the location of the crossing in December 2025. No representations were received.

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.

Section 73 of the Town and Country Planning Act requires that only the question of the conditions to be attached to a planning permission can be considered.

10. Relevant policies

Development plan

The development Plan comprises the adopted Christchurch and East Dorset Local Plan and 'saved' policies from the East Dorset Local Plan 2002

Adopted Christchurch and East Dorset Local Plan, part 1 - Core strategy, adopted, April 2014:

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

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

Wimborne Minster Neighbourhood Plan- In preparation – limited weight applied to decision making

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.

Other material considerations

National Planning Practice Guidance

All of Dorset:

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.

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 proposed is to remove the requirement for traffic signals at the existing pedestrian crossing. As there are no highway safety concerns the is not considered the functionality of the crossing is not impacted. Therefore the proposed change does not impact on the Public Sector Equalities Duty above the previously approved application.

13. Public Benefits

The proposals would not provide additional public benefits but it is considered the crossing is no longer required.

14. Planning Assessment

14.1 Principle of development

14.1.1 The proposed is to remove a requirement for a pedestrian crossing outside of the application site as set out in the beginning of this report.

14.1.2 The applicant has advised the crossing is no longer required or deliverable and the DC Highway Authority has raised to no objection to this.

14.1.3 The proposed is considered acceptable in principle subject to all other material planning considerations.

14.2 - Impact on highways

14.2.1 The proposed results in changes to condition 9, where criterion (xi) as follows is to be removed:

xi. Provision of traffic signals at the Allenview Road/Hanham Road junction to include pedestrian crossing facilities at the Allenview Road/Hanham Road junction.

14.2.2 The applicant has advised the removal is required for the following reasons:

- Insufficient vehicle waiting space for vehicles held at a traffic signal is available due to existing traffic orders on Allenview Road required to maintain access to Wimborne Fire Station and Dorset Police Station (see appendix 1 for illustration).
- The previous school crossing patrol that operated on Allenview Road has now ceased.
- This has anticipated to reduce the impact on any junction delays that were a previous concern and resulting in the requirement for a signalised crossing.
- A signalised crossing on Allenview Road is expected to have significant impacts on the operation of the two roundabouts on Hanham Road

14.2.3 The DC Highway Authority have been consulted and advised the removal of criterion (xi) from condition 9 is acceptable for the following reasons:

- Physical constraints onsite, specifically the proximity to the Wimborne Fire Station and Dorset Police Station.
- The morning and interpeak junction delays previously caused by the school crossing patrol when the requirement for signals at this location was conditioned is no longer operational.
- To mitigate the impact on Hanham Road Roundabout, additional infrastructure/signals would be required to incorporate the roundabout and existing signalised crossing on Hanham Road. This would not be feasible and is beyond the requirements of the condition.

14.2.4 Therefore, as per the reasons set out in the submitted Technical Note (as per para 14.2.2), the Highway Authority has no objection to the proposed variation of condition 9 of 3/14/0016/OUT is considered acceptable in highways safety terms.

14.3 – Safe routes to school

14.3.1 Under Policy WMC7, a first school was proposed. The school was approved under applications 3/14/0016/OUT and 3/17/2868/DCC.

14.3.2 Under PA 3/17/2868/DCC, the approved travel plan and safe routes to school plan refers to highways improvements required under condition 9 of PA 3/14/0016/OUT, including the signalised crossing at Allenview Road.

14.3.3 Officers have discussed the previous crossing provisions provided at this junction with the DC Road Safety Officer, where a School Crossing Patrol (SCP) was provided until 2023.

14.3.4 The Road Safety Officer has advised, due to a lack of pedestrian traffic, the crossing didn't meet the criteria for a SCP. The SCP ceased in 2023 and it has not been considered necessary for this to be reinstated by the Road Safety Team.

14.4 – Conclusion

14.4.1 The proposed amendments are acceptable in principle. The applicant has advised the crossing is no longer deliverable or required and the DC Highway Authority has raised no objection to this. The proposal is considered acceptable and to accord with Policy KS1 of the Christchurch and East Dorset Core Strategy (2014) and guidance contained within paragraphs 115, 116 and 117 of the NPPF 2025.

15 Environmental implications

15.1 The proposed is not considered to have further environmental implications above the previously approved application.

