

Application Number:	WD/D/16/000378
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land South of Warmwell Road, Warmwell Road, Crossways
Proposal:	Full planning permission for the erection of 99 open market dwellings & affordable dwellings, a new doctors surgery, a replacement village hall, a car park, a new village green, new vehicular and pedestrian accesses and works to Warmwell Road. An outline application for the erection of 401 open market and affordable dwellings, the provision of 2.5ha of employment land, new vehicular and pedestrian accesses, roads, footpaths and cycleways, a car park for the proposed Site of Alternative Natural Greenspace (SANG) and 2 pumping stations; and a full application for the change of use of 22.4ha of land to Site of Alternative Natural Greenspace (SANG).
Applicant name:	C & G Properties Ltd
Case Officer:	Matthew Pochin-Hawkes
Ward Member(s):	Cllr Ireland

1. Reason application is going to committee:

- 1.1 The application is being re-reported to planning committee following suggested changes to the section 106 Heads of Terms and planning conditions since Members resolved to approve the development subject to planning conditions and the completion of a Section 106 legal agreement at the 5 September 2019 Western and Southern Area Planning Committee.

2. Summary of recommendation:

- 2.1 To delegate authority to the Service Manager for Development Management and Enforcement and the Area Manager Western and Southern Team to either:
- 2.2 A) GRANT planning permission following completion of a S106 Planning Obligation to secure:
 - 35% of the units as affordable housing with 50/50 tenure split between affordable/social rented and shared ownership/low cost ownership housing.
 - Education contribution of £2,722,212 (index linked).
 - Provision of a minimum of 22.4ha of suitable alternative natural greenspace (SANG) with a maintenance contribution (to be determined) and supporting funding provisions (SANG). SANG to be delivered prior to the occupation of Phase 1 and managed in accordance with the SANG Management Plan and Fallow Management Plan.
 - Only Phase 1 to be commenced prior to 2030.
 - Air quality contribution of £25,000 (index linked) to mitigate adverse air quality impacts on heathlands.
 - Highways contributions of £467,000 (index linked) towards off-site highway works to include an improve link between Old Farm Way and Warmwell Road, improved pedestrian crossing facilities at the junction of Warmwell Road and Dick O' Th' Banks Road, and 1 x replacement bus shelter with real time traffic information.

- Provision of a minimum of three no. Locally Equipped Areas for Play (LEAPs) and financial contributions towards maintenance of the proposed LEAPs.
- Provision of village hall and associated indoor sports provision.
- Provision of a minimum of 2.5 hectares of employment land for use within Use Class B.

2.3 and subject to the conditions listed at Section 18 of this report.

2.4 or B) Refuse permission for the reasons set out at Section 18 of this report if the Section 106 agreement is not completed by 7 November 2026 (within 6 months of the committee) or such extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Area Manager for the Western and Southern Team.

3. Key planning issues

Issue	Conclusion
Principle of development	Acceptable in broad accordance with the site allocation.
Housing provision	Acceptable subject to securing the provision of affordable housing.
Employment provision	Acceptable and afforded significant weight.
Conservation	Less than substantial harm outweighed by public benefits. Acceptable subject to conditions.
Landscape impact	Acceptable subject to conditions requiring the submission and approval of hard and soft landscape details plus management arrangements.
Design	The detailed proposals are compatible with the character of the area. The design of the outline element would be determined at the reserved matters stage.
Trees	No significant adverse effects on trees or hedgerows would occur. Extensive new tree planting would be provided across the site.
Highways	Acceptable subject to planning conditions and obligations. Impacts would not be severe and highway safety concerns would be appropriately mitigated. With the mitigation in place, the proposals would promote active travel.
Ecology and biodiversity	Acceptable subject to securing mitigation measures via planning condition and Section 106 Legal Agreement.
Flooding and surface water management	Acceptable subject to planning conditions.
Minerals	Acceptable subject to securing phasing of prior extraction via planning condition.
Amenity	Subject to planning conditions, the proposals would avoid significant adverse impacts on existing and future residents.

Issue	Conclusion
	The internal and external amenity provided for future residents is acceptable.
Sports provision	Acceptable subject to securing the provision of the SANG and the opportunity for internal sports provision within the new village hall.
Compliance with site allocation	Bearing in mind the reduced weight to be attached to policy CRS1 in light of the Council's lack of a 5-year housing land supply, the development is sufficiently compliant with policy CRS1.

4. Description of site

- 4.1 The 44.21 hectare site is located to the south of Warmwell Road (B3390). It incorporates a large area of currently undeveloped land as well as Summer Farm and the existing village hall. It wraps around three sides of Hybris Business Park, is adjacent to Heathfield Park, a number of other residential properties and the Co-op supermarket. To the south west of the site is Warmwell Caravan Park. To the east, across Moreton Road, lies Crossways Solar Farm.
- 4.2 The land is allocated in the adopted Local Plan for a mixed-use development under policy CRS1 and the defined development boundary for Crossways was extended to accommodate the allocation as part of the Local Plan. The site area covers the entire allocation set out in Local Plan policy CRS1 which promotes the site for mixed-use development and an indicative area for suitable alternative natural greenspace (SANG) as mitigation for the impacts of residential development on the protected heathlands which are within 5km of the site.
- 4.3 The site lies in a Minerals Safeguarding Area identified in the adopted Bournemouth, Dorset and Poole Minerals Strategy (2014).
- 4.4 In the western part of the site within the Hybris Business Park, is a Scheduled Ancient Monument (SAM) described as a "prehistoric earthwork in Bowley's Plantation"; herein referred to as the Bowley's Plantation SAM. The nearest listed buildings to the site are the Frampton Arms pub and its outbuildings at the level crossing at Moreton station, approximately 850m from the site. There is a further SAM approximately 350m southeast of the corner of the proposed SANG on the east site of Moreton Road. This is Tinkers Barrow, a Bronze Age bowl barrow set within a woodland.
- 4.5 The site is generally flat. It incorporates a number of trees and hedgerows and is bisected by two rights of way; footpath S49/2 which runs north/south from Warmwell Road towards Holly Farm; and Bridleway S49/1 which shares the route of the village hall access road from Warmwell Road and routes east through woodland to Moreton Road.
- 4.6 The site lies within the Dorset Heath National Character Area (NCA) and Crossways Gravel Plateau Landscape Character Area (LCA). It lies outside of the Dorset National Landscape. The site is within 5km of both the Warmwell and Winfrith heathland Sites of Special Scientific Interest (SSSIs).

5. Description of development

- 5.1 The application is a hybrid proposal (part detailed and part outline).

Detailed element

- 5.2 The detailed element of the application seeks planning permission for the erection of 99 open market dwellings and affordable dwellings, a new doctor's surgery, a replacement village hall, a car park, a new village green, new vehicular and pedestrian accesses and works to Warmwell Road together with change of use of 22.4ha of land to a SANG.
- 5.3 The 99 dwellings would form the first phase of development. 35% of these units would be provided as affordable housing with a tenure split of 50/50 between affordable/social rented and shared ownership/low-cost ownership provision. A new village hall and doctor's surgery are proposed at the entrance to the site from Warmwell Road alongside associated car parks. A village green is proposed to the east of the village hall. New vehicular and pedestrian accesses and works to Warmwell Road also form part of the detailed proposals.
- 5.4 Village Hall – The village hall is a single-storey double height building located to the east of the central access onto Warmwell Road. It is intended to be a key focal point for the development whilst also serving as a hub for the wider community. The building includes a main hall sufficient to accommodate a badminton court, stage area/ancillary committee room, small hall, store rooms, playgroup facilities including an outdoor play space, foyer/entrance area, kitchen, office, toilets and changing facilities. The village hall fronts west onto the new access road into the site and includes large glazed areas on the east elevation facing out onto the proposed village green running alongside the main road. Nine parking spaces are shown immediately adjacent to the new hall with the majority of the parking demand to be met by the car park behind the new surgery (see below).
- 5.5 Doctor's Surgery – A new doctor's surgery is proposed to the west of the central junction to Warmwell Road opposite the proposed village hall. This has a smaller footprint than the proposed village hall and would be two storeys in height. It includes three GP rooms, a nurse's treatment room, three multi-function rooms, a private consultation room, two offices, a reception and waiting area, toilets and a staff room. A pharmacist is shown as incorporated into the surgery on the ground floor with external public access and an internal connection to the surgery's waiting room. A total of 53 car parking spaces are shown along with motorcycle spaces, designed to be shared with users of the community facilities. Cycle parking for both the village hall and new surgery are shown to the front of the building.
- 5.6 Change of use to SANG – 22.4ha of land within the site – a little over half – is proposed to be provided as suitable alternative natural greenspace (SANG). The application seeks permission for a change of use of this land from a nil/agricultural use to be used as open space as mitigation for the impacts of the increased residential development on the site on the nearby heathland Sites of Special Scientific Interest (SSSI) at Warmwell Heath and Winfrith Heath. The proposed SANG includes areas of grassland, woodland and heath. The SANG is shown divided into four "units" with the open grassland areas immediately surrounding the proposed residential areas. On the eastern side these adjoin the woodland at Moigne Coombe Wood. The proposals for the SANG involve limited physical intervention to these areas. The main changes are to provide new links to these areas to bring these into the public domain, creating interest for informal walking routes to be used for dog walking and informal recreation.

Outline element

- 5.7 The outline element of the application seeks permission for 401 open market and affordable dwellings, the provision of 2.5ha of employment land, new vehicular and pedestrian accesses, roads, footpaths and cycleways, a car park for the proposed SANG and two pumping stations. In total 500 dwellings are proposed across the detailed and outline elements of the application. The 401 dwellings would be on land to the south and west of the Hybris Business Park and south of Summer Farm, extending south from Warmwell

Road. The residential elements extend around to the current village hall site to wrap around the Hybris Business Park to the south of Scotton Way.

- 5.8 Within the residential elements of the scheme are indicated areas of open space with three locally equipped areas of play space (LEAPS) shown. There are also other areas of open space, including to the west of the Bowley's Plantation SAM. There are also open areas around retained tree copses within the land. A series of allotments is indicated immediately adjoining the southern boundary of the recycling centre. A separate car park west of the public bridleway along the western boundary is located to serve the proposed SANG in this area.
- 5.9 At the eastern corner of the site at the junction of Warmwell Road and Moreton Road, an area of 2.5 hectares of employment land is indicated. This would be served by a separate access from Warmwell Road opposite No. 16 Warmwell Road. This road is shown to link into the remainder of the development to the south, also providing access to the residential development.
- 5.10 Overall, there are three vehicular accesses indicated, with a main central access forming part of the full permission and two additional accesses serving the east and west of the development within the outline element of the application.

6. Background

- 6.1 This planning application has twice been considered by Planning Committee, firstly by the former West Dorset Development Control Committee on 16 November 2017 and secondly by the Dorset Council Western and Southern Area Planning Committee on 5 September 2019. In both instances Members resolved to grant planning permission subject to the completion of a Section 106 Agreement and planning conditions. The associated committee reports are included at **Appendices 1 and 2** of this report.
- 6.2 Whilst the most recent resolution was reached over six years ago, progression of the Section 106 Agreement stalled and further delays have been caused by nutrient neutrality issues, given the location of the site within the catchment area of Poole Harbour. New material considerations, including: the National Planning Practice Framework (NPPF) and National Planning Practice Guidance (NPPG) also require consideration.
- 6.3 Due to the implications of nutrient neutrality and new material planning considerations, it has been necessary for officers to reconsult consultees and reconsider the implications of material planning considerations.
- 6.4 This report identifies the revised material considerations, summarises the further consultation responses received, provides an officer opinion on the effect of the new material considerations, including revised planning conditions and Section 106 Heads of Terms, and sets out a revised recommendation.

