

Application Type: Outline Application

Application No: 2/2017/1095/OUT

Applicant: Lightwood Strategic Ltd

Case Officer: Ms. Clare McCarthy

Recommendation Summary: Approve

Location: Land At E 373794 N 117227, Thornhill Road, Stalbridge, Dorset,

Proposal: Outline planning application for access (with all other matters reserved) for up to 60 no. dwellings, dedicated open space and associated works with vehicular access from Thornhill Road.

Reason for Committee Decision:

A major application which is a departure from Local Plan Policy

Proposed Development

The application seeks planning permission for the development of the land for residential purposes for up to 60 dwellings with public open space, landscaping and sustainable drainage system together with a vehicular access point off Thornhill Road. It is envisaged that detailed proposals would include, a play area, car parking and associated infrastructure.

The proposed site is approximately 2.1ha in size and indicatively shows 1.62ha of development with a further 0.39ha of green open space.

The application is in outline to determine the principle of development and matters of access only. Matters of layout, scale, appearance and landscaping are all reserved at this stage. Notwithstanding these matters being reserved the applicant has submitted indicative layout and landscaping details demonstrating how the quantum of development could be delivered on the site.

Description of Site:

The proposed site is located on the southern edge of the settlement of Stalbridge, on low-lying ground at the base of the western side of the Blackmore Vale. The site consists of two medium fields in use as pasture, typical of the Blackmore Vale Landscape Character Area which contains pasture with scattered trees and hedgerow.

The site is surrounded on three sides by a mix of bungalows, chalets and two storey houses with gardens in medium-sized plots. Immediately to the south are scattered detached properties within large plots with pasture beyond and to the east is an access road with boundary hedge and a large arable field beyond. To the immediate west of the proposed site is A357 known as Thornhill Road along this stretch with 1950's bungalows and semi-detached housing beyond.

Constraints:

Agricultural Land Grade - Grade: GRADE 3
Parish Name - : Stalbridge CP
Public Rights of Way - Route Code: N51/39
Settlement Boundary - Name: Stalbridge
Ward Name - Ward Name: Blackmore Ward

In terms of site specific constraints, the site is located in the countryside within the agricultural landscape of Blackmore Vale, outside of the settlement boundary of Stalbridge and beyond the designated town conservation area. There are no records of important archaeology in the vicinity of the site. A number of listed buildings are located to the north in the town centre but none close to the application site.

The site is located approximately 600 metres south of Dike's supermarket and the post office, and 800m from the primary school, 600m from the hub and 300m from the village hall. The site is also in easy reach of a number of employment sites in Stalbridge off Station Road and Jarvis Way at between 500m and 800m distance.

The site is located in flood zone 1 beyond any land at higher risk of flooding.

Planning Policies:

North Dorset Local Plan Part 1 (LPP1) 2016-2031

Policy 1 - Sustainable Development
Policy 2 - C Spatial Strategy
Policy 3 - Climate Change
Policy 4 - The Natural Environment.
Policy 5 - The Historic Environment.
Policy 6 - Housing Distribution
Policy 7 - Delivering Homes
Policy 8 - Affordable Housing
Policy 13 - Grey Infrastructure.
Policy 14 - Social Infrastructure
Policy 15 - Green Infrastructure
Policy 20 - The Countryside
Policy 23 - Parking
Policy 24 - Design
Policy 25 - Amenity

North Dorset District Wide Local Plan to 2011 (First Revision) (adopted January 2003)

Policy 1.8 - Settlement boundary

National Planning Policy Framework:

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied and is a material consideration in planning decisions.

Paragraph 6 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that policies in paragraphs 18 to 219, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

Paragraph 7 of the NPPF explains that there are three dimensions to sustainable development: economic, social and environmental.

Paragraph 14 of the NPPF states that, at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development.

Paragraph 47 of the NPPF seeks to boost significantly the supply of housing and requires local planning authorities to use their evidence base to ensure that their Local Plan meets the full, objectively assessed housing needs for market and affordable housing in the housing market area (HMA)..

Paragraph 49 of the NPPF explains that relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.

This in turn has implications for how development proposals should be determined, because paragraph 14 of the Framework states that where the (local) development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless the adverse impact of doing so would significantly and demonstrably outweigh the benefits.

North Dorset's five year housing land supply has dropped to 3.4 years as published in July 2017, which means that the housing policies contained with the Local Plan, Part 1 are not currently considered up-to-date. This means that Paragraph 14 of the NPPF applies to this application and will be discussed in more detail in the following sections of this report.

Paragraph 112 of the NPPF states that Local planning authorities should take into account the economic, and other benefits, of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

Paragraph 115 of the NPPF states,
"Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty." The application site itself is situated beyond the designated AONB
and in the landscape character area

Paragraph 118 of the NPPF refers to biodiversity interests and states,
"When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

- If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

Other:

Environmental Impact Assessment (EIA) Screening

This application was not screened in advance of the submission of the application under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Therefore the Council has undertaken a screening opinion of the application submitted to assess under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 what impact the scheme would have on the environment and whether an Environmental Impact Assessment would be required for any of the considerations.

The Council Screening opinion, given the nature, size and location, is that the development would not be likely to have significant impacts on the local landscape and environment and that an Environmental Impact Assessment is not required

Planning policy and guidance:

The Development Plan consists of the saved policies of the North Dorset District Wide Local Plan to 2011 (First Revision) (adopted January 2003) and the adopted North Dorset Local Plan Part 1 (LP1) 2016-2031.

The North Dorset Local Plan Part 1 (LP1) was formally adopted by the Council in January 2016 and forms the development plan for the district, along with the saved policies of the 2003 Local Plan. Following its adoption, full weight can be attributed to the relevant policies of LP1.

North Dorset Local Plan Part 1 (LP1) 2011-2031

The adopted North Dorset Local Plan Part 1 2011-2031 has updated the spatial strategy for the district and extends the Plan period to 2031.

Policy 2: Core Spatial Strategy, identifies Stalbridge along with the larger villages in North Dorset not as a main location for growth. It retains settlement boundaries for Stalbridge from the North Dorset District-Wide Local Plan 2003 and all land outside the development boundaries is defined as being subject to countryside policy. At Stalbridge and all the District's villages the focus will be on meeting local (rather than Strategic) needs.

Policy 6: Housing Distribution, identifies

The Local Plan Part 1 has generally not 'allocated' sites but has instead identified 'broad locations for growth' with the intention that either Local Plan - Part 2 or Neighbourhood Development Plans will allocate sites and amend settlement boundaries. The Inspector at the plan examination, found this approach to be sound.

The adopted policies that are relevant to the assessment of this application are as follows.

Policy 1 - Presumption in Favour of Sustainable Development

Policy 1 sets out the 'presumption in favour of sustainable development' (from the NPPF) and the supporting text provides guidance on how 'the presumption' will be applied in North Dorset.

It is a 'model policy' provided by the Planning Inspectorate, which all Councils are strongly encouraged to include in their local plans and following the adoption of the Local Plan, Part 1, full weight can now be afforded to this policy.

Policy 2 - Core Spatial Strategy

Policy 2 establishes the 'core spatial strategy' for North Dorset. It identifies Blandford (Forum and St. Mary), Gillingham, Shaftesbury and Sturminster Newton as the key strategic settlements in the District and seeks to concentrate the majority of the District's growth at these 'four main towns'. It also establishes that outside the four main towns, development will be more strictly controlled with an emphasis on meeting local and essential rural needs.