16 Conditions

16.1 As the application is for a variation of condition which would lead to a new planning permission it is necessary to impose conditions from the previous permission, 3/14/0016/OUT which still apply, and amend where required as follows:

Condition under 3/14/0016/OUT	Status for this application
1 – Reserved matters	All reserved matters applications now approved, amended to just commencement where some phases are yet to commence
2 – Approved plans	Compliance condition, retained for this application
3 – Phasing of construction	Amended to compliance condition
4 – Levels	Amended to compliance condition
5- Materials	Amended to compliance condition
6 – School travel plan	No longer required as conditioned under 3/17/2868/DCC
7 – Residential travel plan	Amended to compliance condition
8 – Highways layout	Retained as not all phases have commenced
9 – Highways requirements	Amended to remove criteria (xi)
10 – Design Code	No longer required where all RM applications are approved

11 – Secured by design	No longer required where all RM applications are approved
12 – Soft landscaping	Retained as not all phases have commenced
13 - Soft landscaping implementation	Retained for this application
14 – Hard landscaping	Retained as not all phases have commenced
15 – Tree protection	Retained as not all phases have commenced
16 - LEMP	Retained as not all phases have commenced
17 – Foul water	Retained as not all phases have commenced
18 – SW drainage	Retained as not all phases have commenced
19 – SW drainage maintenance	Retained as not all phases have commenced
20 – Drainage details	Retained as not all phases have commenced
21 – Renewable energy	Amended to compliance condition
22 - Renewable energy residential	Amended to compliance condition
23 - Archaeology	Retained as not all phases have commenced
24 - Archaeology	Retained as not all phases have commenced
25 - CTMP	Retained as not all phases have commenced
26 – Contaminated land	Retained as not all phases have commenced
27 - Remediation	Compliance retained for this application
28 – Lighting strategy	Retained as not all phases have commenced
29 – Local centre	Compliance retained for this application

17 Summary of issues

Issue	Conclusion
Principle of development	Acceptable under previously approved applications
Impact on highways	Acceptable

Recommendation

Grant, subject to the following conditions:

1. The development hereby permitted shall commence not later than the expiration of two years from the date of approval of the first reserved matter and the remainder of the development shall be begun not later than two years from the final approval of the last reserved matters to be approved.

Reason: This condition is required to be imposed by the provisions of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

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

Site Location Plan-151048/001

Parameter Plans:

PL120204_PARP 05 Rev P- LAND USE & OPEN SPACE

PL120204_PARP 06 Rev L- LANDSCAPE

PL120204_PARP 04 Rev K- MOVEMENT

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

3. The development hereby approved shall be carried out in accordance with the approved scheme of phasing of construction for the housing, school, local centre and associated works including highway mitigation Development Phasing Plan, SL107-SL-107REVb.

Reason: To ensure that the housing, school and local centre development is fully supported by associated development.

4. The development hereby approved shall be carried out in accordance with the approved finished ground levels identified in:

SO107-EN-110D Engineering Layout+East Site+Overview

SO107-EN-111D Engineering Layout+East Site+Sheet 1

SO107-EN-112D Engineering Layout+East Site+Sheet 2

SO107-EN-113D Engineering Layout+East Site+Sheet 3

Reason: To control matters which will impact on neighbouring amenity, views within the site and the visual impact of the development.

5. The development hereby approved shall be carried out in accordance with the materials identified in DML.01-A rev B.

Reason: To be satisfied about the details of the external appearance of the buildings.

6. The development hereby approved shall be carried out in accordance with the Residential Travel Plan RCP Residential Travel Plan, ref BLHO/16/3404s/TP01 dated February 2018.

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

7. No development shall commence in any phase until details of the access, geometric highway layout, visibility, turning and parking for that phase have been submitted to and agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety.