7. Relevant planning history

- 7.1 The following minerals application for prior extraction of sand and gravel within the north east of the site is pending consideration.
- WD/D/16/000652 - Decision: Pending Decision Date: N/A
- Gravel extraction of up to 131,000 tonnes of sand and gravel; new vehicular access onto B3390 Warmwell Road

8. List of constraints

- Allocated site: CRS1 – Land at Crossways
- Within defined development boundary
- Landscape character area - Crossways Gravel Plateau
- Within 5km of both the Warmwell and Winfrith heathland SSSIs
- Within minerals safeguarding area
- Poole Harbour Nutrient Catchment Area
- Within the setting of scheduled ancient monument: Prehistoric earthwork in Bowley's Plantation (List Entry: 1002772). Distance – 8m to east at Hybris Business Park.
- Public Rights of Way:
 - Bridleway S49/1
 - Footpath S49/2
- Flood Zone 1
- Risk of Surface Water Flooding: 1 in 30 and 1 in 100 year risk – North east of site adjacent to Moreton Road/Warmwell Road junction and along the western boundary of the site.
- Groundwater – Susceptibility to flooding
- Southern Gas Network (SGN) - Medium pressure gas pipeline (75 mbar – 2 bar) along the village hall access road from Warmwell Road.
- Existing and higher potential ecological network
- Wildlife Present: various including: lichen, palmate newt, slow worm, grass snake, common lizard, bat and common frog.
- Site of nature conservation interests (SNCIS): SY78/037 - Skippet Heath. To the south west of the site
- Grade 2 Agricultural land (Best and Most Versatile Agricultural Land)
- Radon: Class: 1.0

9. Consultations

- 9.1 The below summarises all further consultee responses that have been received since the 2019 planning committee. All consultee responses can be viewed in full on the website and historic consultee responses are summarised within the earlier committee reports at **Appendix 1** and **Appendix 2**.

Consultees

- 9.2 **Environment Agency** – No comments to make.

Historic England

- 9.3 Reiterate earlier advice that the proposals would cause loss of significance to the Scheduled Monument (ref. 1002772) through change to its setting. Historic England recommend that at the Reserved Matters stage the proposed access road is relocated further to the west and north, so that it does not impinge on the sub-surface enclosure remains. They also recommend that a management plan is prepared for the Scheduled Monument and the enclosure remains within the application area. The management plan

should include proposals to manage the entire enclosure as one asset and should include provisions to retain it as an open space, free of potentially intrusive features such as fencing, lighting, drainage or sub-division.

9.4 Ministry of Defence – No objection.

National Highways

9.5 Recommend planning conditions to secure mitigation works at the A35 Max Gate junction, Dorchester.

9.6 The applicant will also be required to enter into a suitable legal agreement with National Highways as the scheme will involve works within the highway boundary which is land not within the applicant's control. This will enable National Highways to agree the detailed design of the works, the further Road Safety Audit stages required, construction method and any associated traffic management. All costs shall be met by the applicant, including legal costs and a commuted maintenance sum.

9.7 We would further advise the planning authority to ensure that robust travel plan measures are secured to encourage and support the take up of sustainable travel modes.

Natural England

9.8 Natural England has commented on earlier iterations of the SANG Management and Phasing Plan, including recommending that a Fallow Management Plan be developed. They make recommendations in respect of achieving nutrient neutrality and confirmed agreement with the Council's Habitat's Regulations Assessment in March 2026.

Sport England

9.9 Maintain its objection on the grounds there is no sports provision being provided on site or off-site in order to meet the needs of the new residents.

9.10 **Building Control** – No comments received.

9.11 **Coastal Risk Management** – No comments received.

9.12 **Dorset Waste Team** – No comments received.

9.13 **Economic Development and Tourism** – No comments received.

9.14 **Education Officer** – No comments received.

Environment Mitigation Delivery Team

9.15 The Council's Environmental Mitigation Development Team has issued a series of comments on the proposals and various versions of the SANG Management Plan. The latest comments confirm that the SANG Management Plan is acceptable.

9.16 The Team advises that step-in rights and the SANG Management Plan should be secured through an appropriate legal agreement.

9.17 **Environmental Services - Protection** – No comments received.

Environmental Assessment

9.18 In order to achieve nutrient neutrality pre-2030, the following would need to be secured via planning conditions or a legal agreement:

- The SANG will need to be delivered prior to the occupation of phase 1. In order for the Environmental Assessment Team to be able to conclude that nutrient neutrality will be achieved pre-2030, the SANG must be delivered in its entirety and grazing must cease completely;
- Only phase 1 to be commenced prior to 2030, with the remaining development post 2030;
- The standard planning condition requiring the appropriate number of credits to be secured (493.35 permanent credits); and
- The higher level of water efficiency must be secured through a planning condition.

Flood Risk Management

9.19 No objection subject to surface water drainage conditions. The flood risk of the site is compatible with the proposed development.

Highways

9.20 Following review of the latest Transport Assessment Addendum and amended drawings, the Highways Authority confirmed no objection subject to conditions and planning obligations.

Housing Enabling Team

9.21 No objection. There is a need to secure the affordable housing on site through a Section 106 Agreement in perpetuity, to ensure commitment to the delivery of the on site provision.

Landscape

9.22 No in principle objection to the proposed development with regard to landscape or visual impact.

9.23 The Council's Senior Landscape Officer raises some comments in relation to cycle and pedestrian access provision and tree planting within the detailed element of the application. The officer's preference is for the issues to be addressed through submission of amended plans, although suitably worded conditions would be sufficient.

9.24 **Libraries** – No comments received.

9.25 **Minerals & Waste Policy** – No comments received.

9.26 Natural Environment Team

- 9.27 Whilst the application is exempt from mandatory biodiversity net gain (BNG), the NET note the proposals would not result in a net loss of habitat. The NET recommend that an updated statutory biodiversity metric is submitted for each forthcoming reserved matters application, once the final details are known, alongside any updated ecological baseline surveys and ecological appraisals.
- 9.28 The measures within the Ecological Impact Assessment (EclA) report (July 2025) should be implemented during relevant phases of development. A Construction Environmental Management Plan (CEMP) and a Landscape and Ecological Management Plan (LEMP) should be secured.
- 9.29 Recommend that an updated SANG Management Plan is secured via planning condition.
- 9.30 **Public Transport** – No comments received.

Rights of Way Officer

- 9.31 Recommend condition(s) in order to reduce conflict between users of the development and users of public Bridleway S49/1 which passes through the site.
- 9.32 **Street Lighting Team** – No comments received.

Trees

- 9.33 In re-reviewing the proposals, the Trees Team has created a new TPO to protect 25 individual trees, 15 groups of trees and four blocks of woodland. This is in addition to the two small area TPOs (ref: WDDC/861) which encompass the small development of Heathfields Park and the northwestern section of the Hybris.
- 9.34 The Trees Team raises no objection to the detailed element of the application but note that the impacts of a wildlife pond within the SANG should be further assessed. Conditions are recommended in relation to tree protection and landscaping details. Some concerns are raised in relation to the illustrative proposals shown in the outline element of the application.
- 9.35 **Urban Design** – No comments to make.
- 9.36 **Waste Team** – No comments received.
- 9.37 **Amphibian and Reptile Trust** – No comments received.
- 9.38 **Bournemouth Water Limited** – No comment.

Dorset Fire and Rescue Service

- 9.39 If planning permission is granted, the development would need to be designed and built to meet current Building Regulations requirements. The FRS highlights the requirements of B5

of Approved Document B, specifically requirements of access and facilities for the fire service, water supplies, fire safety legislation and sprinkler protection.

9.40 **Dorset Police Architectural Liaison Officer** – No comments received.

9.41 **National Rail**

Raise concerns regarding the impact of the development on Moreton Station and note the estimated cost for mitigation at Moreton Level Crossing is in the region of £4m. Network rail request further information regarding the impacts to these levels crossings and advise they cannot determine the impact the development may have on railway safety.

NHS Dorset

9.42 Advise that further discussions with the applicant have taken place concerning the potential inclusion of a new GP surgery within the development. Whilst a GP surgery has been proposed within the scheme, it is important to note that its delivery cannot be presumed at this stage. NHS Dorset and Atrium Health at Crossways Surgery will continue to explore options for both the current and potential site as the application progresses. All parties remain committed to working together to identify the best opportunity for delivering general medical services to the people of Crossways.

Ramblers Association

9.43 Draw attention to previous consultation responses. Note the Transport Assessment Update (May 2025) does mention footpaths and still doesn't explain how these rights of way are to be accommodated within the development or what new links are to be established within the new estates. Urge that future recommendations include funding for rights of way and that early consultation with user groups about any diversions which might be necessary be initiated as soon as possible.

Scottish and Southern Energy

9.44 SSEN has both high and low voltage underground cables within the application site, along with overhead lines. As well as opening a dialogue with SSEN, the applicant should arrange full cable tracing for safety and in line with appropriate guidance. The application should not negatively affect this SSEN's assets.

9.45 **Wessex Water** – No comments received.

WPA Environmental

9.46 WPA confirms it has reviewed the preliminary site investigation report. Given the site character, it is advised that contaminated land planning conditions should apply and that an invasive Phase 2 site investigation is required so that a remediation scheme can be designed, implanted and verified prior to occupation.

Crossways Parish Council

9.47 While the Council support the inclusion of community infrastructure alongside housing, they raise comments in relation to the phasing of village facilities and health hub provision:

- Phasing of village facilities: It is essential that key community facilities – including the doctor's surgery (Health Hub), the replacement village hall, and associated infrastructure – are delivered during the first phase of development. These elements should not be left until the final stages of housing completion. Integrating these vital services early on will ensure they are available to support both existing residents and those moving into the new homes as the community grows.

The Council would also stress that the present village hall has deteriorated further since the original plans were submitted. Delaying its replacement until a later phase risk jeopardising its continued use as a functional community centre. Ensuring its early delivery is not just preferable – it is vital to preserving an important local asset.

- Health Hub Provision: Regarding the proposed doctor's surgery, The Council strongly recommend that this facility be developed as a Health Hub under the ownership of NHS Dorset. The hub should serve as a flexible, multi-use medical centre, allowing general practitioners to access space when needed. Additionally, this Health Hub should offer rooms available for rental by independent health professionals or service providers, enhancing the range and accessibility of healthcare services for local residents.

By incorporating a flexible, NHS-backed Health Hub model and ensuring early delivery of village facilities, the development will better serve the long-term needs of the Crossways community.

Moreton Parish Council

9.48 Agree with and support comments from Crossways Parish Council. The Council believe it is vital that the village hall, health hub and all respective infrastructure is constructed in the first phase of the development so that the facilities are there as new home owners move in, helping to alleviate the strain on existing facilities.

9.49 **Owermoigne Parish Council** – No comments received.

9.50 **Warmwell Parish Council** – No comments received.

9.51 **Woodsford Parish Council** – No comments received.

Active Travel England

9.52 Whilst not a statutory consultee on this application, Active Travel England raised a series of transport and highways related comments.

Representations received

9.53 Since the 2019 planning committee two third-party responses have been received, in summary:

CPRE Dorset

- 9.54 The GP surgery is very welcome but needs to be built and set up early. We hope that there will be a significant number of affordable homes – many more than are usually promised. All houses should be fitted with as many solar panels as the roofs will allow.

Neighbouring resident

- 9.55 Objects to the proposals for the following reasons, in summary:

- Urban sprawl and unsustainable development
- Loss of natural habitat
- Loss of amenity space
- Traffic and highway safety
- Strain on infrastructure
- Adverse amenity impacts, including noise, dust, loss of privacy, light and views
- Adverse impacts on existing house prices
- Concerns with the consultation process – neighbours not effectively informed, consultation too late in the process and site notices poorly positioned.
- Failure to demonstrate that reasonable alternatives were considered.

10. Duties

- 10.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

11. Relevant policies

Development plan

In this case the development plan comprises:

Local Plan Adopted West Dorset and Weymouth & Portland Local Plan 2015:

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

- CRS1: Land at Crossways
- INT1: Presumption in favour of sustainable development
- ENV1: Landscape, seascape and sites of other geological interest
- ENV2: Wildlife and habitats
- ENV4: Heritage assets
- ENV5: Flood risk
- ENV9: Pollution and contaminated land
- ENV10: The landscape and townscape setting
- ENV12: The design and positioning of buildings
- ENV13: Achieving high levels of environmental performance
- ENV15: Efficient and appropriate use of land

- ENV16: Amenity
- SUS1: The level of economic and housing growth
- SUS2: Distribution of development
- ECON1: Provision of employment
- ECON2: Protection of key employment sites
- HOUS1: Affordable housing
- HOUS3: Open market housing mix
- HOUS6: Other residential development outside defined development boundaries
- COM1: Making sure new development makes suitable provision for community infrastructure
- COM7: Creating a safe & efficient transport network
- COM9: Parking provision
- COM10: The Provision of utilities services infrastructure

The Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan 2019:

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

- MS-1: Production of Sand and Gravel
- MS-8: Preventing Land Use Conflict

Dorset and Poole Minerals Strategy 2014:

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

- AS1: Provision of Sand and Gravel
- SG1: Mineral Safeguarding Area
- SG2: Mineral Consultation Area

Material considerations

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.