The settlement boundaries will be used for development management purposes 'alongside the proposals for housing and employment growth and regeneration, as set out in Policies 16, 17, 18, 19 and 21'. The aim of this is to enable development to be brought forward on these sites in advance of the Local Plan Part 2, and enables the sites to be included in the five year supply, where proposals are sufficiently well advanced, as there would be no policy constraint to delivery.

Policy 3 - Climate Change

Policy 3 sets out a number of ways in which the Council will seek to tackle the causes of climate change and also how it is proposed to adapt to the anticipated changes. The causes will be tackled primarily through measures to improve the design and performance of new and existing development and by encouraging the use of renewable energy. Adaptation measures include: encouraging

increased water efficiency; reducing the impact of flooding; and reducing heat stress through the planting of trees and other vegetation.

Policy 4 - The Natural Environment

Policy 4 sets out the Council's approach to the conservation of the natural environment including both landscapes (such as Landscape Character areas) and wildlife interests (including internationally, nationally and locally important wildlife sites and protected or locally threatened species).

Policy 5 - The Historic Environment

Policy 5 sets out how proposals should be assessed having regard to heritage assets and what justification is necessary if less than substantial, substantial or total loss of a designated heritage asset occurs. The Policy also indicates the requirement to consider impact on buried heritage and archaeology.

Policy 6 - Housing Distribution

Policy 6 sets out how housing will be distributed across the District and states: In the countryside (including Stalbridge and the villages) the level of housing and affordable housing provision will be the cumulative number of new homes delivered to contribute towards meeting identified local and essential rural needs. At least 825 dwellings will be provided in the countryside (including Stalbridge and the villages) during the period 2011 - 2031.

Policy 7 - Delivering Homes

Policy 7 sets out the mix of housing that the Council would seek, in terms of bedroom size. It also sets out how the Council would meet the needs of particular groups such as families with children, older people and people with disabilities. It sets out the Council's approach to housing density, which is to seek densities that make effective use of land whilst also having regard to impacts on local character and design and amenity issues.

Policy 8 - Affordable Housing

Policy 8 sets out the Council's approach to the provision of affordable housing, subject to site-based viability testing. The policy compliant proportion of affordable housing in Stalbridge is 40% on developments of more than 10 dwellings with a tenure split of 70% affordable rent and 30% intermediate housing.

Policy 13 - Grey Infrastructure

Policy 13 - Grey Infrastructure identifies future needs for: transportation, including roads, cycleways, footpaths and measures to facilitate public transport use; utilities, electricity, gas, water, sewerage and telecommunications; drainage and flood protection measures; waste; and the public realm i.e. street art and urban enhancement work.

Policy 14 - Social Infrastructure

Policy 14 - Social Infrastructure identifies future needs for: education facilities including schools; health services including doctors' surgeries; emergency services; cultural facilities including libraries; recreation and sports facilities; and community facilities including community halls. The policy includes a reference that the Council will ensure that sufficient general surgeries and health centres are in place with new and expanded surgeries provided in Blandford, Gillingham and Shaftesbury.

Policy 15 - Green Infrastructure

Policy 15 - Green Infrastructure states that the Council will seek to enhance the provision of green infrastructure in the main towns and in the countryside (including at Stalbridge), especially where it helps to improve recreational opportunities. The Policy sets out that development will be required to enhance existing and provide new green infrastructure to improve the quality of life of residents and deliver environmental benefits.

Policy 20 - The Countryside

Policy 20 states that Stalbridge and the eighteen larger villages will form the focus for growth outside of the four main towns. Development in the countryside outside defined settlement boundaries will

only be permitted if: it is of a type appropriate in the countryside, or if it can be demonstrated that there is an 'overriding need' for it to be located in the countryside.

Consultations:

Stalbridge Town Council - Object

Comments: It was noted that the application was outside the development boundary, which some members were not happy to support. The design and access statement was felt to be generic and inaccurate in sections 2.13 & 2.15 as there is limited public transport in Stalbridge.

Concerns were expressed at the generation of additional traffic flowing north on the A357 Stalbridge High Street which is very narrow in places.

Members were divided in their opinions on the suitability of the access onto the A357. It was suggested that a well-designed access junction may facilitate slowing traffic on the A375 and the provision of traffic calming and extending the 30mph speed limit further to the south of the town was considered.

Members welcomed the reduction from the previously proposed 89 dwellings and felt that the small site with the provision of 60 houses would not be obvious in the landscape.

It was considered that provision of local starter homes and shared ownership should be discussed with the TC under reserved matters.

Members were keen to have more clarity regarding the proposed pedestrian access from the east of the site, which is currently shown on privately owned land and to have detail on the future provision of funds for the maintenance of the proposed open spaces.

Concerns were raised with regard to the potential flooding that may be caused by the additional hard landscaping and from the SUDS to Bibbern Brook.

A proposal was made not to support the application and to request that it is refused. The proposal failed in voting.

RESOLVED: Proposed and agreed to object to the application in its present form and request further clarification and detail on the following issues:

- Methods with which surface water drainage will be dealt with to alleviate potential flooding.
- Provision of funds for Town Leisure amenities and contribution to future open space management.
- Further consideration given to the access in relation to the A357 in terms of speed reduction measures.
- Consideration of the viability of the proposed pedestrian access to the east of the site which is currently shown on private land.

Members were very keen to see North Dorset and South Somerset planning authorities working together to look at the bigger picture of the multiple large applications and their effect on the A357 from the A30 South through Templecome, Henstridge and Stalbridge.

Highways England - No objection

No objection to the outline application for up to 60 dwellings with vehicular access from Lower Road. We are satisfied that there will not be a material impact on the A303 trunk road.

Transport Development Management - DCC - No Objection

The Transport Statement (TS), prepared by the applicant's highways consultants and received on 6 July 2017, considers the impact that a development of up to 70 dwellings will have on the highway network in the vicinity of the site (it is appreciated that the application is actually for up to 60

dwelling). It considers the sustainability of the development, in terms of accessibility to and from the site and seeks to determine the access to the proposed development.

It is proposed that the vehicular access to the site will be provided via a new priority junction onto Thornhill Road (classified the A357). It is intended that the site access will comprise a 5.50m wide carriageway with 2.00m wide footways provided along either side of the access with tactile paving and dropped kerbs provided at crossing points. The existing lay-by along the western boundary of the site will be stopped-up to accommodate the proposed site access. The access arrangements also include provision of a new 2.00m wide footway along the site frontage to connect with existing footway provision to the north of the site, along the eastern side of the carriageway on Thornhill Road.

TRICS is the national standard for trip generation analysis and employs a system of site selection filtering that enables users to simulate site scenarios through a number of progressive stages and to calculate vehicular and multi-modal trip rates based on these selections. The submitted TS has, in the opinion of the County Highway Authority, complied with the recommendations of the TRICS Good Practice Guide 2013 and produced a robust daily trip generation for the proposed development. The TRICS data outputs are attached to the TS and provide the empirical evidence to substantiate the trip rates used. The Transport Statement suggests that the proposal could generate the following additional vehicle trips onto the highway network for a development of up to 70 dwellings - 43 two-way movements in the AM peak (08:00 to 09:00) and 42 two-way movements during the PM peak (17:00 to 18:00). Applying these trip rates to a development of up to 60 dwellings indicates that the proposal could be expected to generate up to 36 two-way movements in the AM peak (08:00 to 09:00), 36 two-way movements during the PM peak (17:00 to 18:00) and a total of up to 313 two-way trips per day.

The Transport Statement uses 2016 as the survey year to produce a baseline of highway capacity against which the impact of the proposal can be considered. It then looks at the scenario of the 2016 forecast year with the development traffic. The TS particularly considers the impact of the new trips upon the narrowing of the A357 south of Barrow Hill and Station Road.