8. No development shall commence in each phase until details of the related highway works, as identified in the phasing scheme required by condition 3, have been submitted to and agreed in writing by the Local Planning Authority. Unless otherwise agreed in writing, no phase shall be first occupied until the related highway works have been completed. The highway works are;
- i. A town gateway on Cranborne Road to provide the entrance to the new 30mph zone and facilitate pedestrian and cycle crossing.
 - ii. A series of traffic calming islands on Cranborne Road.
 - iii. A pedestrian crossing of Cranborne Road between the north end of the local centre and Burts Hill.
 - iv. Alterations to the Burts Hill/Cranborne Road junction including tightening radii and narrowing the carriageway in general accordance with submitted plan number 10113-39 Rev.C.
 - v. Alterations to the Allenvie Road/Burts Hill junction including change in priority and provision of suitable pedestrian facilities including a ramp access to the proposed development in general accordance with plan number 10113-40 Rev.B.
 - vi. Modest traffic calming and pedestrian gateways, sensitive to the conservation area and in suitable materials, associated with the proposed pedestrian accesses into the SANG along Burts Hill.
 - vii. Alterations to the junction of Long Lane and Smugglers Lane to improve visibility in general accordance with submitted plan number 10113-32.
 - viii. Improvements to the pedestrian footway on the east side of the Cranborne Road, Wimborne Road and West Borough corridor and on East Borough in general accordance with submitted plan numbers 10113-38, 10113-39 rev.C and 10113-41.
 - ix. Provision of a signalised pedestrian crossing of West Borough at the Stone Lane traffic signals.
 - x. Provision of a bus stop with shelter and Real Time Passenger Information (RTPI) system in the vicinity of the local centre to serve the development.

Reason: These specified works are seen as a pre-requisite for allowing the related phases of the development as identified in the phasing plan to proceed. In the interest of road safety and of providing suitable alternatives to the private car.

9. No development shall commence in each phase until full details of soft landscaping works, treatment of open space and play spaces for that phase have been submitted to and approved in writing by the local planning authority. Soft landscape plans shall include location of trees and shrubs to be retained and proposed planting, schedules of proposed plants noting species, provenance, plant sizes and proposed numbers/densities.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990, and to protect and enhance the appearance and character of the site and locality.

10. All hard and soft landscape works shall be carried out in accordance with the approved details and the appropriate British Standards for ground preparation, staking etc. The works shall be carried out in accordance with the programme agreed with the local planning authority in writing prior to first occupation of development in that phase for its permitted use. Any plants found dead, dying or damaged within the first five years following the completion of the landscaping works shall be replaced.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990, and to protect and enhance the appearance and character of the site and locality.

11. No development shall commence in each phase until full details of hard landscaping works and highway traffic management features associated with that phase have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved prior to the first occupation of development in that phase for the permitted use and thereafter retained. These details shall include proposed finished levels or contours, means of enclosure, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990, and to protect and enhance the appearance and character of the site and locality.

12. No development shall commence on any phase or development parcel until details of the retention and adequate protection of all trees and tree root systems within, bordering and adjacent to that phase have been submitted to and approved in writing by the Local Planning Authority and enacted (retention / protection shall be in accordance with BS 5837:2012 'Trees in Relation to Design, Demolition and Construction'). The details shall include a site plan identifying all trees to be retained and removed in accordance with the Arboricultural Impact Assessment. The details shall include the location of Root Protection Areas and Construction Exclusion Zones and the erection of tree protection measures. The tree protection measures shall be in place prior to the commencement of development for that phase and retained until the development in that phase is completed. The areas enclosed by the tree protection measures shall not be used for any storage and the levels within these areas shall not be altered.

Reason: To safeguard the future of these trees and shrubs in the interests of visual amenities and the biodiversity value of the area and the setting and character of the proposed development in accordance with policies HE2 and HE3 of the Christchurch and East Dorset Local Plan- Core Strategy Part 1.

13. No development shall take place within any phase until an Ecological and Landscape Management Plan (ELMP) for that phase including a timed schedule of works, to include a requirement for timing and programming of hedgerow planting, and details of onsite biodiversity and landscape enhancement measures has been submitted to and approved in writing by the Local Planning Authority. The approved landscaping and ecological provisions shall be carried out in accordance with the approved details, with measures for each phase of development installed on the site in accordance with the approved detailed time schedule unless otherwise first agreed with the Local Planning Authority in writing.

Reason: To ensure that the development maintains and enhances the landscape and wildlife features at the site which include species protected by Schedule 5 of the Wildlife and Countryside Act 1981, Section 41 of the Natural Environmental and Rural Communities Act 2006 and Part 3 of the Conservation of Natural Habitats and Species Regulations 2010 and by European and International Law.