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. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

National Planning Policy Framework 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).

Other material considerations

National Planning Practice Guidance

Dorset AONB Landscape Character Assessment

Dorset National Landscape Management Plan 2026-2031

Dorset Heathlands Planning Framework 2020-2025 Supplementary Planning Document

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

WDDC Design & Sustainable Development Planning Guidelines (2009)

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.

12. Human rights

Article 6 - right to a fair trial.

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

The first protocol of Article 1 protection of property.

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

13. Public Sector Equalities Duty

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

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

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

- 13.3 It is noted that the scheme will provide a new doctor's surgery. This will expand provision and improve access to healthcare for residents, also meeting increased demand created by the development. A modern purpose-built facility is also likely to provide improved provision and a pharmacy would also benefit residents providing access to this type of healthcare advice and provision locally. All new buildings in the development would also be required to comply with building regulations which have their own requirements in respect of access.
- 13.4 The development would also provide additional open space and access to the countryside through the provision of SANGs, allotments and LEAPs. The provision of open space provides greater opportunities for recreation, exercise and spending time outside, all of which have health benefits.

14. Public Benefits

- 14.1 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	
Housing	500 dwellings
Affordable housing	35% of 500 (175 dwellings) with a 50:50 split between social/affordable rented and intermediate tenures.
Employment land	2.5ha
SANG	22.4ha
Replacement village hall	
Doctor's Surgery	With flexibility to be provided as a health hub, or alternative facility subject to further engagement with NHS Dorset.
Village green	
Allotments	
Play areas	3 x LEAPs
Education contribution	£2,722,212 index linked from date of last committee
SANG maintenance contribution	Financial amount not known at this time – to be agreed following further discussion with Dorset Wildlife Trust.
Strategic Access Management and Monitoring (SAMM) provisions	Approximately £201,452 (£406 per dwelling and £277 per flat, based on 12 apartments and 87 houses within Phase 1 plus an assumed provision of 401 houses within the outline element. Final amount to be based on the reserved matters).
Air quality	£25,000 (£50 per dwelling)

Highway contribution towards off-site highway works	£467,000 towards off-site highway works to include: 1. an improve link between Old Farm Way and Warmwell Road (£175,000) 2. improved pedestrian crossing facilities at the junction of Warmwell Road and Dick O' Th' Banks Road (£275,000) 3. One replacement bus shelter with real time traffic information (£17,000)
Highway improvements to Warmwell Road	Financial amount not known at this time – will be based on the cost of the physical works.
Highway improvements at Max Gate	Financial amount not known at this time – will be based on physical works.
Non material considerations	
Business rates	In line with ratable value
Council Tax	In line with tax bands
New Homes	In line with allocation for 2026/27

15. Environmental implications

- 15.1 The proposal would lead to additional CO2 emissions from the construction of the proposed development and from the activities of future residents and occupiers.
- 15.2 The construction phase would include the release of CO2 emissions from workers vehicles during the construction process. CO2 emission would be produced as a result of the production and transportation of the building materials and during the construction process.
- 15.3 This has to be balanced against the benefits of providing housing, community and employment provision in a broadly sustainable location and should be offset against factors including the provision of electric car charging and the dwellings being reasonably energy efficient as required by Building Regulations. At this stage, details of low-carbon and/or renewable energy technologies have not been specified. However, provision is expected to be necessary in order to comply with Building Regulations, details of which are expected to come forward at the detailed design stage.
- 15.4 As an allocated site within the Defined Development Boundary of Crossways, the proposed redevelopment is inherently sustainable in that it would provide new homes, community and employment opportunities in a sustainable location in walking distance of the existing community and public transport links.

16. Planning Assessment

Principle of development

- 16.1 The site is allocated in the adopted local plan for a mixed-use development under Policy CRS1 and the Defined Development Boundary of Crossways was extended to accommodate the site allocation as part of the local plan.
- 16.2 The site allocation policy allocates the site for a “comprehensive mixed-use development to include new homes, local community facilities and at least 3.5ha of employment land.”

- 16.3 The application follows the boundaries of the allocated site in the adopted local plan. The extent to which the scheme complies with all of the criteria in policy CRS1 is examined in this section of the report. Notwithstanding the identified minor conflict with policy CRS1, and the reduced weight afforded to the policy in the absence of a five-year-housing-land supply, the principle of the development of the site is considered acceptable.

Housing provision

- 16.4 500 dwellings would be provided; 99 within the detailed element of the application and 401 within the outline element of the application. The housing mix remains unchanged since the previous committee. It includes a broad range of dwelling types, including 1-bed mews dwellings, apartments, townhouses and larger 4/5-bed detached dwellings.
- 16.5 The mix and quantum of dwellings delivers a range of housing and makes efficient use of land in accordance with local plan policies HOUS3 and ENV15. The provision of 500 homes aligns with the assumed housing delivery detailed at Table 3.7 of the Local Plan.
- 16.6 Owing to the shortfall in housing land supply, the presumption in favour of sustainable development applies and the benefits of providing housing on the allocated site carries significant positive weight.
- 16.7 Consistent with the previous committee reports, 35% of dwellings across the site would be provided as affordable housing with a 50:50 tenure split between affordable/social rented and shared ownership/low-cost ownership dwellings. Whilst the target tenure split sought by policy HOUS1 is 70:30 affordable/social rented : intermediate, the proposed tenure split has been agreed through independent viability testing. The affordable homes would represent a provision of 175 units, a very considerable benefit in meeting the very high needs for affordable housing in the plan area.
- 16.8 Officers have considered the applicant's request that viability review mechanisms be imposed to re-test the viability of the development as 100, 200, 300 and 400 dwellings are completed. The National Planning Practice Guidance (Para. 010 ID: 10-010-20251216) establishes that Local Plans should set out circumstances where review mechanisms may be appropriate, as well as clear processes and terms for how and when viability will be reassessed over the lifetime of a development to ensure policy compliance and optimise public benefits. The Guidance notes that as "the potential risk to developers is already accounted for in the assumptions for developer return in viability assessment, realisation of risk does not in itself necessitate further viability assessment or trigger a review mechanism. Review mechanisms are not a tool to protect a return to the developer, but to strengthen local planning authorities' ability to seek compliance with relevant policies over the lifetime of the project. They should not be used to avoid policy compliance or reduce agreed contributions." The requested review mechanisms would allow for viability to be reassessed over the course of development. The Local Plan does not currently establish any review mechanisms and Policy HOUS1 is clear that lower levels of provision will only be permitted if there are good reasons to bring the development forward and viability assessment shows that it is not economically viable to make the minimum level of provision being sought. Therefore, the requirement for a review mechanism to be imposed is not considered necessary to make the development acceptable in planning terms.
- 16.9 The Affordable Housing Plan for Phase 1 shows the affordable homes would be distributed across the phase, with 17 shared ownership units and 17 affordable/social rented units provided across a combination of houses and apartments. The distribution is considered to be reasonably dispersed within Phase 1 and the houses would be tenure blind given the same house types would be utilised for both market and affordable dwellings. Whilst both apartment blocks would be single tenure – one for affordable/social rented tenants (Units 2-7) and one for shared ownership tenants (Units 60-65) – this is considered to be acceptable

given the limited scale of the apartment blocks (six units each) and management benefits for the Registered Provider in having single tenure blocks. Overall, the proposals would create a mixed and balanced community.

- 16.10 The proposals are considered acceptable in respect of affordable housing subject to securing the provision of affordable housing via a Section 106 legal agreement.

Employment provision

- 16.11 The outline permission proposes to provide 2.5ha of employment land, 1ha below the minimum of 3.5ha advocated for under the site allocation policy (CRS1).
- 16.12 The employment land is located at the far eastern end of the allocation adjoining the junction of Warmwell Road and Moreton Road. A separate vehicular access from Warmwell Road is proposed to serve the employment allocation which will link into the residential element to the south, providing a secondary route into the development. The area of the employment allocation largely follows the field boundaries of an existing parcel of land lying inside the junction of the two roads. The illustrative masterplan indicates retention of the existing field hedges and a small copse to the south providing a physical and visual buffer between the employment and residential areas and the proposed SANG.
- 16.13 The officer assessment of employment provision is consistent with the earlier committee report. An under-provision of employment land on a key site is considered to be a disbenefit of the proposals due to its conflict with policies ECON2 and CRS1. This is weighed in the balancing exercise set out in Section 17 of this report. The extent to which this is a negative factor is dependent on the fact that the scheme will continue to provide new employment opportunities in a sustainable settlement in the 'second tier' of the Council's spatial strategy. It will help to provide balance in the community due to significant expansion under Policy CRS1, meeting the objectives in the local plan to support the local economy to provide opportunities for high quality, better paid jobs and provide greater opportunities to reduce car use. Indeed, the proposals would deliver the majority of the requirement set out in Policy CRS1.
- 16.14 The extent of employment provision which may be provided on the proposed site would make an important contribution towards meeting local needs. Subject to the detailed proposals for the employment space (subject to reserved matters), the proposals have potential to provide significant economic benefits, supporting economic growth and productivity; thereby moderating the shortfall in the quantum of employment space proposed. This is afforded significant weight (NPPF para. 85).

Conservation

- 16.15 Within the western side of the wider outline application is sited Bowley's Plantation Scheduled Ancient Monument (SAM) described as a "prehistoric earthwork in Bowley's Plantation". There are no Conservation Areas in Crossways and the nearest listed buildings to the site are the Frampton Arms pub and its outbuildings at the level crossing at Moreton station. Due to the distances involved – over 800m from the nearest point of the site along Warmwell Road – the development is not considered to materially impact on the setting of these listed buildings. There is a further SAM approximately 350m south-east of the corner of the proposed SANG. This is Tinkers Barrow, a Bronze Age bowl barrow set within a woodland.
- 16.16 The proposals are only considered to have a material impact on the setting of Bowley's Plantation SAM. Around half of the area of the monument lies outside the application site in a wooded area adjoining the Hybris Business Park. Within this area, the SAM survives as an identifiable above-ground earthwork consisting of raised banks of two sides of a

rectangular enclosure. It is only this part which is protected as a SAM. Within the site itself, visible remains of the monument have been ploughed out. However, a geophysical survey undertaken in support of the application appeared to establish the remainder of the enclosure survives as a sub-surface feature.

- 16.17 The application is accompanied by an assessment of the setting of the heritage asset. This advises that there will be impacts to the setting of the SAM and thereby its significance with the possibility that the current indicative layout could involve a road over the sub-surface remains, or at best right up to the remains. The report notes: *“While the physical integrity of the monument as a whole will be maintained, the asset will be visually isolated from its setting with the introduction of suburban elements to this rural monument. As such, it is argued that the net effect will be to cause harm to the significance of the asset”*.
- 16.18 The report therefore proposes mitigation for these impacts. As no features were identified outside of the SAM, they suggest a 5m protection buffer to the remains. This would require the indicative layout to be amended in the vicinity of the monument. The report also recommends assisting in the interpretation and appreciation of the SAM by providing enhancements to the understanding of the remains. It suggests it would be desirable to establish access around the entire monument, removing current undergrowth which partially obscures the upstanding remains outside the application site to allow for better understanding of the site. In addition, interpretation panels are suggested along with a walking route around the monument.
- 16.19 Historic England has responded to the latest round of consultation to request that its earlier responses are considered. The proposals would impact on the setting of the SAM through urbanisation of surrounding land. This is considered to result in less than substantial harm (at the lower end of the spectrum) to the significance of the heritage asset. Given the extensive public benefits of the proposals (summarised in Section 13 of this report), the less than substantial harm is considered to be outweighed by public benefits and the proposals are considered to be acceptable in respect of heritage matters. In line with the previous committee resolutions, a planning condition to guide the reserved matters for the adjacent residential development is proposed in order to respect the setting of the SAM. Subject to this condition, the proposals are acceptable in accordance with policy ENV4.

Landscape impact

- 16.20 The site lies within the Crossways Gravel Plateau Landscape Character Area outside of the Dorset National Landscape. Due to the relatively flat nature of the site and the surrounding area coupled with the mosaic of woodland over the wider area, long-range views of the site are limited.
- 16.21 As set out in the masterplan assessment, the scheme seeks to incorporate existing landscape features thereby retaining important parts of the existing landscape framework. This retains existing trees and copses/woodland areas as well as field hedges. Consequently, views of the development would be limited and only become apparent in closer range views. From these points, the development would result in the change from an agricultural character to a built development, extending the village into the surrounding countryside.
- 16.22 In the vicinity of Warmwell Road, the development would appear as a logical extension to the settlement where the developed area of the village is readily apparent. The proposed layout fits with the village fringe character where a sense of spaciousness and a verdant appearance are characteristic. Moreover, with the provision of the SANG, the scheme represents an opportunity to contribute to the landscape character of the area. Streets are also tree lined as advocated for in the NPPF (Para. 136).