Transport Statement Revision B was submitted on 17 October 2017 in response to a request from the County Highway Authority to consider the cumulative impact of the three planning applications submitted for residential development in Stalbridge:

- 2017/0741/OUT - Gladman Developments - up to 120 dwellings on Lower Road
- 2017/1094/OUT - Lightwood Strategic - up to 90 units on Barrow Hill
- 2017/1095/OUT - Lightwood Strategic - up to 60 units on Thornhill Road

In addition, a pre-application site on Station Road being promoted by Savills (the publicity material shows 140 units) and an application site in Henstridge - 17/03029/OUT - for a development of up to 120 units (Gladman Developments) was included within the assessment.

The study looked particularly at the narrowing of the A357 south of Barrow Hill and Station Road.

The conclusion reached was that safe and appropriate access arrangements can be provided to serve the site and that the individual and cumulative traffic impact will not have a material impact on the operation and safety of the local strategic highway network.

To sum up, the County Highway Authority considers that the submitted Transport Statement and cumulative impact analysis are satisfactory and robust. Whilst it is accepted that the proposal will obviously increase traffic flows on the highway network the residual cumulative impact of the development cannot be thought to be "severe", when consideration is given to paragraphs 29 to 36 of the National Planning Policy Framework (NPPF).

Should planning permission be granted, the County Highway Authority recommends that conditions be imposed.

Sustainable Transport - DCC - No Objection

The settlement of Stalbridge is in a generally inaccessible location, being remote from a large number of services. There are however a number of things that can be done to provide for sustainable access to a number of services within and beyond the town.

Within the town there are services including shops, a school, employment and community facilities. All of the town is within a reasonable walking distance of any of the proposed development sites. However, many of the available routes within the town are lacking in offering suitable and accessible walking routes to key destinations. Where possible these routes need to be improved to provide the necessary availability of walking routes within Stalbridge to and from the proposed development sites.

Routes within the town are restricted in a number of ways, including absence of footways, narrow footways, lack of suitable dropped kerbs, obstruction and unsuitable surface treatment. Some of these cannot be resolved due to space but there are others that require reasonable improvement to allow for access between the proposed development sites and key destinations within the town.

We have provided a list of necessary infrastructure improvements for each of the sites coming forward in the town. Some improvements are a requirement for more than one of the proposed sites and have therefore been identified for each site. The improvements include provision of dropped crossings along key routes, to provide safe facilities for less able people, those with push chairs, wheelchairs or mobility scooters; improvement of two key public footpath routes within the town and improved crossing points on key roads.

Sustainable access to locations outside of Stalbridge are currently limited. Bus services to the town do not offer a viable alternative to private cars for many everyday trips and there is little chance or benefit in seeking to improve them in the short term off the back of the proposed development. The town does however benefit from being 6km south of the mainline rail station at Templecombe, which provides regular services to London and the wider south west.

The potential off-road route between Stalbridge and Templecombe forms part of the old Somerset and Dorset Railway which used to link Bristol, Bournemouth and Christchurch. Other sections of this extinguished rail line have been turned into the North Dorset Trailway which currently runs between Sturminster Newton in the north and Spetisbury in the south.

There has been a desire to extend this route further along the old rail bed for some time, partly to link additional rural communities to more services and destinations.

Providing the link will allow for sustainable travel in the local area but will also enable access to local greenspaces and to a safe area for regular exercise. Both are proven to impact positively on people's health and wellbeing and the principles are embedded in the Sustainability and Transformation Plan for local health services under the title 'Prevention at Scale'.

The existing section of the trailway operates very well and caters for an average of 300 trips a day across the whole year with peak usage exceeding 700 trips. Users are split between leisure and utility. The route also provides an accessible route for those with mobility scooters with, for example, people using the route to access doctors surgeries in Blandford from Durweston and Shillingstone.

The overall package of transport contributions for rights of way, Trailway and localised pedestrian cycle infrastructure reasonably provide improved levels of sustainable transport for occupants of the proposed developments. They also support sustainable development in a wider sense by helping to provide an environment in which a healthy lifestyle is possible, reducing the developments impact on central health services.

Site specific infrastructure requirements - Land off Thornhill Road- 60 dwellings:

- Contribution to Trailway Upgrade secured by Section 106
- Contribution to allow delivery of dropped kerb crossings at 8 junctions on Lower Road and Jarvis Way to be used by occupants of the development when accessing the town facilities and local school - Secured by Section 106
- Localised footway and crossing improvements at junction of Bibberne Row and Lower Road to link with existing footway on north side of Lower Road - Secured by Grampian condition

Drainage (Flood Risk Management) - DCC

We have no objection to the application subject to conditions and informative notes being included on any permission granted.

We previously responded to the above two sites separately, via letter, on the 29th August 2017, however, subsequent submissions made on the applicant's behalf, have proposed a strategic discharge route involving both sites, such that the Detailed Drainage Strategy (DDS) requires consideration of both sites together. As such, we have combined our response and our comments apply to both sites as a whole. From a drainage perspective, therefore, these sites currently come as a package.

Our earlier letters, referenced above, provide sufficient comment with respect to assessment of any prevailing flood risk to the applicant's sites and surrounding area. We have nothing further to add in this regard and will therefore not comment further with respect to flood risk. We suggest, however, that the Local Planning Authority (LPA) review our earlier reply, and our email dated 15/01/2018 13:09, as a reminder of the setting of the site from a flood risk perspective as well how proposals for the site have evolved over time.

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

To this end, the applicant has submitted the following revised information, in addition to the documents referenced in our letters of the 29th August 2017. These documents provide the necessary detail to substantiate the proposed surface water strategy, but please note the clarifications and alterations to discharge route made clear in the most recent Flood Risk Assessment (FRA) Addendum.

The applicant has clarified the following via their additional submissions, which address previous concerns raised by us:

- Ground Investigation has been undertaken, which demonstrates that both sites are unable to support infiltration. As per national guidance and the SuDS hierarchy, the applicant has therefore looked at on site storage with an attenuated discharge into a receiving system.
- Given the relative low density of housing on both sites and degree of open space, it is clear that the applicant has allowed sufficient area to include an attenuation basin in order to provide sufficient storage with which to balance flows. The November 2017 layouts provided within the FRA addendums dated 27th November, show that the applicant intends to adopt this approach for both sites, so as to ensure no off-site worsening beyond each of the red line boundaries. We note that no confirmation has been provided as to how flows from the attenuation basin will be controlled, but are content that this come forward at DoC stage.

- Based on the provisional layout the applicant has now provided a breakdown of impermeable vs. permeable areas pre- and post- development, although only for the Thornhill site. The applicant has, however, provided pre- and post- development runoff rates for both sites and has indicated provisional storage volumes to offset the effect of introducing increased impermeable area to this catchment.
- The applicant has clarified their intentions, for both sites, with respect to exceedance management, in the November 2017 FRA addendums. Their proposals seem both viable and sensible, but will obviously be subject to detailed design and must be considered as part of any Discharge of Conditions (DoC) application.

The November letters also confirm the applicant's intentions with respect to drainage, which is that any infrastructure will be offered to Wessex Water (WW) for adoption - any unadoptable infrastructure will be passed to a third party management company, who will need to comply with any maintenance schedules produced as part of any DoC application.