14. No development shall take place within any phase until a foul water drainage strategy has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall:
- include appropriate arrangements for the agreed points of connection to the main sewer and the capacity improvements required to serve the proposed development phasing, and
 - be completed in accordance with the approved details and to a timetable agreed with the local planning authority.

Reason: To ensure that proper provision is made for sewerage of the site and that the development does not increase the risk of sewer flooding to downstream properties in accordance with policy ME6 of the Christchurch and East Dorset Core Strategy.

15. Prior to any reserved matters approval, details of a surface water drainage masterplan shall be submitted to, and agreed in writing by, the Local Planning Authority. The masterplan shall be in accordance with the overarching strategy set out in the Flood Risk Assessment (prepared by FMW Consultancy, dated August 2013) and include details of the phasing of surface water drainage infrastructure including source control measures. The development shall be implemented in accordance with the approved scheme.

Reason: To prevent the increased risk of flooding in compliance with Policy ME6 of the Christchurch and East Dorset Core Strategy.

16. No development approved by this permission shall be occupied or brought into use until a scheme for the future responsibility and maintenance of the surface water drainage system has been submitted to and approved by the Local Planning Authority. The approved drainage works shall be completed and maintained in accordance with the details and timetable agreed.

Reason: To prevent the increased risk of flooding, ensure future maintenance of the surface water drainage system and comply with Policy ME6 of the Christchurch and East Dorset Core Strategy.

17. No development shall take place in each phase until the detailed drainage design for that phase incorporating sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, have been submitted to and approved by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the phase is completed.

Reason: To prevent the increased risk of flooding in compliance with Policy ME6 of the Christchurch and East Dorset Core Strategy.

18. The development hereby approved shall be carried out in accordance with the approved scheme of renewable energy Energy Statement by Briary Energy dated July 2017 and Part G water Efficiency calculator dated January 2017.

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

19. The development hereby approved shall be carried out in accordance with the approved scheme of renewable energy Energy Statement by Briary Energy dated July 2017.

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME3 of the Christchurch and East Dorset Core Strategy.

20. Unless otherwise agreed in writing, prior to commencement of any phase of development on the land east of Cranborne Road the remaining archaeological work (watching brief of Area D) shall be undertaken in accordance with the submitted and approved written scheme of investigation (August 2014). All work shall be the subject of appropriate levels of post excavation analysis, assessment and publication.

Reason: To ensure that any archaeological features and finds are properly recorded to accord with chapter 12 of the NPPF

21. Prior to the commencement of any phase of development on the land west of Cranborne Road the remaining work- Archaeological Excavation (Area E) and Strip, Map and Sample (Area F)- shall be completed in line with the submitted and approved written scheme of investigation (August 2014). All work should be the subject of appropriate levels of post-excavation analysis, assessment and publication.

Reason: Initial surveys have shown that the site has archaeological potential and it is important that any archaeological features and finds are properly recorded to accord with chapter 12 of the NPPF.

22. No phase of development approved by this permission shall be commenced until a Construction Traffic and Construction Environmental Management Plan has been submitted to and approved by the Local Planning Authority. The plan shall show construction vehicle details (number, size, type and frequency), vehicular routes, delivery

hours and contractors' arrangements (compounds, storage, parking, turning, surfacing, drainage and wheel wash facilities). The plan shall also include;

- Inspection of the highways serving the site jointly between the developer (or his contractor) and Dorset Highways prior to work commencing and at regular, agreed intervals during the construction phase so that any damage to the edges of the carriageway and verges can be identified and suitable remedial works, to be paid for by the developer, agreed.
- A scheme of signing of the heavy vehicle route to the site agreed with advice/warning signs at appropriate points.
- Pollution prevention measures including dust control and prevention of silt pollution

Reason: To minimise disruption to the local road network and prevent pollution of the air and water environment which includes Ground Water Source Protection Zones.