- 16.23 The Council's Senior Landscape Officer raises no objection in principle with regard to landscape or visual impact. The officer has raised some concerns in relation to tree planting within the detailed element of the application, specifically whether some of the proposed trees may have sufficient available tree soil volumes to enable them to establish and reach their expected mature canopy height and spread. Some concerns are also raised in relation to the proximity of some trees to building facades and coordination with underground services and lighting. Subject to appropriately worded conditions securing the details of hard and soft landscaping, including maintenance, these concerns are capable of being resolved through approval of further details.
- 16.24 Subject to conditions, the proposals are considered to comply with Policy ENV1 of the Local Plan.

Design

- 16.25 Minor design changes to the proposals have been made to the proposals following the latest advice from the Highways Authority. The updates generally improve permeability and access for pedestrians, cyclists and other vulnerable users.
- 16.26 The proposed detailed layout will bring forward an identifiably new chapter in the development of the village introducing a new character to the settlement. Consistent with the conclusions of the earlier committee reports, it is considered an appropriate approach which the quality of the Phase 1 development demonstrates will be an asset to the village. Consequently, the garden suburb layout for Phase 1 is considered to meet the tests in Policy ENV10 to enhance the distinctiveness of Crossways. Moreover, it also sets a standard for the later phases reflected illustratively in the overall masterplan.
- 16.27 The overall concept for the site has been followed through in the Phase 1 design. The house designs, materials, the layout and landscape details all work to reinforce this design concept. Overall, a high-quality development is proposed and the public buildings proposed in Phase 1 which, as well as providing significant social benefits to Crossways, would also contribute positively to the character and appearance of the area.
- 16.28 For these reasons the proposed Phase 1 detailed scheme is considered to comply with Policies ENV10, ENV11 and ENV12. It also makes efficient use of the land in accordance with ENV15 and provides a suitable range of housing in line with HOUS3.

Trees

- 16.29 The proposals are considered acceptable in respect of trees. They would provide for tree lined streets as advocated for in the NPPF (Para. 136) and suitably integrate the development within the surrounding context.
- 16.30 The application relies on the earlier tree reports which were assessed and found acceptable by Members. No high value trees would be removed to facilitate the development and the Council's Tree Officer has no objection to the detailed proposals. The Tree Officer's comments that the wildlife pond within retained woodland within the SANG should be further assessed is capable of being satisfied via an appropriately worded condition for the relevant phase of development. However, as set out in the latest SANG Management Plan, the wildlife pond is no longer proposed.
- 16.31 Overall, the proposals are considered acceptable subject to suitably worded planning conditions securing the details of soft landscaping, including maintenance.

Highways

- 16.32 The applicant has submitted a Transport Assessment Addendum to consider highway changes since the previous planning committee. This primarily updates the assessment in respect of the local road network impacts based on updated surveys. Revised drawings have also been submitted in respect of the detailed element of the development to access and pedestrian routes. The highways-related aspects of the application are assessed as follows:

A35 Max Gate Junction

- 16.33 In terms of the strategic road network, National Highways maintains its position that the previously agreed improvements to the A35 Max Gate junction (Dorchester) remain necessary to make the development accessible in highways terms.
- 16.34 The improvement scheme was required in addition to the 'committed infrastructure' previously identified for the Siverlake proposals under planning permission 1/D/13/001112. The works comprise banning the right turn movements from the A352 to A35 northbound, widening of the A35 carriageway and right-turn lane and extending the right-turn lane on the A35 by approximately 40m. National Highways consider that the previously agreed trigger of no more than 100 dwellings (based on 35% affordable) being occupied prior to the full improvement scheme being implemented would be acceptable. An appropriately worded condition is proposed.

Network capacity

- 16.35 The Highways Authority consider that modelling of impacts on the local road network is robust and has been assessed using industry standard methodology.
- 16.36 The proposals are predicted to generate 393 two-way movements in the AM peak hour and 374 two-way movements in the PM peak hour.
- 16.37 Highways advise that the junction modelling considers a worst-case in terms of HGV traffic and advise that all assessed junctions are predicted to operate within capacity in the 2035 base with development scenario, with predicted queues and delays remaining limited and acceptable. No junction is shown to approach theoretical capacity, and the residual cumulative impacts of the development are not considered to be severe.

Mitigation and off-site works

- 16.38 The applicant proposes various offsite works along Warmwell Road to mitigate the highway impacts of the development, address road safety concerns, address pedestrian and cycle severance across Warmwell Road and promote active travel. The proposed offsite works include:
1. New and upgraded pedestrian crossing points – including Copenhagen-style cycle and pedestrian crossing at the central access to the site.
 2. A central refuge island – within the existing Warmwell Road / Lewell Road junction.
 3. Re-aligning and widened footways – to a minimum width of 2m to provide safe and continuous pedestrian connections between the junctions of Warmwell Road / Lewell Road and Warmwell Road / Mount Skipet Way.
 4. New shared pedestrian and cycle route – 3m wide shared footway / cycleway along the southern extent of Warmwell Road.
 5. Traffic calming measures.
 6. Carriageway markings.
 7. Associated highway realignment.
- 16.39 The Highways Authority notes the works would be delivered via Section 278 works of the Highway Act 1980 prior to first occupation of the development. The works would be wholly at the applicant's expense. A planning condition is proposed to secure this. Separately, the applicant also proposes to reduce the speed limit along Warmwell Road to 30mph via a Traffic Regulation Order.

- 16.40 Acknowledging the limited active travel connectivity between the site and Moreton Station, the applicant has offered a proportionate contribution towards a potential improvement scheme linking the site with Moreton Station. The applicant has costed improvement works based on a 1.2km stretch, at approximately £390,000. Following investigation by the Highways Authority, the suggested improvements may not be achievable due to physical constraints. As an alternative, the Highways Authority has identified improvements to the crossing at the junction of Warmwell Road and Dick O'Th' Banks Road in the order of £275,000. Such improvement works would reduce hazards to pedestrians and provide more direct and safer routes to Moreton Station, Frome Valley First School and the recreation ground. The requested contribution is considered necessary, directly related to the development and fairly and reasonably related in scale and kind.
- 16.41 The applicant has also offered: a contribution towards the provision of Real-Time Passenger Information (RTPI) at bus stops on Mount Skippet Way / Warmwell Road; a £100k contribution to improve the existing link between Warmwell Road and Old Farm Way; and a proportionate contribution towards an e-bike scheme (such as Beryl Bikes). The Highways Authority considers that improvements to the link and bus stop improvements would help to improve active travel options and pedestrian routes north of the site to local facilities, including Frome Valley First School and the recreation ground. The Highways Authority estimates the costs of improving the Old Farm Way link to be £175,000 and the bus stop improvements to be £17,000. The contributions are considered necessary, directly related to the development and fairly and reasonably related in scale and kind. The Highways Authority advise that Beryl Bikes is not currently viable in Crossways. Accordingly, a contribution towards an e-bike scheme is not considered to meet the tests for planning obligations.

Travel Plans for the residential and employment elements of the development are also proposed to be secured in the interests of promoting more sustainable travel modes.

Internal layout

- 16.42 As noted above, the internal layout of the detailed element of the proposals has been adjusted to respond to comments from the Highways Authority.
- 16.43 The Highways Authority notes the proposed internal layout for the detailed element, provides pedestrian connectivity, permeability and overall accessibility. The layout also provides appropriate provision for cycling, enables all required vehicular movements, and allows safe and efficient access for emergency, service and delivery vehicles.
- 16.44 Speed control measures are proposed throughout the site to ensure vehicle speeds of 20mph or lower. The Highway Authority notes that elements of the internal layout include shared surface areas. Highways note that where footways are not segregated from the carriageway and vehicular activity is intended to be low it is important that the design gives due regard to Inclusive Mobility, particularly the needs of visually impaired users. In this regard, Highways suggest that appropriate measures such as the use of defined reference points such as a continuous fence line or a kerb upstand (preferred 50mm, minimum 25mm), to provide tactile or visual guidance could be secured by planning condition.
- 16.45 The extent of shared surfaces is disappointing for a modern development and, in some instances, would not prioritise the need so pedestrians, cyclists and other road users over the needs of vehicles. However, the design updates that have been made over the course of determination have reduced areas of conflict and are considered acceptable overall given they are not considered to present a highway safety concerns. Indeed, the majority of routes, and routes serving the proposed community infrastructure would have appropriate segregated provision.

- 16.46 The layout of the detailed element makes appropriate provision for the subsequent adjoining phases of development to the east and south.

Parking

- 16.47 The Highways Authority considers that the proposed level and arrangement of parking within the Phase 1 layout is considered acceptable and proportionate, to achieve an appropriate balance between parking provision and the promotion of active travel and sustainable transport modes, without giving undue dominance to car parking.
- 16.48 As part of the discharge of conditions, the provision of street trees will be important in order to soften the streetscene and larger areas of car parking.

Public rights of way

- 16.49 In respect of public rights of way, the comments from the Council's Rights of Way Officer regarding planning conditions to reduce conflict between users of the development and users of the Bridleway (S49/1) which runs north/south through the site past the existing village hall are noted. The route would provide access to phases of the outline element of the application, a SANG car park to the west of the route and development to the south. The Illustrative Masterplan shows how the site could be arranged to segregate users of the bridleway from vehicle traffic. The impact on the route would be considered at the reserved matters stage and the council's highways team would be consulted on the detailed design to consider how users of the bridleway would be appropriately accommodated in order to reduce potential for conflict.
- 16.50 Officers also note the character of the footpath which runs north/south through the site along the east side of the Hybris Business Park would also be affected. The route of the path would not be affected by the detailed element of the application, although the immediate setting would change from one of rural character to suburban character partially enclosed by acoustic fencing. Within the outline element, users of the bridleway would likely need to cross roads within the site to continue along the route, whereas the route currently crosses open fields. This change to the character of the route would degrade the quality of the existing route.
- 16.51 Where developments result in the severance or degradation of existing or propose routes, Policy COM7 notes that compensatory enhancements will be sought such that there is a net improvement to the public right of way network. Currently the site is inaccessible to the general public save for the public rights of way. The extensive SANG would provide extensive public access and routes across the site. Subject to securing this via a Section 106 Legal Agreement, the adverse effect on rights of way would be suitably mitigated in compliance with policy COM7. This is also considered to address the concerns raised by the Ramblers.
- 16.52 As there are statutory requirements to maintain access along public rights of way, planning conditions are not considered necessary to reduce conflict between users of the development and users of the Bridleway.
- 16.53 Overall, the proposals are considered acceptable subject planning conditions. The impacts of the proposals would not be severe and highway safety considerations would be appropriately mitigated.

Ecology and biodiversity

Dorset Heathlands and Poole Harbour

- 16.54 The proposed SANG Management Plan has been updated to respond to the Dorset Heathlands Planning Framework 2020-2025 and the feedback from the Environment

Agency and the Council's Heathland Mitigation Officer. It is expected that the SANG would be managed by Dorset Wildlife Trust (DWT), with management fees covered by the applicant. The necessary management fees would be agreed as part of the Section 106 negotiations and secured via the agreement prior to issuing any decision notice. A Strategic Assess Management and Monitoring (SAMM) contribution is also required and would be secured via the Section 106 Agreement.