Most importantly, the applicant has now demonstrated a viable discharge route for disposing of any attenuated SW flows from the above sites. Initially, a connection to the WW system along the Springfields Road development was proposed via a sewer requisition and works under the public highway. This would have involved either (a) a capacity analysis to demonstrate that a connection to this system would not lead to an increased risk of sewer flooding or (b) confirmation that WW would be willing to utilise their powers to upsize the existing networks at this location. A capacity analysis has not been completed or submitted as part of the planning process and an in-principle agreement to upsize the existing network from WW was not forthcoming. As such, the applicant has submitted a further addendum (also referenced above), which proposes a discharge into the Bibbern Brook via a DCC highway structure and a sewer requisition across any third party land. In-principle agreement from WW and DCC highways has been obtained by RMA to demonstrate the viability of this approach.

We have assumed that any future applicant will be able to apply for a section 50 licence to be able to install, as necessary, and new sewers under the public highway.

Then indicative discharge route and likely level changes are demonstrated within the SW requisition concept plan referenced above. You will note that the discharge from the Barrow Hill site is conveyed via the Thornhill site, which can be achieved via either: a requisition across the Thornhill site, or by any future developer exercising their "Right to Connect" into any SW system constructed prior to development of the Barrow Hill area. In order to facilitate development of the Barrow Hill site, the downstream SW sewer network must be sized, at detailed design stage, to allow for the proposed attenuated discharge from the upstream development at Barrow Hill, plus any positive drainage contributions from the Thornhill Road site itself, hence our condition below.

To ensure that the applicant considers the above and produces an appropriately detailed design for both sites, we recommend the LPA add conditions and informative to any grant of planning permission / decision notice(s) issued in respect of these outline planning applications.

Wessex Water

Surface Water Drainage

Surface water must be disposed of in accordance with Building Regulations Hierarchy and NPPF Guidelines. A surface water connection to existing public surface water sewers will only be considered where discharges to local land drainage systems are proven to be unviable.

Elements of the surface water system can be offered for adoption. Surface Water connections to the public foul sewer network will not be permitted. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system.

The original FRA drainage strategy (RMA June 2017) proposed surface water discharge via SuDS with restricted outfall to Bibbern Brook. The developer has provided a revised scheme of works for

surface water disposal to the local watercourse. Wessex Water has indicated that a requisition arrangement can be used to deliver an off-site outfall sewer to the local watercourse.

This proposals falls within the SuDS hierarchy for surface water disposal with restricted discharges and flood risk protection.

We request that the details are recorded and included to form the updated surface water strategy. If the strategy is varied from the revised submission we request that we are re-consulted on any proposed changes.

Foul Drainage

Foul and surface water must be drained separately from this site and the drainage strategy submitted with the planning application indicates separate systems of on-site drainage.

There is currently adequate capacity in the foul network to accommodate the flows from this development. The proposed pumped connection to public foul sewer in Barrow Hill is acceptable in principle and will be subject to application and agreement with Wessex Water. Wessex Water will adopt a foul pumping station and sewers through a formal agreement, subject to satisfactory engineering proposals constructed to current adoptable standards. The developer should submit details to Wessex Water for technical review prior to construction.

Natural England - No Objection

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species - consult DNET

We have not assessed the application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application. If protected species or biodiversity interests are likely to be affected, or if the application exceeds 0.1 ha, then in line with the Dorset Planning Protocol Natural England recommends that this is achieved by requesting a Dorset County Council Natural Environment Team (DCC NET) approved Biodiversity Mitigation Plan (BMP)

Dorset Natural Environment Team

We agree with the comments made by Natural England confirming that the residual impacts on biodiversity and recommendations in the Phase 1 habitat survey would be best addressed through the Dorset Biodiversity Protocol and Dorset Compensation Framework and recommend that a Biodiversity Mitigation Plan is submitted to the Natural Environment Team for approval.

Information on ecological constraints and records of protected species and habitats should be obtained in the first instance from the Dorset Environmental Records Centre

Comments in relation to the biodiversity of the landscape can be dealt with via a Landscape Environment Management Plan (LEMP) condition and a condition requiring a Biodiversity Mitigation Plan and Certificate.

Senior Landscape Officer - NDDC - No objection

Significance Landscape Policy Context

Policy 4 of NDDC Local Plan

The landscape provides an important setting for settlements and contributes to local distinctiveness and a sense of place. This has been formed by natural factors such as vegetation and human factors such as the historic management of this vegetation and patterns of settlement.

The District-Wide Landscape Character Area Assessment identified 18 landscape character areas and set out the key features of these. If these features were harmed by development, the landscape character would be degraded. It is therefore important that all development is designed to fit with this landscape character, including the use of appropriate building materials and in relation to the scale of development.

Where there is likely to be a significant impact on the landscape, development proposals should be accompanied by an assessment of the impact on the landscape character such as a landscape and visual impact assessment based on best practice. This should demonstrate how important landscape features will be integrated into development proposals and how the visual impact of a development has been mitigated.

Landscape/Townscape Blackmore Vale Landscape Character Area

- A broad expansive clay Vale which is tranquil and unified.
- A unique mosaic of woods, straight hedgerows and grassland fields 'dotted' with distinctive mature hedgerow Oaks.
- Open views across the undulating to flat pastoral landscape to the chalk escarpment backdrop.
- Dense network of twisting lanes often with grass verges and sharp double 90o bends.
- Small hump backed bridges with low stone or brick parapets.
- Many very small villages and hamlets built with locally distinctive materials, such as stone, redbrick, tile and thatch.
- A network of ditches, streams and brooks which drain into the tributaries of the Stour.
- Lydlinch Common (an SSSI) and Stock Gaylard Deer Park (an SNCI) are both key locally important features.

North Dorset Limestone Ridge Landscape Character Area

- Elevated open plateau areas of undulating farmland landscape with distinctive sloping edges in places.
- Thick dense hedgerows and frequent small copses and plantations.
- Open views from higher areas across the Vale to the chalk escarpment.
- Many scattered villages and farmsteads and a distinctive settlement pattern along the ridges or on the side slopes to the ridges.
- The traditional use of locally available and distinctive limestone in the villages and in other buildings and structures.
- Numerous twisting hedge lined lanes, straighter ridge top roads and many public Rights of Way.
- Stalbridge Park is a key local feature of interest.
- Twinwood Coppice is a key local feature of interest.

The Stalbridge historic towns survey states: The area has a medium sensitivity to major change. Major development has taken place within the area during the modern era in the form of housing estates, modern infill housing and commercial development. This has damaged historic plot boundaries but has not severely damaged the historic street frontage

Visual Amenity

The proposed site is located on low-lying ground at the base of the western side of the Blackmore Vale, with the settlement of Stalbridge above and to the north. I have no further comments regarding the selection of viewpoints assessed within the submitted LVIA, having suggested that residential viewpoints be included within an LVIA addendum.

The proposed site is approximately 2.1ha in size and typical of the Blackmore Vale Landscape Character Area, containing pasture with scattered trees and hedgerow. The proposals are for 1.62ha of development with a further 0.39ha of green open space.

The development boundary of Stalbridge covers an area approximately 70ha in size.

Outline Design and Access Statement

The submitted Outline Design and Access Statement provides the following information on the proposed arrangement of buildings, choice of materials and detailing of each building; and how these elements have been selected to mitigate impacts upon the townscape characters of Stalbridge.

The character analysis undertaken in Section 2 above identified what is distinctive about Stalbridge in terms of street typologies, spaces, materials and detailing. The design of this proposal aims to reflect those findings in order to lend the development a sense of place and to identify it with its broader context. In designing the scheme we have sought to reflect the older elements of the locality since it is these that are more representative of the local vernacular.

Given that this site lies within a Conservation Area, its development offers the opportunity to improve the current situation by enhancing local character within this transition by using locally made materials and variety in appearance.