23. No development shall take place within any phase until a scheme to deal with potential contamination of the site relating to development in that phase has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include the following actions and reports for each phase, which must be carried out by appropriately qualified consultant(s):
- a) Before any works commence on site, consultants appointed to carry out intrusive site investigation work must submit their sampling strategy to the Local Planning Authority for written approval.
 - b) A Site Investigation Report (based on the information contained in the site history report), will be required where the appointed consultant and/or the Local Planning Authority anticipate that contamination may be present in, on or near the proposed development area. The site investigation report must characterise and identify the extent of contamination, identify hazard sources, pathways and receptors and develop a conceptual model of the site for purposes of risk assessment.
 - c) Where contamination is found which (in the opinion of the Local Planning Authority) requires remediation, a detailed Remediation Statement, including effective measures to avoid risk to future and neighbouring occupiers, the water environment and any other sensitive receptors when the site is developed, shall be submitted to the Local Planning Authority. Any remediation scheme(s) or part(s) thereof recommended in the remediation statement, shall require approval to be obtained in writing from the Local Planning Authority.
 - d) The works detailed in the agreed Remediation Statement shall be carried out and on completion, a Remediation Completion Report must then be completed by the environmental consultant(s) who carried out the remediation work confirming that they have supervised all the agreed remediation actions. This report is to be submitted to the Planning Authority confirming that all works as specified and agreed have been carried out to the point of completion
 - e) It will be viewed that the remediation of the site is incomplete and the development within the phase shall not be occupied until the Planning Authority is in receipt of the Remediation Completion Report for that phase and has issued written confirmation

that the authority is satisfied with the contents of the statement and the standard of work completed.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy ME7 of the adopted Local Plan.

24. Development in each phase shall only take place in accordance with any approved Remediation Statement required by condition 26.

If, during works on site, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for their written approval in accordance with condition 26(c). The remediation strategy must be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems in accordance with policy ME7 of the Christchurch and East Dorset Local Plan.

25. No development shall take place in each phase until a lighting strategy for that phase has been submitted to and approved by the local planning authority in writing. The approved scheme shall be implemented and thereafter retained.

Reason: To ensure that the lighting is appropriate in its context so as to avoid harm to existing priority habitats and species and the Cranborne Chase and West Wilts AONB and contribute to public safety.

26. A local centre shall be provided on the east side of Cranborne Road not exceeding 604sqm (6,500sqft) floor area and in accordance with the details required by condition 3.

Reason: To ensure compliance with policy WMC7 of the Christchurch and East Dorset Local Plan.

The following Informative Notes are drawn to the Applicant's attention:

1. This application has been considered with regard to the provisions of the National Planning Policy Framework and reference to National Planning Policy Guidance
2. Commencement of development in each phase will be taken to be initiated by the digging of a trench which is to contain the foundations, or part of the foundations of any building.

3. The applicant is reminded that there are water mains crossing the site and exclusion zones must be respected. The applicant is advised to liaise with the Local Planning Authority before undertaking hedgerow clearance.
4. An ordinary watercourse crosses the site. Any obstruction to the flow in the watercourse (permanently or temporarily, including culverting) will require prior Land Drainage approval consent from Dorset County Council as the Lead Local Flood Authority. You are advised to contact the Flood Risk Management team at Dorset County Council (floodriskmanagement@dorsetcc.gov.uk) to discuss their requirements.
5. Drainage approval consent from Dorset County Council as the Lead Local Flood Authority. You are advised to contact the Flood Risk Management team at Dorset County Council (floodriskmanagement@dorsetcc.gov.uk) to discuss their requirements.
6. When discharging the above flood related conditions it is anticipated that as a minimum the following shall be submitted:-
 - i. A clearly labelled drainage layout plan showing the pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe node numbers referred to in the drainage calculations and the invert and cover levels of manholes.
 - ii. A manhole schedule.
 - iii. Model runs to demonstrate that the critical storm duration is being used.
 - iv. Confirmation of the agreed discharge rate, with any flow control devices indicated on the plan with the rate of discharge stated
 - v. Calculations showing the volume of attenuation provided, demonstrating how the system operates during a 1 in 100 critical duration storm event. If there is any surcharge and flooding from the system, overland flood flow routes and "collection" areas on site (e.g. parks, landscaping etc.) must be shown on a drawing. CIRIA good practice guide for designing for exceedance in urban drainage (C635) should be used. The run-off from the site during a 1 in 100 year storm plus a 30% allowance for climate change must be contained on the site and must not reach unsafe depths on site.
 - vi. Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
7. The applicant should seek to avoid importing topsoil onto the site. Care should be taken to ensure that any soils or equipment brought to the site are free of the seeds/root/stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Section 14(1) of the WCA (1981) makes it illegal to plant or otherwise cause to grow in the wild any plant listed in Schedule 9 of the Act. Biosecurity procedures may consist of a comprehensive visual check of equipment, materials, machines, PPE etc. Crayfish plague disinfection procedures will apply if white-clawed crayfish are found and the Biodiversity Team at the Environment Agency should be contacted if this is the case.
8. The applicants are reminded that a licence will be required from Natural England to survey for, and, where any proposals are made as a last resort, to relocate protected species.