- 16.55 Since the application was last considered at planning committee, the matter of nutrient neutrality in Poole Harbour has compounded. The applicant has developed a nutrient neutrality strategy in consultation with the Environment Agency and the Council's Environmental Assessment Team. The proposed strategy would be delivered on a phased basis to take advantage of the differential mitigation required pre- and post-2030 owing to the duty placed on water companies to upgrade certain wastewater treatment works by April 2030 under the Levelling Up and Regeneration Act 2023. Phase 1 would comprise the detailed element of 99 dwellings and Phase 2 would comprise the outline element of 401 dwellings. The following mitigation measures are necessary to ensure nutrient neutrality:
1. The entire development site to be taken out of agricultural use prior to commencement of development.
 2. SANG of 22.4ha delivered prior to the occupation of any dwellings.
 3. No more than 99 dwellings to be constructed before 2030.
 4. Higher level water efficient dwellings (120 litres per person per day).
 5. Purchasing of 493.35 of in-perpetuity credits to address nitrogen loading.
- 16.56 1 to 3 are proposed to be secured via Section 106 legal agreement. 4 and 5 are proposed to be secured via appropriately worded planning conditions. To allow flexibility for the phasing of the reserved matters to be refined over the course of the development, the wording of the planning condition for addressing nitrogen loading associated with the outline element of the application allows for updated nutrient budgets to be subsequently agreed as part of the discharge of conditions process.
- 16.57 The submitted SANG Management Plan has been updated to incorporate a Fallow Management Plan explaining how the site would be taken out of agricultural use and managed prior to development taking place. The Plan is proposed to be secured via Section 106 Legal Agreement.
- 16.58 The Dorset Heathlands Interim Air Quality Strategy SDP (2021) has also been adopted since the previous planning committee. In order to mitigate the likely significant effect on Dorset Heathlands through increased airborne nitrogen pollution, a contribution of £25,000 (£50 per dwelling) is required in accordance with the SPD.
- 16.59 The LPA is the competent authority for the purposes of the Habitats Regulations. Due to the potential impact of the development on the European-level protected sites, the Council is required to carry out an appropriate assessment before determining the application. In conjunction with the advice from Natural England, the assessment is that with the proposed mitigation measures of the provision and management of the SANG, SAMMs contribution, air quality contribution, along with the proposed mitigation measures towards Poole Harbour nutrient impacts, the proposals provide sufficient mitigation for the development's impacts on the internationally protected sites. Therefore, the scheme complies with Policy ENV2 of the Local Plan.

Biodiversity

- 16.60 As the application was submitted prior to 10% BNG becoming a statutory requirement a BNG of 10% is not required. Nevertheless, the proposals would deliver a measurable biodiversity net gain.

- 16.61 Biodiversity impacts, mitigation and enhancements are informed by updated surveys and would be appropriately secured via planning conditions requiring compliance with the Ecological Impact Assessment, and approval of a Construction Environmental Management Plan (CEMP), Landscape and Ecological Management Plan (LEMP) and lighting strategy. Subject to conditions, the proposals accord with policy ENV2.

Flooding and surface water management

- 16.62 The requirement of policy CRS1 is for sustainable drainage methods to be implemented to manage surface water flooding issues and ensure flood risk is not exacerbated elsewhere. This mirrors the test in Policy ENV5 to steer development towards the areas of lowest risk and ensuring development will not generate flooding through surface water runoff or exacerbate flooding elsewhere.
- 16.63 The site lies within Flood Zone 1 outside the area of highest flood risk and the flood zone has not been affected by NaFRA2 data. The scheme is accompanied by a drainage strategy for the site and updated groundwater modelling has been undertaken given the passage of time since the previous planning committee. The strategy includes sustainable drainage methods and includes provision for drainage ponds within the SANG. This is compatible with the wildlife and habitat aims of the SANG provision.
- 16.64 The drainage strategy has been considered by the LLFA. Subject to conditions the LLFA has no objection. It is considered that the applicant has provided sufficient information to demonstrate that the proposals accord with the criteria in policy CRS1, the tests in ENV5 to ensure that development does not cause flooding within the site or exacerbate flood risk elsewhere and the NPPF.

Minerals

- 16.65 Mineral extraction is subject to a separate planning application and provision is made for prior excavation where this is practical whilst at the same time not compromising the delivery of the Phase 1 detailed proposals.
- 16.66 The associated minerals application has not yet been determined. It proposes the extraction of gravel from part of the site in accordance with the minerals safeguarding policy. The scheme for minerals extraction will be considered and controlled via that separate application and if subsequently granted would be subject to conditions. The matter to be considered as part of this current application is therefore the timing of any such extraction in the interests of safeguarding minerals and residential amenity.
- 16.67 A 12-month extraction period for the minerals would work with a construction period on Phase 1, limiting the possibility of residents of the new development and existing surrounding community being affected by the minerals operations. In order to deliver this an appropriate planning condition is proposed. This is to ensure that the minerals extraction takes place at the appropriate stage. With these safeguards, the proposal is considered to comply with the provisions of the adopted Minerals Strategy.

Amenity

Amenity of existing residents

- 16.68 The conclusions of the previous committee reports remain valid and the proposals are not considered to give rise to significant adverse impacts on neighbouring amenity.
- 16.69 The detailed element of the proposals are sufficiently set back from neighbouring development at Heathfield Park. Within the outline element, an acceptable relationship with

the few dwellings on the south side of Warmwell Road close to the Co-Op is capable of being achieved subject to the reserved matters. Sufficient privacy would therefore be maintained.

- 16.70 The scale of the community buildings (village hall and doctor's surgery) are not considered to adversely affect outlook from neighbouring properties or cause an overbearing impact and an appropriate brick boundary wall is indicated between the surgery and the adjacent apartment block. Subject to securing the details via a suitably worded condition, the interface between the community uses and adjacent properties would be acceptable.
- 16.71 The 2.5ha of employment land within the outline element of the application is described as being for B1 use within the Planning Statement, similar to the majority of the Hybris Business Park. As B2 and/or B8 uses have potential to give rise to significant adverse amenity impacts on existing and future residents, the proposed recommended planning conditions define the approved uses within the employment land. A condition restricting the use of the employment land is therefore necessary on a precautionary basis in the absence of detailed noise assessment of alternative employment uses at this outline planning stage.
- 16.72 It is noted that potential noise impacts from the employment land were not assessed within the submitted Noise Report. The Environmental Health Officer's earlier comments on the application noted the potential for noise from this land and advised that further details would be required in the future. A noise impact assessment is likely to be required at the reserved matters stage.
- 16.73 Construction impacts would be appropriately managed through a Construction Environmental Management Plan (CEMP), proposed to be secured via planning conditions.

Amenity of future residents

- 16.74 Internal separation distances between the proposed dwellings are acceptable within the detailed element and capable of being achieved in the outline element to ensure appropriate privacy and outlook.
- 16.75 Each dwelling would have sufficient private amenity space and, whilst occupants of flats would not have private balconies or terraces, they would have access to suitable communal amenity space.
- 16.76 Other than the Type G dwellings (3-bedroom, 5-person dwellings) all proposed dwellings within the detailed element of the application comply with the Nationally Described Spaces Standards (NDSS). The 14 Type G dwellings fall -9sq.m short of the advocated standard (84sq.m vs. 93sq.m), representing a reduction of -9.7%. 12 of the Type G dwellings are proposed as market dwellings, with two proposed as affordable. A higher proportion of the affordable dwellings (94.1%) would meet or exceed the NDSS compared with the market dwellings (81.5%). Overall, there would therefore be a high level of compliance against the NDSS within the detailed element with the vast majority of dwellings (No. 85 / 86%) meeting or exceeding the NDSS.
- 16.77 The Council did not have sufficient evidence at the time of the Local Plan examination to insist upon compliance with NDSS. This is the reason why the requirement for exceeding the minimum NDSS is not mandatory. Notwithstanding this lack of justification, the National Design Guide (page 38) assists in defining well-designed homes and buildings as being *"functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them... They are adequate in size, fit for purpose and... provide good quality internal and external environments for their users, promoting health and well-being"*. The NDSS can therefore be viewed as an initial indication of well designed homes with confirmation provided through further assessment.

- 16.78 The Noise Assessment submitted with the application considers the noise impacts of activities at the Hybris Business Park on adjacent residential properties. It recommends the installation of a 2m high timber acoustic fence adjacent to the business park in order to avoid significant adverse affects for future residents. The fence is shown around the perimeter of the park, including across the SAM. As separate planning condition would ensure residential properties are set back from the SAM, fencing immediately adjacent to the SAM is not therefore considered necessary. Subject to ensuring the acoustic fence is installed prior to occupation of adjacent dwellings, the proposals are considered to be acceptable in respect of noise and adhere to the agent of change principle.
- 16.79 Overall, despite shortfalls against NDSS adequate amenity would be provided for future residents in accordance with policy ENV16.

Sports provision

- 16.80 Consistent with the historic reporting of this application to committee, Sport England maintains its objections to the proposals. For the reasons previously set out in the previous committee reports, the proposals would secure considerable amounts of informal open space directly accessible to residents and the wider village in terms of the SANG provision. It will also deliver improved cycle links. In terms of sports provision, due weight also needs to be given to the proposed village hall which provides flexibility for indoor sporting activities (secured via S106 agreement). The further contributions that have been requested by Sport England are not considered to be justified or necessary to make the development acceptable in planning terms. The proposals are therefore acceptable in respect of sports provision.

Section 106 Heads of Terms

- 16.81 The Local Plan (para. 6.2.3) specifically exempts this site from CIL. Therefore, infrastructure contributions for this scheme need to be secured via a Section 106 legal agreement. If the Council is to take financial contributions in a s106 legal agreement, under the CIL Regulations (2010) as amended, the contributions must comply with the following three tests;
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development. In addition, Government guidance in the National Planning Practice Guidance advises that *“Planning obligations must be fully justified and evidenced.”*
- 16.82 Consistent with the earlier planning committee reports and justification set out therein, planning obligations are sought in respect of:
- Affordable housing provision – 35% of the units as affordable housing with 50/50 tenure split between affordable/social rented and shared ownership/low cost ownership housing.
 - Education provision – contribution of £2,722,212 (index linked).
 - SANG provision and maintenance (including step-in rights) – a minimum of 22.4ha of SANG with a maintenance contribution (to be determined) and supporting funding provisions (SMM). SANG to be delivered prior to the occupation of Phase 1 and managed in accordance with the SANG Management Plan.
 - Highway improvements – contributions of £467,000 (index linked) towards off-site highway works to include an improve link between Old Farm Way and Warmwell

Road, improved pedestrian crossing facilities at the junction of Warmwell Road and Dick O' Th' Banks Road, and 1 x replacement bus shelter with real time traffic information.

- Play space provision – provision of a minimum of three no. Locally Equipped Areas for Play (LEAPs) and financial contributions towards maintenance of the proposed LEAPs.

16.83 In addition, further obligations are sought in respect of:

- Air quality mitigation – contribution of £25,000 (index linked) to mitigate adverse air quality impacts on heathlands.
- Fallow Management Plan – in order to ensure nutrient neutrality by taking the site out of agricultural use.
- Village hall provision – to ensure the village hall and associated indoor sports provision is delivered.
- Employment land provision – to ensure provision of a minimum of 2.5 hectares of employment land for use within Use Class B.

16.84 Mitigation in respect of air quality mitigation is necessary in order to mitigate the likely significant effect on Dorset Heathlands through increased airborne nitrogen pollution as set out in the Dorset Heathlands Interim Air Quality Strategy SDP (2021). The contribution of £25,000 is based on a £50 per dwelling charge and is therefore directly and fairly and reasonably related to the development.

16.85 In order to avoid adverse impacts on Poole Harbour through additional nutrient loading, it is necessary to ensure that the entirety of the site is taken out of agricultural use. Details are set out within the Fallow Management Plan included within the submitted SANG Management Plan.

16.86 Given the reliance on providing opportunities for indoor sports provision within the Village Hall, its delivery is proposed to be secured. Delivery of the employment land is also proposed to be secured to ensure the employment benefits of the development are realised.

16.87 National Rail has requested £4m to address concerns regarding the impact of the development on Moreton Station and improve the level crossing. For the reasons set out in the Highways section of this report, the financial contribution is not considered to meet the tests for planning obligations. Furthermore, officers note that such contributions were not previously requested by Network Rail and have not been requested in respect of other large-scale residential-led developments in Crossways.

Other matters

Phasing of community infrastructure

16.88 Crossways Parish Council consider that it is essential the community facilities are delivered during the first phase of development and not left to the final stages of housing completion. They consider it vital that the services are integrated early on to ensure that they are available to support existing and future residents. They further note that the condition of the village hall has deteriorated in recent years and delayed replacement risks jeopardising its continued use as a functional community centre. The comments are supported by Moreton Parish Council.

16.89 The 2019 resolution to grant planning permission made provision for a phasing plan which would have required:

- Village Green: delivered in Phase 1.
- Village Hall: Delivered prior to demolition of the existing village hall or the occupation of the 250th dwelling, whichever is soonest.
- Doctor's Surgery: Provision of the building (timescales not defined)

16.90 Officers note that there was some discussion at the 2019 planning committee meeting where the triggers for delivery of the village hall were adjusted. The minutes and decisions list from the planning committee record that members resolved to grant planning permission subject to amended planning conditions requiring the village hall to be delivered sooner than the last phase of development (as requested by the applicant), before half of the homes (250) were built.