Character areas have been defined within the development that will create additional to the diversity of the scheme and further assist it to integrate with its context. The proposed character areas for the development are as follows:

CA1: Town Centre Character

CA2: Town Setting Character

Each character area will contain its own individual design elements which aid in making it distinct from other areas. It will vary according to built-form, changes in height, set-backs, landscape treatments, architectural detailing, colour and use of materials. The boundaries between character areas are not prescriptive and will naturally evolve as the detailed design progresses.

Primary street character

Dwellings along the Primary Access Street will reflect the higher density development seen centrally within the town. This area will include runs of terraces, greater enclosure and potentially slightly taller buildings.

Town setting character

Dwellings located further south towards the open land beyond will be at a lower density, including larger, more spacious properties and plots. These will be more reflective of the villas seen along Thornhill Road, which are generally set back behind front boundary treatments.

Architectural details

The suggested approach to window styles is to incorporate sash windows, and some bays to the ground floor to reflect those found in the locality. Thin stone cills and window headers that contrast, either in material type or arrangement, are also common.

Roofs are generally pitched, with occasional examples of hipped roofs.

Dormer windows and dropped dormers are fairly common, which could be reflected if some 2.5 storey development is pursued.

Porch canopies are used widely, incorporating a mix of pitched, sloped and flat canopies, which can also be used to add variety to the new development.

Materials palette

As discussed previously, a common material within the historic core is stone, regularly combined with contrasting decorative red bricks or dressed stone surrounds. The more recent suburban development also incorporates red brick, reflecting this original character, whereas the mid-20th Century suburban development incorporates use of pebbledash. There is also use of cream render and painted brick in the locality, which could be used in the new development.

Roof finishes could be slate or clay tile.

Landscape strategy

Landscape design is a key component for creating a successful development at this site. The green spaces are an integral part of the place and create a strong landscape structure across the site.

The landscaping has been paid particular attention where it will play the important role of softening the transition between the built-up area and the countryside.

Landscape/Townscape - Assessment of harm

Stalbridge is one of many small towns and villages found within the Blackmore Vale and North Dorset Limestone Ridge landscape character areas. It is of a similar size to other nearby settlements such as Henstridge, Marnhull and Sturminster Newton. The town of Henstridge is located in close proximity to Stalbridge.

The proposed built development of 1.6ha of land to the north of Stalbridge, appears to represent a moderate growth of the settlement (approximately 2%) in a southerly direction toward Lydlinch.

The proposed development includes a "Primary Street Character" that includes runs of terraces with greater enclosure and potentially slightly taller buildings. This is at odds with the surrounding townscape pattern of detached, semi-detached and bungalow development in medium to large plots.

The loss of an area of open pasture will diminish one of the core elements of the Blackmore Vale landscape character area but to a limited extent. However, mitigation includes the introduction of significant hedge planting, which is also a core element of the Blackmore Vale landscape character area.

The development will further damage the historic plot boundaries surrounding the settlement but will not damage the historic street frontage of the town.

An LVIA and Townscape character assessment has been submitted with this application to assess the impact of the development upon these elements and propose mitigation to reduce these impacts.

Visual Amenity

I agree with the submitted LVIA that the most harmful visual impacts of the proposed scheme will be largely limited to the area immediately surrounding the site. Topography, intervening settlement and tree and hedge planting, will screen the development in wider views. However, views from footpaths in close proximity to the site will be harmed by the development as will views from residential properties surrounding the site. Both of these elements have been described as having "high susceptibility" within the submitted LVIA.

I would argue that the following statement in the LVIA is inaccurate:

"Residential receptors have a high sensitivity, which combined with a medium magnitude of change would give rise to a major effect overall in the short term, decreasing over time as mitigation planting matures and the proposal forms part of the accepted fabric of the settlement."

Although it may become an accepted fabric of the settlement, this change will result in a permanent loss of open views across the countryside.

The construction impacts of the scheme will result in a number of harmful visual impacts for a defined period of time, particularly on residential receptors in close proximity to the site.

Conclusion

With regards to the above, the principle landscape/townscape policy test of Local Plan POLICY 4 is, therefore, not considered to be met.

In respect of paragraph 4.56, the Outline Design and Access Statement (ODAS) provides an assessment of the existing townscape character, with accompanying design mitigation. However, as noted in sections 2.1 and 3.1, the "Primary Street Character" is at odds to the existing situation and does not fit with this landscape character...in relation to the scale of development.

If this application is approved, it is important that the design elements proposed within the ODAS are carried through to detailed design, this is particularly important with regards to:

- Proposed stone material for buildings and walls should be Forest Marble with areas of Ham Stone dressing.
- The predominant roof are proposed to be slate and stone tile and these should be the predominant roof material for a development of this scale.
- Sash windows should be incorporated.

In respect of paragraph 4.57, an LVIA has been produced and mitigation proposed in the ODAS that "demonstrates how important landscape features will be integrated into development proposals and how the visual impact of a development has been mitigated."

Tree Officer North - NDDC - No Objection

In arboricultural terms the proposal is acceptable.

There are no trees of significant amenity within or surrounding the site and no Tree Preservation Orders within the vicinity of the site.

The broader landscape impact is a much more important consideration, and I note that this is being dealt with separately.

County Archaeological Office - DCC - No Objection

No objection. There is not a strong enough case to advise of a need for archaeological evaluation or mitigation.

Senior Conservation Officer - NDDC - No Objection

These comments are similar to those offered in response to the housing scheme off Barrow hill under application Ref: 2/2017/1094/OUT. Despite the fact that the site is just outside of the Conservation area, similar constraints apply due to the proximity of the land to Stalbridge. A historic town of heritage significance.

Significance:

The proposed development site lies to the southern side of Stalbridge and just outside of the Conservation Area boundary. The field proposed for housing is on the edge of the town however provides an important green space to the East when entering the town from the south on the A357. There are no other heritage assets either within or immediately around the site, but the centre of Stalbridge features a high number of heritage assets and listed buildings which contributes to the overall quality of the Conservation Area's character and appearance.

Executive Summary:

This Outline application was subject to pre-application advice and at this time no concerns were raised regarding the impact of the development on heritage assets. To quote:

The heritage assets are located away from the site itself with the conservation area boundary some 150 metres away and the Listed Buildings in Stalbridge in excess of 240m from the nearest proposed development. With intervening built form the proposals are unlikely to affect the setting of these heritage assets.

There are no objections to the development of this site for housing, or to the proposed access/pedestrian route locations. I would however add that:

At full application stage there will need to be careful consideration of the overall site boundary which abuts open countryside. A detailed landscaping scheme with a robust planting proposal for the site boundary to the south and east will be necessary.

The success of the scheme will very much hinge on the quality of the design and choice of materials both for the buildings and surface treatments. Inspiration for these elements should ideally be drawn from the historic qualities of the Conservation Area and not from the modern development that lies around the northern/western periphery of the site. The setting back of the properties near to the access of the site is a positive approach, taken with the additional planting. At full application stage it would be preferable to retain these elements.

Recommendation:

In determining the proposals due consideration has been given to Section 12 (Paragraphs 129, 131, 135, 137) and Section 7 of the NPPF, Section 72 of the 1990 Act and Policy 1.24 of the North Dorset District Council Local Plan.

Dorset Education Authority - DCC

Their comments are as follows relating to all largescale housing applications and pre-application enquiry at the time of consideration of contributions:

Based on the following assumptions:

There are 4 sites coming forward:

Site A - 137 units

Site B - 98 units

Site C - 60 units

Site D - 120 units

Total Units - 415

Stalbridge has a single 1FE Primary School. It is currently on an undersized site and as of May 2017 had 202 pupils on roll.

A total of 415 houses will generate a total of 81 children - an average of 11 additional children per year group. Based on current projections, this will require the expansion of the existing school.