Further information can be found under the DEFRA webpages for the Wildlife and Countryside Act 1981.

9. Safeguards should be implemented during the construction phase to minimise the risks of pollution from the development. Such safeguards should cover:
 - The use of plant and machinery
 - Oils/chemicals and materials
 - The use and routing of heavy plant and vehicles
 - The location and form of work and storage areas and compounds
 - The control and removal of spoil and wastesThe Environment Agency's Pollution Prevention Guidelines are available at www.environment-agency.gov.uk/business/topics/pollution/39083.aspx
10. The Construction Management Environmental Management Plan required by condition 25 shall incorporate the noise mitigation measures listed in Paragraph 7.2 of the Technical Appendix G.
11. The applicant is advised that notwithstanding this consent Section 184 of the Highways Act 1980 requires the proper construction of vehicle crossings over kerbed footways, verges or other highway land. Before commencement of any works on the public highway, Dorset County Council's Dorset Highways should be consulted to agree on the detailed specification. They can be contacted by telephone at Dorset Direct (01305 221000), by email at dorsetdirect@dorsetcc.gov.uk, or in writing at Dorset Highways, Dorset County Council, County Hall, Dorchester, DT1 1XJ.
12. 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 County Council's Developer-Led Infrastructure team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Developer-Led Infrastructure, Dorset County Council, County Hall, Dorchester, DT1 1XJ
13. The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making up of a private street prior to the commencement of any building works associated with residential, commercial and industrial development. The intention of the Code is to reduce the liability of potential road charges on any future purchasers which may arise if the private street is not made-up to a suitable standard and adopted as publicly maintained highway. Further information is available from Dorset County Council's Developer-Led Infrastructure team. They can be reached by telephone at 01305 225401, by email at dli@dorsetcc.gov.uk, or in writing at Developer-Led Infrastructure, Dorset County Council, County Hall, Dorchester, DT1 1XJ.
14. The Council would expect the applicant to seek advice from Christchurch and East Dorset District Council's Arboricultural team when considering the constraints imposed by existing trees as required by condition 15.
15. When designing trees into the proposal the applicant is advised that the Tree Design Action Group has provided a useful "Trees in Townscape" publication at www.tdag.org.uk.

16. The Council will expect a minimum garden depth of 10m for development adjoining existing dwellings and may require mature hedge planting along the shared boundary depending on the relationship.
17. All reserved matters applications will need to show that waste management has been considered including the following:
 - i. That bins stores are provided which are big enough to store waste and recycling bins, especially for any flats
 - ii. That the road layout is appropriate to allow access by waste collection vehicles.
 - iii. That the areas from where bins are to be collected are acceptable to Dorset Waste Partnership.
18. The applicant is advised that servicing details submitted with the reserved matters applications shall include the underground ducting for telecommunications cables suitable for common use by a number of operators to serve the development to satisfy saved policy TEDEV3 of the East Dorset Local Plan.
19. Reserved matters applications will need to show that the design of the areas of play within the development have had regard to:
 - i. the Secured by Design checklist for playing areas
 - ii. the needs of disabled children
20. This grant of permission is to be read in conjunction with the Legal Agreement dated 10 March 2017 entered into between East Dorset District Council ("the Council"); and Dorset County Council ("the County Council"); Bloor Homes Limited ("Bloor"); C G Purchase & Son Limited; Ian George Purchase and Helen Margaret Purchase as Trustees of the C G Purchase & Son Limited Directors Pension Scheme; and John Richard George Purchase and John Richard George Purchase, Ian George Purchase, Wendie Lovell and Linda Walton as Executors of Shirley Janet Purchase ("the Landowners")

APPENDIX 1 – Highways illustration provided by the applicant as part of 4611-005-TN-001 Rev 01