16.91 The phasing requirements resolved at the 2019 planning committee are considered reasonable, striking an appropriate balance between the delivery of community infrastructure for residents and allowing flexibility for construction of half the homes prior to the delivery of the village hall. The format of the doctor's surgery requires further discussion with NHS Dorset. In the absence of specified timescales from NHS Dorset, the flexibility previously resolved by members is considered appropriate and advanced delivery of the doctor's surgery is not something officers consider can be justified.

Form of healthcare provision

16.92 Crossways Parish Council recommend that the doctor's surgery be developed as a health hub under the ownership of NHS Dorset, serving as a flexible, multi-use medical centre, allowing GPs to access space when needed. They additionally recommend that it should offer rooms for rental by independent health professionals or service providers, thereby helping to enhance the range and accessibility of healthcare services by local residents.

16.93 NHS Dorset advise that they will continue to explore options with Atrium Health at Crossways Surgery for both the current and potential site and note that all parties remain committed to working together to identify the best opportunity for delivering general medical services to the people of Crossways. Whether this be in the form of a traditional GP surgery or health hub remains to be determined. However, the proposed plans for the building provide flexibility for this to evolve in response to healthcare requirements.

Utilities infrastructure

16.94 Informatives are proposed to alert the developer to the electricity and gas pipeline constraints across the site and encourage appropriate engagement with statutory undertakers when the reserved matters of the relevant phases are designed.

Public consultation

16.95 A member of the public has raised concerns with the consultation process not effectively informing neighbours, being too late in the process and site notices being poorly positioned.

16.96 Multiple rounds of public consultation have been undertaken on this application since it was submitted in 2016. In 2025 a full re-consultation was undertaken given the passage of time since the 2019 planning committee. This included the erection of multiple site notices around the boundaries of the site, including adjacent to the village hall and Co-Op.

Reasonable alternatives

16.97 A member of the public raises concern that reasonable alternatives have not been considered.

16.98 As the development is not EIA development, the consideration of reasonable alternatives is not required. The site is allocated for residential-led mixed use development within the Local Plan. As part of the local plan, a sustainability appraisal was undertaken and alternative site allocation options were undertaken.

17 Assessment against the criteria of site allocation (policy CRS1)

17.1 Policy CRS1 sets a number of policy criteria. Each criteria is assessed in turn in Table 15.1 below.

Table 16.1 – Assessment against local plan policy CRS1

Criteria (summary)	Assessment
i) Content: Comprehensive mixed-use development including new homes, local community facilities and at least 3.5ha of employment land.	The proposals include the entire allocation in the local plan thereby delivering a comprehensive scheme. The provision of 500 homes aligns with the suggested figure in para. 12.3.1 of the local plan. It delivers new local community facilities in the village hall and surgery. It proposes 2.5ha of employment land, meeting the broad aspiration for a mixed-use development but 1ha below the employment space figure in the policy. The employment allocation in the north east of the site is in the area envisaged in the policy. Owing to the shortfall in employment land provision, the proposals do not fully comply with this criterion.
ii) Heathland mitigation	Subject to securing the provision and management of the SANG, and necessary financial contributions via planning condition(s) and Section 106 legal agreement, any adverse effect upon internationally designated heathlands would be mitigated.
iii) Nutrient mitigation on Poole Harbour	Nutrient neutrality has been demonstrated and can be secured via planning condition(s) and Section 106 legal agreement.
Delivery of highway improvements necessary for the development to go ahead	The proposals make provision for highway works in the vicinity of the site. These have been agreed by the Highways Authority. In addition, National Highways have confirmed they have no objections subject to securing junction improvements to the Max Gate A35/A352 junction by the occupation of 100 units. For the reasons set out above, the requested contribution from Network Rail is not considered to be justified or necessary to make the development acceptable in planning terms. This aspect of the policy is met.
Comprehensive masterplan developed in conjunction with stakeholders	The detailed element and illustrative masterplan for the outline element is considered to be comprehensive and has been developed in conjunction with stakeholders.

Sustainability appraisal, such as a BREEAM Communities Assessment	The masterplan has not been subject to a BREEAM Communities Assessment. However, the policy requirement is only for a sustainability assessment to be carried out. This has been submitted and sets out how the masterplan has been considered against the advice in the Council's adopted Design SPD.
Appropriate mix and layout of uses	The masterplan includes a mix of uses and provides for community facilities and infrastructure. Whilst a GP Surgery has been proposed, NHS Dorset advise that its delivery cannot be presumed at this stage and note that NHS Dorset and Atrium Health at Crossways Surgery will continue to explore options for both the current and potential site as the application progresses. The proposals provide an opportunity for improvements to medical services for local residents.
Opportunities to improve access, recreational use and promote biodiversity within a network of spaces (including SANG)	The proposals would deliver a SANG, along with improved access to the surrounding countryside, increasing recreational opportunities with opportunities for improvements to biodiversity.
Good links with the wider footpath and cycle network, including pedestrian/cycle links with Moreton station	The masterplan would deliver links to the wider rights of way network and improve cycle network provision. Off site works would improve pedestrian links to Moreton station and Frome Valley First School.
Design and layout, local character and landscape setting	The proposals have the ability to deliver a considerable enhancement to local character, providing a distinct beneficial development in the wider character of the village.
Hedgerows, trees and woodland	Existing hedgerows, trees and woodland within the development are retained where possible and their future retention and management would be secured via planning condition.
SuDS	The scheme provides for an acceptable drainage strategy, based on sustainable principles. The scheme has shown it can be developed without exacerbating flood risk elsewhere.
Phasing	The proposals show how the development could be phased to deliver the long-term growth of the settlement over the course of this strategic allocation.
Bowley's Camp Scheduled Ancient Monument	Subject to the detailed design of the relevant reserved matters phase, the proposals would protect and preserve the significance of the Bowley's Camp SAM to an acceptable degree. Owing to the scale of development and location of development in proximity to the SAM, some less than substantial harm to the significance of the asset through development within its setting is to be expected. The harm is outweighed by public benefits.

- 17.2 Taking all of the elements above and bearing in mind the reduced weight to be attached to policy CRS1 in light of the Council's lack of a 5-year housing land supply, it is considered that the development is sufficiently compliant with Policy CRS1.

18 Summary of issues and the planning balance

- 18.1 The hybrid proposals include the erection of 500 dwellings (35% affordable), a new doctor's surgery, a replacement village hall, a new village green, 2.5ha of employment land, new vehicular and pedestrian accesses and works to Warmwell Road together with change of use of 22.4ha of land to a SANG. The site is allocated and falls within the expanded defined development boundary of Crossways.
- 18.2 The Council is not presently able to demonstrate a five-year supply of deliverable housing sites. Accordingly, the NPPF (Para. 11) states that in circumstances where the policies most important for determining the application are out-of-date, permission should be granted unless
- i. the application of policies in the Framework that protect areas or assets of particular importance⁷ 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 the 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.
- 18.3 In respect of the first limb of Paragraph 11, none of the relevant assets of particular importance detailed at footnote 7 are considered to provide a strong reason for refusing the development. Impacts on habitat sites would be mitigated, the identified less than substantial harm to the Bowley's Plantation SAM would be outweighed by public benefits and surface water flooding can be appropriately managed.
- 18.4 In respect of the second limb of Paragraph 11, no adverse impacts are considered to significantly and demonstrably outweigh the benefits. The proposals would deliver 500 new homes of which 35% would be affordable, a new village hall, doctor's surgery and 2.5ha of employment land. These benefits carry significant weight.
- 18.5 Overall, the proposal complies with the development plan taken as a whole, notwithstanding the slight non-compliance with policy CRS1. The presumption in favour of sustainable development (NPPF Para. 11) provides additional support given there are no strong reason for refusing the development (limb i.) and adverse impacts do not significantly and demonstrably outweigh the benefits (limb ii.)
- 18.6 The application is therefore recommended for approval and there are no material considerations indicating otherwise.

19 Recommendation

- 19.1 To delegate authority to the Service Manager for Development Management and Enforcement and Development Management Area of the Manager Western and Southern Team to either:
- A) GRANT planning permission following completion of a S106 Planning Obligation to secure:
- 35% of the units as affordable housing with 50/50 tenure split between affordable/social rented and shared ownership/low cost ownership housing.

- Education contribution of £2,722,212 (index linked).
- Provision of a minimum of 22.4ha of suitable alternative natural greenspace (SANG) with a maintenance contribution (to be determined) and supporting funding provisions (SAMB). SANG to be delivered prior to the occupation of Phase 1 and managed in accordance with the SANG Management Plan and Fallow Management Plan.
- Only Phase 1 to be commenced prior to 2030.
- Air quality contribution of £25,000 (index linked) to mitigate adverse air quality impacts on heathlands.
- Highways contributions of £467,000 (index linked) towards off-site highway works to include an improve link between Old Farm Way and Warmwell Road, improved pedestrian crossing facilities at the junction of Warmwell Road and Dick O' Th' Banks Road, and 1 x replacement bus shelter with real time traffic information.
- Provision of a minimum of three no. Locally Equipped Areas for Play (LEAPs) and financial contributions towards maintenance of the proposed LEAPs.
- Provision of village hall and associated indoor sports provision.
- Provision of a minimum of 2.5 hectares of employment land for use within Use Class B.

and subject to the following planning conditions:

Approved Plans

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - 1677-P-01 – Site Location
 - 51628-XX-P1-02 Rev v1 – Site Plan
 - 1677-P-09 Rev D – Affordable Housing Plan
 - 1677/P07 Rev A – Proposed Streetscene A-A
 - 1677/P08 Rev A – Proposed Streetscene B-B
 - 1677-P-SU-01 Rev A – Surgery – Ground Floor Plan
 - 1677-P-SU-02 Rev A – Surgery – First Floor, Roof Plan
 - 1677-P-SU-03 – Surgery – East West Elevations
 - 1677-P-SU-04 Rev A – Surgery – North & South Elevations
 - 1677-P-VH-01 – Village Hall – Floor Plan
 - 1677-P-VH-02 – Village Hall – West Elevation

- 1677-P-VH-03 – Village Hall – East Elevation
- 1677-P-VH-04 – Village Hall – North & South Elevations
- 1677-P-VH-05 – Village Hall – Roof Plan

- 1677-P-A-01 Rev A – Type A – Ground Floor Plans
- 1677-P-A-02 Rev A – Type A – First Floor Plans
- 1677-P-A-03 Rev A – Type A – Second Floor Plans
- 1677-P-A-04 Rev A – Type A – Roof Plans
- 1677-P-A-05 Rev A – Type A, Elevations (showing front and side 1)
- 1677-P-A-06 Rev A – Type A – Elevations (showing rear and side 2)

- 1677-P-B-01 Rev C – Type B – Floor Plans
- 1677-P-B-02 Rev B – Type B – Elevations

- 1677-P-C-01 Rev A – Type C – Floor Plans
- 1677-P-C-02 Rev A – Type C – Elevations

- 1677-P-D-01 – Type D Plans
- 1677-P-D-02 – Type D Elevations

- 1677-P-E-01 Rev B – Type E – Floor Plans
- 1677-P-E-02 Rev B – Type E – Elevations

- 1677-P-F-01 – Type F – Floor Plans
- 1677-P-F-02 – Type F – Elevations

- 1677-P-G-01 – Type G – Floor Plans

- 1677-P-G-02 – Type G – Elevations
- 1677-P-G-03 Rev A – Type G gable front – Floor Plans
- 1677-P-G-04 Rev A – Type G gable front – Elevations

- 1677-P-H-01 Rev A – Type H – Floor Plans
- 1677-P-H-02 Rev A – Type H – Elevations

- 1677-P-I-01 – Type I – Floor Plans
- 1677-P-I-02 – Type I – Floor Plans (showing roof plan)
- 1677-P-I-03 – Type I – Elevations

- 1677-P-J-01 Rev A – Type J – Floor Plans
- 1677-P-J-02 – Type J – Elevations
-
- 1677-P-K-01 – Type K Plan, 4 Bedroom House
- 1677-P-K-02 – Type K, Elevations

- 1677-P-M-01 – Type M – Floor Plans
- 1677-P-M-02 – Type M – Elevations

- 1677-P-N-01 – Type N – Floor Plans
- 1677-P-N-02 – Type N – Elevations

- 1677-P-P-01 – Type P Plans
- 1677-P-P-02 – Type P Elevations

- 1677-P-GAR-01 – Single Garage – Floor Plan and Elevations

- 1677-P-GAR-02 – Double Garage Floor Plan and Elevations
- 1677-P-REF-01 – Refuse & Cycle Store – Floor Plan and Elevations
- 1677-P-SHE-01 – Garden Store – Floor Plan and Elevations
- 1677-P10-1 Rev A – Materials Sheet 1
- 1677-P10-2 Rev A – Materials Sheet 2
- 1677-P11 Rev # – Materials Sheet 3

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

Detailed element

2. The detailed element of this development to which this hybrid 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).

Outline element

3. Approval of the details of the access, layout, scale, appearance and landscaping (hereinafter called the Reserved Matters) of the relevant phase of the development outside of the full permission (granted for Phase 1 of this hybrid permission) shall be obtained from the Local Planning Authority in writing before any development of the relevant phase is commenced other than on Phase 1 of the development.