The school currently sits on a site of just over 9,500m², but a school with capacity for 210 children requires 10,900m². With additional 81 children it may be necessary to increase the size of the school up from a 1FE to a 1.5FE school. This would require an additional 3 classrooms, other ancillary spaces but more crucially would require an overall site of 15,100m². This site provision would need to be adjacent to the existing school site.

In order for the total quantum of development to come forward it is unlikely that the existing primary school provision would be able to cope without the expansion of the site and additional accommodation on that site.

In terms of Secondary Provision, Stalbridge sits within the Sturminster Newton High School catchment. The school currently operates as a PAN 120 and will be breaching this level of demand from 2021 onwards based on current projections prior to allowance for new housing in the catchment area.

Based on the individual sites the following contributions would be sought.

Site	Units	Primary £	Secondary £	Post 16 £	Total £
A	137	279,371	447,459	111,093	834,924
B	98	197,696	320,080	79,468	597,245
C	60	121,038	195,967	48,654	365,660
D	120	242,077	391,935	97,320	731,320
Total	415	837,184	1,355,441	336,523	2,529,150

These figures are based on the premise that all units are eligible at a rate of £6,094 per unit broken down by phase.

The calculation below is indeed scalable to 300 units at the same per unit cost for all phases. Primary generates 61 places from 300 units.

In terms of Secondary and Post 16.

The Secondary School is Sturminster Newton High School and it currently has Published Admission Numbers (yearly intake) of 120. The catchment projections for the school are as follows:

Year 7 projections from within catchment show over demand over 120 in 2020,2021, 2022, 2023 and 2024, this is without any consideration on ongoing developments across the area including Sturminster Newton itself. In 2022 there would be less than 5% spare capacity.

In terms of Post 16 - there are expectations already within the projections that demand will grow by at least 60 places in the next 3 years and then level off at an increased demand of 30 places year on year. Again this is without the additional 11 children to be generated at Post 16 as a result of 300 houses in this proposal.

To update the figures - 300 units will generate 61 Primary, 44 Secondary and 11 Post 16. Based on £6094 per unit - Total of 1,828,301 excluding pre-school.

The Director of Commissioning Operations NHS Dorset
response provided on 5 December 2017.

We would estimate a significant increase in the local population and we will need to fully evaluate the impact on the local NHS resources in terms of the Primary and Community Care.

Should these planning applications be successful, we would request that a financial contribution is provided to fund the additional NHS primary care infrastructure from the Community Infrastructure Levy or Section 106 agreements in place with the developer.

To aid this we have undertaken an analysis of the anticipated impact on the NHS infrastructure and the likely financial implications on the Stalbridge area as a result of the proposed developments.

Using current guidance of 2.4 persons per dwelling, this calculates an additional increase in population of approximately 1300. For local primary care services, this equates to one additional clinical room would be required as a minimum. The estimated cost of creating an additional clinical room is in the region of £40,000. The location of where the additional clinical room would be would need to be considered as and when the funding was made available from the developers.

In light of the fact that the development is multiple sites and agents it is felt that the contribution should be divided by the number of houses for each scheme, so each developer would make a percentage contribution towards the total costs.

North Dorset Planning Policy

Response received on 18 January 2018.

These comments are applicable to all three current outline applications (2/2017/0741/OUT, 2/2017/1094/OUT and 2/2017/1095/OUT) for large scale residential development at Stalbridge. The comments below focus on the matter of the principle of the proposed developments taking into account the Council's current housing land supply situation. Consequently, the commentary below focuses on particular policies within the North Dorset Local Plan Part 1 (LPP1). There are a wide range of other planning policies that are of relevance in considering the proposed developments.

Policy 2 (Core Spatial Strategy) in the North Dorset Local Plan Part 1 (LPP1) states that 'All development proposals should be located in accordance with the spatial strategy for North Dorset'. It is outlined that Blandford (Forum and St.Mary), Gillingham, Shaftesbury and Sturminster Newton are identified as the main towns in North Dorset and will be the main focus for growth, both for the vast majority of housing and other development. Policy 2 details that Stalbridge, and the eighteen larger villages within the District, are identified as the focus for growth to meet the local needs outside of the four main towns.

It is considered that the affordable housing element (40%) that would be provided in relation to all three schemes would largely meet local needs over the plan period (2011-2031). However, the market housing element (60%) relating to all three schemes would meet wider strategic needs over the plan period. Therefore, whilst the proposals, which are located beyond the existing settlement boundary at Stalbridge, would meet a local need for housing it is considered that the developments would go beyond meeting just local needs and would contribute towards meeting the strategic development needs of the District. In this regard it is considered that the proposed development would be contrary to Policy 2 in LPP1.

Further to Policy 2 referred to above, Policy 6 (Housing Distribution) in LPP1 sets out that at least 5,700 net additional homes will be provided in North Dorset between 2011 and 2031. As with Policy 2, Policy 6 also details that the vast majority of housing growth will be concentrated at the District's four main towns of Blandford (Forum and St. Mary), Gillingham, Shaftesbury and Sturminster Newton. Policy 6 outlines the approximate scale of housing development at the four main towns during the period 2011-2031.

Policy 6 goes on to state that 'In the countryside (including Stalbridge and the villages) the level of housing and affordable housing provision will be the cumulative number of new homes delivered to contribute towards meeting identified local and essential rural needs. At least 825 dwellings will be provided in the countryside (including Stalbridge and the villages) during the period 2011-2031.' As stated above the proposals would go beyond meeting just local needs. The proposals would also go beyond meeting essential rural needs.

Since the start of the plan period (2011), completions and existing extant consents account for approximately 550 of the 825 dwellings referred to in Policy 6. Therefore, there isn't currently an oversupply of dwellings in the countryside. The proposals could result in the development of up to 278 dwellings if they were all granted planning permission. This would result in the number of completions and extant consents totalling 828 dwellings. This would be in excess of the 825 figure referred to in Policy 6 of LPP1.

However, given the 825 figure referred to in Policy 6 is preceded by the words 'at least' (this is not a target for, or a cap on, the overall level of housing development that should take place in the countryside (including Stalbridge and the villages), granting all three proposals planning permission would not result in an oversupply issue. Consequently, it would not prevent possible future proposals at the eighteen larger villages, which sought to provide for local needs/essential rural needs, being granted planning permission. Nevertheless, the Council will need to closely monitor future rates of development in the countryside to ensure that oversupply does not become a problem.

Policy 20 (The Countryside) in LPP1, sets out that Stalbridge and the eighteen larger villages will form the focus for growth outside of the four main towns. It states that 'Development in the countryside outside defined settlement boundaries will only be permitted if:

- a. it is of a type appropriate in the countryside, as set out in the relevant policies of the Local Plan, summarised in Figure 8.5; or
- b. for any other type of development, it can be demonstrated that there is an 'overriding need' for it to be located in the countryside.'

The proposals, given, amongst other things, their location outside of the settlement boundary at Stalbridge, their large scale and the fact that they go beyond meeting just local and essential rural needs, are contrary to Policy 20. Nevertheless, it is worth noting that Stalbridge is the fifth largest settlement in North Dorset and it has a wide range of services and facilities. Access to services and facilities is better than other settlements located in the countryside in North Dorset. This is a point that is acknowledged in the Issues and Options Consultation which is currently being undertaken as part of the Local Plan Review.