Reason: To ensure the satisfactory development of the site.

4. Application for approval of any “reserved matter” under Condition 2 must be made not later than the expiration of ten years beginning with the date of this permission.

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

5. The outline element of this development to which this hybrid permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved

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

6. Not more than 401 dwellings in total shall be constructed under the outline element of

the permission.

Reason: The assessment of the impacts of the scheme are based on a maximum of 500 dwellings across the whole site and additional dwellings would require further assessments of impacts.

Phasing

7. Prior to the commencement of the development a Phasing Plan for the entirety of the development shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Plan shall make provision for:
 - a. Extraction of the mineral interest in accordance with a scheme to be first approved in writing by the Local Planning Authority from the area outlined in red on the Site Location Plan Drawing No. 1701 P01 Rev A prior to the commencement of any development the subject of the outline planning permission within that same area.
 - b. Delivery of the Village Green as part of Phase 1. No further dwellings in later phases to be constructed until it is complete.
 - c. Delivery of serviced employment land as part of the development of the adjacent residential phase.
 - d. Provision of allotments as part of the development of the adjacent residential phase.
 - e. Provision of Locally Equipped Areas for Play as part of the development of the adjacent residential phase.
 - f. The village hall and adjacent parking spaces being constructed and ready for first use prior to the demolition of the existing village hall or the occupation of the 250th dwelling, whichever is soonest, and the submission of a scheme for the interim landscaping of the proposed village hall site until such time as the village hall is constructed. The interim landscaping scheme for the village hall site is to include details of the planting and its maintenance and shall be implemented and completed in full as part of Phase 1 and shall be maintained and retained thereafter until such time as the village hall is constructed on the site.
 - g. Provision of the doctor's surgery building.

Thereafter the development shall be carried out in accordance with the approved Phasing Plan and any subsequent changes to the agreed Phasing Plan must also be agreed in writing by the Local Planning Authority under the terms of this condition.

Reason: In the interests of achieving the objectives of the Local Plan and the site specific policy.

Highways

8. No works shall commence on site (other than those required by this condition) on the development hereby permitted until the first 15m of the proposed central access road from Warmwell Road within the detailed element of the application, including the junction with the existing public highway, has been completed to at least binder course level.

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

adjacent carriageway causing a safety hazard during construction.

9. Prior to the commencement of the detailed element of the development hereby permitted, a scheme demonstrating how inclusive and accessible movement for all users will be achieved within areas containing shared surface areas shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be informed by DfT document 'Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (2021) or any subsequent update version. The details shall include a timetable for implementation. The approved scheme shall be implemented in full in accordance with the approved timetable for implementation and shall be retained thereafter.

Reason: In the interests of highway safety and to ensure inclusive mobility and accessibility for all users, in accordance with guidance for Inclusive Mobility.

10. Prior to first occupation, the central access road shall be completed in accordance with drawing ITS2200462-GA-002 with footways completed to surface course unless an updated drawing is submitted to and approved in writing by the Local Planning Authority under the terms of this condition, in which case the works shall proceed in accordance with the updated scheme. The carriageway shall be completed to surface course prior to occupation of the 89th dwelling.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided for all users.

11. The detailed element of the development hereby permitted shall not be occupied or utilised until the access, geometric highway layout, turning and parking areas shown on Drawing Number 51628-XX-P1-02 Rev v1 have been constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

12. Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Planning Authority:
 - i. Active travel proposals and highway improvements as set out in the submitted Transport Assessment Addendum prepared by i-Transport (ref. SJ/OT/DGo/ITS200462-003 dated 23 January 2026) along the Warmwell Road site frontage broadly in accordance with drawings ITS200462-GA-002 and ITS200462-GA-003.

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. Notwithstanding the information shown on the illustrative drawings submitted with the outline element of the development hereby permitted, before any phase of the outline element of the development is occupied or utilised, precise details of the access, geometric highway layout, turning and parking areas for the relevant phase shall have

been submitted to and agreed in writing by the Local Planning Authority. The details shall include precise details for the provision of visibility splays at the proposed accesses to the site, including visibility splays to be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

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

14. No more than 100 residential units (to include 35% affordable housing) shall be occupied unless and until the A35 Max Gate junction works are completed and open to traffic. The works shall be implemented generally in accordance with WYG Transport drawing SK09, dated 21 October 2015, titled Improvements to A35 Max Gate Priority Junction, subject to any necessary changes identified during the detailed design and Road Safety Audit process.

Reason: In the interest of the safe and efficient operation of the A35 trunk road and to ensure the development traffic impact on the SRN is satisfactorily mitigated in accordance with DfT Circular 01/2022 and the NPPF.

15. No development within a phase shall be commenced until a Construction Traffic Management Plan (CTMP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include:
- a) specify the point of construction access and access route to the site;
 - b) construction vehicle details (number, size, type and frequency of movement)
 - c) a programme of construction works and anticipated deliveries
 - d) timings of deliveries so as to avoid, where possible, peak traffic periods
 - e) a framework for managing abnormal loads
 - f) contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
 - g) wheel cleaning facilities
 - h) vehicle cleaning facilities
 - i) inspection of the highways serving the site (by the developer (or their contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
 - j) a scheme of appropriate signing of vehicle route to the site
 - k) a route plan for all contractors and suppliers to be advised on
 - l) temporary traffic management measures where necessary

The CTMP shall thereafter be implemented in accordance with the approved details upon the commencement of the relevant construction phase of the development and be adhered to for the complete duration of the construction programme for that phase.

Reason: To ensure the safety of traffic on the Strategic Road Network.

16. Each phase of development hereby permitted shall not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities serving the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The approved scheme must be constructed before the relevant phase of development is first occupied or utilised 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.

Travel Plans

17. Before any phase of development hereby approved is first occupied or utilised an updated Travel Plan for the relevant phase based on the Framework Travel Plan prepared by i-Transport (dated 22 January 2026, ref. OT/SGe/DGo/ITS200462-004) shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter the Travel Plan shall be complied with for the lifetime of the relevant phase unless a variation is first agreed in writing with the Local Planning Authority under the terms of this condition.

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.

18. Prior to the approval of any reserved matters under Condition 2 above for the approved employment allocation, a Travel Plan suitable to deal with the travel impacts of the whole 2.5ha employment allocation shall be submitted to and approved in writing by the Local Planning Authority. The employment Travel Plan shall be implemented in accordance with its agreed details prior to the first occupation of any approved employment building on the site and complied with for the lifetime of the development unless a variation is first agreed in writing with the Local Planning Authority under the terms of this condition.

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.

Drainage

19. No development within a phase shall take place until a detailed surface water management scheme serving the relevant phase, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction and a timetable for implementation, has been submitted to, and approved in writing by the Local Planning Authority. The surface water scheme shall be fully implemented in accordance with the approved details in accordance with the approved timetable for implementation.

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

20. No development within a phase shall take place until details of maintenance and management of the surface water sustainable drainage scheme serving the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained

in accordance with the approved details. These shall include a plan for the lifetime of the relevant phase, 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 increased risk of flooding.

Foul Water

21. No development within a phase shall take place until a foul water drainage strategy for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme for the relevant phase shall include appropriate arrangements for the agreed points of connection and the capacity improvements required to serve the proposed development phase. The drainage scheme shall thereafter be completed in accordance with the approved details and to a timetable to be agreed in writing with the Local Planning Authority and maintained for the lifetime of the development.

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 property.

Contaminated Land

22. Prior to the commencement of the development hereby approved the following information shall be submitted to and agreed in writing by the Local Planning Authority:
- a) a Phase 2 Site Investigation Report informed by the Phase 1 Preliminary Risk Assessment (Desk Study) prepared by Clarke Bond (ref. WB04198/R1 and dated March 2016) detailing an adequately developed 'conceptual site model' of all potential contaminant linkages, and incorporating risk assessment.
 - b) a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when the site is developed. This shall be supported by a detailed soils management and waste management plan.
 - c) a monitoring and maintenance scheme to be supervised by an appropriate specialist under a watching brief to determine the need for the consideration of unexpected finds during construction.

The development shall proceed in strict accordance with the remediation scheme and watching brief, which shall both be fully implemented for the relevant phases of development before the relevant phases of development first comes into use or is occupied.

On completion of the relevant phase of development written confirmation that all works were completed in accordance with the agreed details of the remediation scheme and watching brief shall be submitted for approval to the Local Planning Authority. Such approval from the Local Planning Authority shall be received before the relevant phase of development first comes into use.

Reason: To ensure potential land contamination is addressed and to mitigate potential harm to the health and safety of persons.

23. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall be submitted to and approved by the Local Planning Authority. Following completion of measures identified in the remediation scheme approved under the terms of this condition a verification report shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of ensuring there is no unacceptable risk to occupiers of the development.

Employment Land

24. The development shall provide a minimum of 2.5 hectares of employment land for use within Use Class B1. The employment land and associated buildings shall be used for Use Class B1 and for no other purpose (including any other purpose within the same use class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order. No dwelling adjoining the eastern boundary of the residential development, adjacent to the proposed employment access road within the Character Areas 4, 5 and 6 as set out on page 48 of the submitted Design and Access Statement, shall be occupied before the employment allocation has been provided as serviced employment land in accordance with the phasing scheme approved under condition 6 above.

Reason: In the interests of securing the economic benefits of this Key Employment Site allocation in the Local Plan and to avoid significant adverse residential amenity impacts that may arise through Use Classes B2 and/or B8.

25. Buildings constructed within the employment allocation hereby approved shall not exceed a cumulative total floorspace of 13,000 square metres (measured externally).

Reason: In the interests of the impacts of the traffic generated by that level of employment development on the strategic highway network.

Biodiversity

26. The detailed biodiversity mitigation, compensation and enhancement strategy set out within the approved Ecological Impact Assessment (prepared by Pro Vision and dated July 2025), must be strictly adhered to during the carrying out of the development.

The relevant phase of development must not be first brought into use unless and until:

- i. the relevant mitigation, compensation and enhancement measures detailed in the approved Ecological Impact Assessment have been completed in full, in accordance with any specified timetable which may be submitted and approved in writing by the Local Planning Authority under the terms of this

- condition.
- ii. evidence of compliance, including photographic evidence, shall be supplied to the Local Planning Authority prior to the substantial completion of the relevant phase, or the first bringing into use of the relevant phase of development, whichever is the sooner. The development of the relevant phase shall subsequently be implemented entirely in accordance with the approved Ecological Impact Assessment and thereafter the approved mitigation, compensation and enhancement measures must be permanently maintained and retained in accordance with the approved details.

Should amendments to the approved Ecological Impact Assessment be required, an updated Ecological Impact Assessment may be submitted, certified by NET and agreed in writing by the Local Planning Authority under the terms of this condition. Should an updated Ecological Impact Assessment be agreed, the terms of this condition shall apply to the updated Ecological Impact Assessment.

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

27. Prior to the commencement of any phase of development, a Construction Environmental Management Plan (CEMP) (Biodiversity) for the relevant phase must be submitted to and approved in writing by the local Planning Authority. The CEMP must include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements), including on dormice which may use hedgerows and other features to move across the site.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The development of the relevant phase shall take place strictly in accordance with the approved CEMP.

Reason: To protect biodiversity during the construction phase.

28. A landscape and ecological management plan (LEMP) for the relevant phase of development shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the relevant phase of development. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.

- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved LEMP must be implemented in accordance with the approved details.

Reason: To protect the landscape character of the area and to mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

29. Prior to commencement of any works within a phase of development, details of any proposed lighting within the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy will reflect the need to avoid harm to protected species and to minimise light spill from lighting associated with pre-construction, construction and operational activities, and demonstrate how the current best practice guidance, including Guidance Note 8 Bats and Artificial Lighting (BCT/ILP, 2023) has been implemented. There shall be no lighting of the relevant phase other than in accordance with the approved strategy.

Reason: In the interests of on biodiversity

Scheduled Ancient Monument

30. The submission of details of reserved matters under Condition 2 shall make provision for a minimum 5m buffer around the identified remains of the Bowley's Plantation Schedule Ancient Monument enclosure as set out on page 10 of the submitted Settings Assessment by Context One received on 16th October 2017.

Reason: In the interests of the setting of the Scheduled Ancient Monument.

Acoustic Fencing

31. No development within a phase adjacent to the Hybris Business Park shall take place until details including dimensions, materials and positioning of the noise barrier/acoustic fence to be located along the site boundary adjacent to the business park as identified within the Noise Impact Assessment (ref. R5500-1 Rev 0 prepared by 24 Acoustics and dated 28 January 2016) have been submitted to and agreed in writing by the Local Planning Authority. The agreed noise barrier/acoustic fence shall be erected prior to any development above damp proof course level of the relevant phase and shall be permanently retained and maintained as such thereafter.

Reason: In the interests of neighbouring amenity.

Broadband

32. No development above damp proof course of any building hereby approved shall take place until a scheme for facilitating infrastructure to support superfast broadband technology to serve the development has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include a timetable for implementation, including triggers for a phased implementation if appropriate. Thereafter, the development shall proceed in accordance with the agreed scheme.

Reason: To ensure that the utilities service infrastructure is sufficient to meet the extra demands imposed by this development.

Phase 1 Detailed Consent

33. The village hall hereby approved shall be laid out with a full-size badminton court in the main hall as shown on Drwg No. 1677 P VH 01 prior to the Village Hall first being brought into use.

Reason: In the interests of sports provision.

34. The Phase 1 full permission shall be carried out in accordance with the external materials detailed in the approved drawing No.s 1677 P10-1 Rev A, 1677 P10- 2 Rev A and 1677 P11. No development above damp proof course level of any dwelling approved under the Phase 1 full permission shall take place before samples of the external materials to be used on the relevant building have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these details unless revised materials are submitted to and approved in writing by the Local Planning Authority, in which case the development shall be carried out in accordance with the revised materials.

Reason: In the interests of the character and appearance of the area.

35. No development within the Phase 1 full permission shall commence until details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. These details shall include:
- a) A statement setting out the design objectives and how these will be delivered;
 - b) Earthworks showing existing and proposed levels and contours;
 - c) Means of enclosure and retaining structures;
 - d) Boundary treatments;
 - e) Vehicle parking layouts;
 - f) Other vehicle and pedestrian access and circulation areas;
 - g) Hard surfacing materials and construction details;
 - h) The location and construction details of furniture, refuse units, features and signs;
 - i) The location of proposed and existing functional services above and below ground;
 - j) The location and construction details of any lighting/floodlighting;

- k) A specification for any proposed seeding/turfing, tree, and shrub planting including their quantity, size species and position, how they will be planted, protected and maintained, and the proposed time of planting;
- l) A programme of implementation including phasing where relevant.

Thereafter, the approved landscape works shall be carried out in accordance with the approved details and the implementation programme before any part of Phase 1 is brought into use.

Reason: To ensure the adequate mitigation of the landscape and visual impact of the proposals and the provision of an appropriate hard and soft landscape scheme prior to the commencement of the development and that the approved landscaping is implemented as approved.

36. No development within the Phase 1 full permission shall commence until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all hard and soft landscape areas, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the completed scheme shall be managed and maintained in accordance with the approved management plan. Any seeded/turfed areas, trees or other plants indicated in the approved scheme which, within a period of five years from the date of the development being completed, die, are removed or become seriously damaged or diseased shall be replaced during the next planting season with seed/turf, trees or plants of a species and size to be first approved in writing by the Local Planning Authority. Hard landscape features will be maintained in perpetuity.

Reason: To ensure that the management and maintenance of the proposed hard and soft landscape scheme has been agreed prior to the commencement of the development and that it is implemented as approved.

37. The development shall be carried out wholly in accordance with the Arboricultural Assessment & Method Statement by Barrell Tree Consultancy dated January 2016 (ref. 14408-AA-CA). The agreed tree protection measures shall be retained during the course of the development and there shall be no variation to the agreed protection measures without the prior written agreement of the Local Planning Authority.

Reason: To protect preserved trees within and adjoining the site during construction in the interests of preserving the character of the area.

Nutrient Neutrality

38. Details of measures to limit the potential consumption of wholesome water use by persons occupying the new dwellings to 120 litres per person per day as measured in accordance with regulation 36 of the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved in writing by the Local Planning Authority before the dwellings are occupied. The submitted details shall include a water consumption calculation for the dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented and maintained to the satisfaction of the Local Planning Authority thereafter.

Reason: To secure nutrient neutrality through effective mitigation in the interests of protected Habitat Sites

39. No development within the outline element of the development shall commence until the necessary nutrient mitigation credits to mitigate the impacts of the development on the Poole Harbour Special Protection Area (SPA) and Ramsar (as identified in the Appropriate Assessment agreed with Natural England on 19 March 2026) have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour SPA and Ramsar.

40. Each reserved matters application for individual phases must be accompanied by a bespoke nutrient budget calculation informed by the nutrient budget agreed with the Council's Natural Environment Team on 10 February 2026. The budget shall identify the quantum of credits required to mitigate the impact of each phase of the outline element of the development on the Poole Harbour Special Protection Area (SPA) and Ramsar. Development must not commence until the necessary credits for the relevant phase have been secured from an accredited nutrient credit provider. A copy of the nutrient credit certificate for the relevant phase from the accredited nutrient credit provider must be submitted to the Local Planning Authority and approved in writing prior to the commencement of the development of that phase.

Once approved in writing by the Local Planning Authority, the development of each phase must be undertaken in accordance with the approved Nutrient Neutrality Mitigation Strategy.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour.

Informative Notes

1. Informative Note: If the new road layout is not offered for public adoption under Section 38 of the Highways Act 1980, it will remain private and its maintenance will remain the responsibility of the developer, residents or housing company.
2. Informative Note: The applicant is advised that, notwithstanding this consent, if it is intended that the highway layout be offered for public adoption under Section 38 of the Highways Act 1980, the applicant should contact Dorset Council's Highways Development team. They can be reached by telephone at 01305 225401, by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.
3. Informative Note: The applicant should be advised that the Advance Payments Code under Sections 219-225 of the Highways Act 1980 may apply in this instance. The Code secures payment towards the future making-up of a private

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

4. Informative Note: In addition to this permission, the junction works referred to in the recommended condition 10 above must be carried out to the specification and satisfaction of the Highway Authority in consultation with the Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Highway Authority, before any works commence on the site. The applicant should contact Dorset Council's Highways Development team. They can be reached by email at highwaysdevelopment@dorsetcouncil.gov.uk, or in writing at Highways Development team, Economic Growth and Infrastructure, Dorset Council, County Hall, Dorchester, DT1 1XJ.
5. Informative Note: Prior Land Drainage Consent (LDC) may be required from Dorset Council's FRM team, as relevant LLFA, for all works that offer an obstruction to flow to a channel or stream with the status of Ordinary Watercourse (OWC) – in accordance with S23 of the Land Drainage Act 1991. The modification, amendment or realignment of any OWC associated with the proposal under consideration, is likely to require such permission. We would encourage the applicant to submit, at an early stage, preliminary details concerning in-channel works to the FRM team.
6. Informative Note: The applicant intends to rely heavily on infiltration. They will therefore need to demonstrate, through further post extraction ground investigation, that soakaways remain feasible. Given the proposed use of soakaways across the site, it is important that soakaway tests and ground water readings are representative of all the areas expected to support infiltration. The Council's FRM team as relevant LLFA will be unable to discharge the relevant condition above without detailed information concerning ground conditions that substantiate the use of drainage through infiltration. Should the site, after mineral extraction, be found not to support infiltration, then the applicant will need to propose alternate and detailed designs for capturing and attenuating surface water.
7. Informative Note: The highways schemes associated with this consent involves works within the public highway, which is land over which the applicant has no control. National Highways will therefore require the applicant to enter into a suitable legal agreement to cover the detailed design and construction of the works. Please contact ThirdpartyworksSWarea@nationalhighways.co.uk at an early stage to discuss the details of the highways agreement and funding arrangements.

Commencement of works will also need to be timed to fit in with other road works on the strategic road network or local road network to ensure there are no

unacceptable impacts on congestion and road safety. If the scheme also requires traffic orders these are subject to a minimum 12 week process.

Please be advised that National Highways may charge Commuted Sums for maintenance of schemes delivered by third parties. These will be calculated in line with HM Treasury Green Book rules and will be based on a 60 year infrastructure design life period

8. Informative Note: At all times, a contact telephone number shall be displayed on site for members of the public to use to raise issues. A named person will also be provided for Environmental Health in order for contact to be made should complaints be received. The use of any radio / amplified music system on site must be kept at a level not to cause annoyance to noise sensitive premises beyond the boundary of the site. Any future sub-contractors to the site shall be made aware of, and comply with any guidelines/conditions relating to site management of emissions of noise, dust, smoke, fumes etc. made in as part of the determination of this application.

Letter drops to adjacent residents in close proximity should be considered as part of the construction phase to give a minimum of 48 hours notice of any exceptional activities proposed. Any waste arising at the site shall be appropriately segregated and controlled prior to its removal by an appropriately licensed contractor. Any waste arising from the activity which could potentially be contaminated in any way shall also be segregated again, and removed appropriately. Environmental Health must be informed if this occurs.

9. Informative Note: The applicant's attention is drawn to the response of the Council's Rights of Way officer and the need to secure diversions for the existing rights of way.
10. Informative: This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated ## ## relating to affordable housing, SANG provision and maintenance, education, nutrient mitigation, highway improvements and children's play space.
11. 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.
12. Informative: Gas pipelines
The site includes easements associated with medium pressure gas pipelines. Before any tree planting is carried out on permanent easements, written approval should be obtained from SGN. This approval must be subject to SGN retaining the right to remove any trees which might become a danger, or restrict access to the pipeline at any time in the future. The developer's attention is drawn to SNG's

13. Informative: High and low voltage underground cables

The site includes high and low voltage underground cables which serve the Hybris Business Park and existing village hall. As part of the relevant phase of the reserved matters, the applicant is recommended to open a dialog with SSEN and arrange full cable tracing for safety and in line with appropriate guidance. The application should not negatively affect this SSEN's assets.

14. Informative: 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 development of land in England is deemed to have been granted subject to the condition (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 in full in a subsequent informative below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply.

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

15. Informative: 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.

or B) Refuse permission for the reasons set out below if the Section 106 agreement is not completed by 7 November 2026 (within 6 months of the committee) or such extended time as agreed by the Service Manager for Development Management and Enforcement and/or the Development Management Area Manager of the Western and Southern Team.

Reasons for refusal:

1. Policy HOUS1 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 requires a minimum on-site provision of 35% of the units as affordable housing. In the absence of a planning obligation to secure these affordable units the scheme would fail to meet the substantial unmet need for affordable housing and the proposal would therefore be contrary to Policy HOUS1 of the adopted Local Plan.
2. Policy COM1 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 sets out that where new development will generate the need for new or improved community infrastructure and this need is not being met through the Community Infrastructure Levy, suitable provision should be made on site. Policy CRS1 of the Local Plan sets out the expected infrastructure for this site and its development. In the absence of a planning obligation to secure the required community infrastructure the scheme would fail to mitigate the increase in demand for the necessary infrastructure to support the development and to avoid and mitigate for the adverse effects upon internationally

designated heathlands and additional nutrient loading upon the Poole Harbour internationally designated sites. It would namely fail to provide for:

- i. Education facilities;
- ii. Recreation spaces in the form of SANG and the supporting maintenance and funding mechanisms required for the future;
- iii. Mitigation of the impacts upon the Poole Harbour internationally designated sites;
- iv. Highway improvements;
- v. Children's play provision;
- vi. Indoor sports provision;
- vii. Employment land.

In the absence of planning obligations to secure the above, the proposals therefore fail to meet the provisions of Policies COM1, CRS1, INT1, ENV2 and COM7 of the West Dorset, Weymouth and Portland Local Plan (2015) and the National Planning Policy Framework (2025).