In addition to development plan policies referred to above, a key consideration in respect of this planning application is the fact that the Council cannot currently demonstrate a five-year housing land supply. The Council considers that its housing land supply is currently 3.42 years. Although an outline application for large scale residential development has recently been submitted in respect of the Gillingham Southern Extension, and a further outline application is expected to be submitted in the near future, it is considered that these applications will not have a significant positive impact on the Council's housing land supply in the short term. Therefore, there is no basis for refusing the proposals at Stalbridge on the basis of the current outline application, and the further outline application anticipated, at Gillingham given that there is currently a need for a range of sites to be developed in North Dorset in order to boost the supply of housing.

Paragraph 47 of the National Planning Policy Framework (NPPF) sets out the government's aim 'to boost significantly the supply of housing'. Paragraph 49 of the NPPF states that 'Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.'

Paragraph 14 of the NPPF sets out what is meant by the presumption in favour of sustainable development. It details that 'At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking.

For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; (Unless material considerations indicate otherwise) or;
 - specific policies in this Framework indicate development should be restricted.' (2 For example, those policies relating to sites protected under the Birds and Habitats Directive (see paragraph 119 of the NPPF) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion)

Paragraph 49 of the NPPF acts as a 'trigger' to engage the relevant part of paragraph 14 (set out above) of the NPPF in decision-taking. For all three proposals there are no specific policies in the NPPF that indicate that development should be restricted.

Summary

The proposed developments are contrary to Policy 2, Policy 6 and Policy 20 of the LPP1. However, as set out above the council cannot currently demonstrate a five-year housing land supply and as a result paragraph 14 of the NPPF is engaged in respect of considering the proposed developments. In terms of paragraph 14 it is considered that there are no specific policies in the NPPF that indicate that development should be restricted in respect of any of the proposals.

Consequently, given the extent of the existing housing shortfall in North Dorset and the fact that there isn't currently an oversupply of housing in the countryside (including Stalbridge and the eighteen larger villages), it is considered that there is no basis for refusing the proposed developments planning permission on the grounds that they are contrary to Policy 2, Policy 6 or Policy 20 of the LPP1.

It will be a matter for the case officer to express a view whether any of the proposals should be refused planning permission on the basis of other material planning considerations. In reaching this view the case officer will need to determine, in line with paragraph 14 of the NPPF, whether any adverse impacts resulting from any of the proposals would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. The case officer should also consider whether there is a basis for any of the proposals being refused planning permission due to the cumulative impacts that would result from the proposed developments.

It is of note that the main reason that there is no objection to the proposed developments on the grounds of Policy 2, Policy 6 or Policy 20 in LPP1 is because the Council cannot currently demonstrate a five-year housing land supply. Consequently, if the proposals are granted outline planning permission, it is considered important that development is brought forward on the sites as quickly as possible to address the existing shortfall. Therefore, consideration should be given to the conditions regarding the submission of reserved matters that may be applied to the proposals if they are granted outline planning permission. Reducing the amount of time for the submission of reserved matters from three years to two years may help to accelerate the speed at which development is brought forward on the sites.

Representations:

27 letters of representation were received, including a response from the CPRE and the A357 Action Group, of which 2 offered comments which neither supported nor objected to the proposal, 25 objected to the proposal and 0 supported the proposal.

The objections raised the following concerns which are considered in the relevant sections of the Planning Appraisal below:

- Strategic and large scale development not acceptable should be local needs housing
- Unacceptable increase in traffic particularly on the A357
- Outside the defined development boundary of Stalbridge
- Loss of Countryside
- Damaging to landscape and countryside
- Views of Blackmore Vale lost
- Poor public transport
- Insufficient facilities in the town
- Primary school at capacity
- Lack of facilities in town no bank or solicitor
- Loss of GP surgery in town and need for replacement

- Lack of infrastructure to accommodate the number of houses
- Flooding and sewerage
- Need bungalows not houses
- Limited employment opportunities
- Infrastructure needs improving before housing approved
- Site was not included in the strategic housing assessment
- Population increase from new housing is unsustainable
- Inadequate recreational facilities offered
- Loss of amenity for users of the Public Right of Way N51/39
- Noise and disturbance
- Density of housing too high small gardens nowhere for bins
- No natural buffer against Bibberne Row
- Dilutes character of community
- Overshadowing

Relevant Planning History:

Application: 2/1989/0327
 Proposal: Develop land for residential purposes
 Decision: Refuse
 Decision Date: 09.05.1990
 Application: 2/2001/0110
 Proposal: Develop land by erection of 2 no. dwellings
 Decision: Refuse
 Decision Date: 17.04.2001

Two previous applications above have been made on this land for development.

2/1989/0327 was refused for an outline application to develop the land for residential purposes as the land was outside the limit of the settlement at the time and in an area where countryside policies applied. At appeal the Inspector pointed out that there was a 6 year housing land supply at that time and so the intrusion into the open countryside was in conflict with Government advice and the Structure Plan at that time.

2/2001/0110 was refused for the erection of two dwellings, due to the lack of visibility onto the A357 from the proposed access point.

Planning Appraisal:

The main planning considerations that need to be addressed in this instance are:

- Ensuring an adequate 5 year supply of deliverable housing sites
- Sustainability of location
- Principle of the development
- Affordable Housing
- Access, Highway impacts, parking and sustainable transport improvements
- Flood Risk and Drainage
- Impact on Landscape
- Impact on Ecology,
- Impact on Trees
- Impact on Archaeology
- Impact on Heritage
- Impact on Neighbouring Amenity

- Other issues raised by representations
- Infrastructure provision
- The Planning Balance
- Conclusion

Ensuring an adequate supply of deliverable housing sites (five year supply)

Local Authorities are tasked to identify and update annually a supply of specific deliverable sites, known as housing land supply. The NPPF states that "To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable."

A lack of a five year supply or evidence of persistent under delivery can make it much more difficult to defend speculative development proposals in both the towns and villages. It has resulted in these development proposals coming forward that would not necessarily have the benefit of the level of community and member involvement that the current plan has been subject to, as is detailed in the planning policy comment above. Currently North Dorset District Council is unable to demonstrate a five year housing land supply. In this situation the relevant policies for the supply of housing need to be treated as out-of-date. It is important that the Council maintains a supply of housing land to meet the needs within the district

Stalbridge and the larger villages are identified in the local plan as suitable locations to accommodate local needs housing within their settlement boundaries. However, in view of the great importance placed upon housing supply they are vulnerable for consideration as strategic housing beyond their settlement boundaries. Indeed if they can be found to be in sustainable locations when the benefits are weighed against the harm from all other material considerations, then they should be considered to be acceptable to accommodate strategic housing supply.

Sustainability of location

Stalbridge is the only other town in North Dorset District Council which is not currently designated for strategic growth. Therefore it could be a better location in terms of infrastructure and facilities to receive a proportion of strategic growth than the larger villages. This matter is currently out for consideration in the Issues and Options review of the Local Plan Part 1. As such it is too early a stage whilst still under consultation to carry weight in decision making in relation to the Local Plan.

Since the four main towns within North Dorset District Council area have not provided the expected strategic housing supply within the 5 year framework anticipated in the LPP1, it falls to other settlements to be considered. In this instance Stalbridge is now required to be considered as a possibility unless weighed to be unsustainable for a valid material consideration, given the pressing demand for housing supply in the District as a whole.

Stalbridge is well placed with infrastructure within the town itself. The A357 is the main road through the village connecting it to Henstridge, Templecombe and Wincanton to the North and Sturminster Newton and Blandford to the south and east. There is a community hub and village hall, a post office, a primary school, outdoor recreational facilities, a library, a sports pavilion, industrial estate offering employment, a supermarket with café, a variety of shops, a doctor's surgery (imminently to close) public toilets, pedestrian and cycle links and a petrol station. These factors all indicate that it is suitable to take further housing development.

To weigh against that Stalbridge is a smaller, rural, more isolated town which is not as well connected as the four main towns of North Dorset by public transport and the nearest rail link is at 6km. It has significantly fewer shops, no bank and no secondary school compared to the other four main towns of North Dorset. It is remote from a larger number of services and there is no viable alternative to private cars. Within the town itself accessibility to walking routes is restricted by limited opportunities for improvement due to narrow footpaths and buildings close up to the roads. It also has a historic core and valued local landscape character areas surrounding it. These matters are therefore fully

assessed separately below to see if the harm from any of these factors would mean that the development is unsustainable as a whole for one of these reasons.

Clearly Stalbridge can provide some amount of housing development. The 40% of houses proposed to be affordable housing within this development would help to address local needs housing, being those on the North Dorset Housing Register in need of housing. If that were the case then those would be considered to be sustainable as meeting local need, leaving the remaining 60% market housing to be meeting a strategic housing supply rather than serving local needs.

Stalbridge is not designated in local plan policy to meet a strategic need for housing, but that is not in itself sufficient reason to prevent it meeting that need, if it is found to be a sustainable location for the housing and if no material considerations would significantly outweigh that.

The next step is for Members to determine, in line with paragraph 14 of the NPPF, whether any adverse impacts resulting from any of the proposals would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

The material considerations will be explored in turn below and will be followed by an assessment of the amount of weight to be attached to them.

The report will then conclude with a final assessment of the weight of the need for housing supply against the combined weight of the material considerations, which would indicate otherwise. After this a tilted balance will be applied in favour of the need for housing supply, given the present shortfall of 3.42 years supply compared to the required 5 years supply.

The Principle of Housing Development

In terms of Local Plan policy, the proposed development is contrary to Policy 2, Policy 6 and Policy 20 of the LPP1. This is because it is for development outside of the saved settlement boundaries of Stalbridge required by Policy 2, is of a quantity that would meet strategic and not just for local needs, as required by Policy 6; and, would be within the countryside, where market housing developments are not permitted, contrary to Policy 20.

In most situations these adopted Local Plan policies would be sufficient reason to refuse the development in principle in accordance with the NPPF paragraph 196 which states:

"The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.. This Framework is a material consideration in planning decisions."

However, Paragraph 49 of the National Planning Policy Framework (NPPF), which is itself a material planning consideration, states that relevant policies for the supply of housing should not be considered up-to-date, if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

The Council cannot currently demonstrate a five-year housing land supply therefore Policies 2, 6 and 20 of LPP1 (which are considered to be relevant policies for the supply of housing) cannot any longer be considered to be up to date. Where relevant policies are out of date, Paragraph 49 effectively 'triggers' the application of the presumption in favour of sustainable development in Paragraph 14 of the NPPF.

Paragraph 14 of the NPPF, sets out that in decision-taking this means granting permission unless:
Either any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;
or - specific policies in this Framework indicate development should be restricted by footnote 9.

Footnote 9 to Paragraph 14 indicates that the only exceptions to such a presumption are: "sites protected under the Birds and Habitats Directive (see paragraph 119 of the NPPF) and/or designated

as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion."

None of the examples listed as restricted developments in Footnote 9 apply to this application site at Lower Road in Stalbridge.

This means that this application should be determined against the criterion which states:

"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole"

National policy in paragraph 47 of the NPPF is to significantly boost housing supply and therefore additional housing provision should be seen as a benefit, alongside the community and infrastructure benefits that would be delivered. Housing in this location would help to meet the existing shortfall in the five-year housing supply in North Dorset and would not result in an oversupply of housing in the countryside (including Stalbridge and the eighteen larger villages), as set out in the Policy Officer comments above.

Any 'adverse impacts' of the development (discussed below), would need to significantly and demonstrably outweigh these housing and community benefits, in order to justify a refusal of planning permission.

Affordable Housing

Local Plan Policy 8 indicates that development that delivers eleven or more net additional dwellings will contribute to the provision of affordable housing. The Policy identifies that such development outside settlement boundaries shall contribute a 40% proportion of the total number of dwellings as affordable. The policy finally requires the tenure mix of affordable housing to be 70% affordable rent and 30% intermediate housing.

The applicant has agreed to provide 40% of the units on site towards affordable housing at a tenure split of 70% affordable rent and 30% intermediate housing at this outline stage. This is a policy compliant contribution and is considered reasonable and necessary to make the development acceptable.

As the application is in outline, the exact number of affordable units and their locations is not yet known; but the applicant has agreed to the policy compliant level of provision towards affordable housing and this will be secured via a Section 106 agreement.

Members should be aware that whilst the full 40% quantum of affordable housing is included in the S106 agreement, this does not prevent the submission of a viability assessment with another outline application in future to seek to demonstrate that the 40% is not achievable once all the infrastructure costs are fully known. The existing S106 agreement could not be varied without a separate application.

Access, Highway Impact and Sustainable Transport improvements

Access

The proposed vehicular access to the application site is a single point of entry and exit from Thornhill Road from an existing layby about 50 metres south of the junction of Waterlake onto Thornhill Road.

The access point offers good visibility onto Thornhill Road and a 2 metre wide footpath link north up Thornhill Road from the layby to connect with the footpath network up into the town centre. Pedestrian access is also secured from the eastern corner of the site onto Lower Road, which would link across to the Trailway for pedestrians or cyclists, and now avoids use of the private drive of Bibberne Row.

DCC Transport are satisfied with the detail of the access point and footpath connection on Thornhill Road as shown in detail on the plan, as this is for full consideration at this stage.

Highway Impact

The proposal would result in up to 60 additional dwellings accessing the transport network from this point. The application has been submitted with a Cumulative Transport Assessment which indicates that the volume of traffic flowing into and out of the site through Stalbridge would not lead to a severe impact on traffic flows through the town or undue danger to road users, including pedestrians, horse riders and cyclists.

Highways England has raised no objection and confirmed that the volume of traffic would not have a significant impact on the Strategic Road Network.

The Dorset County Council Highway Authority has raised no objection to the proposal. They liaised with Somerset County Council Highway Authority to confirm the cumulative impact assessment, which looked at several potential developments in Stalbridge and one in Henstridge; accurately portrayed the impact of traffic on the A357; and that the extra volume from all the developments combined would not cause undue delay to vehicles travelling on through Stalbridge and Henstridge.

The A357 Action Group objected to the development on grounds of the traffic data provided in the cumulative transport assessment submitted by this applicant. The A357 Action Group provided their own analysis of the cumulative traffic impact of all five applications, showing large increases in traffic flows on Stalbridge High Street and on entry to Henstridge. The calculated flows, using consistent metrics for all sites, significantly exceed those estimated in assessments from the applicants.

The Transport information submitted with the application has been given detailed scrutiny by both Highways England and the County Highway Authority, with due consideration also given to the counter claims of the A357 Action Group.

Whilst the proposal would undoubtedly increase the number of vehicles using the transport network, the applicant has provided robust evidence that demonstrates that the development can be accommodated without resulting in an unacceptable highway impact on the road network.

As such, the proposal complies with the relevant policies of LPP1 and the NPPF. The highway impact of the proposal would not be severe and the NPPF is clear that planning permission should only be refused in cases where a severe impact is anticipated and cannot be appropriately mitigated.

Sustainable Transport Improvements

There are a number of things that can be done to provide for sustainable access to a number of services within and beyond the town. A list of necessary infrastructure improvements include improvements to walking routes on key roads in and around Stalbridge, through the introduction of better pedestrian and cycle crossing points, with dropped kerbs and tactile paving, to provide safe facilities for less able people, those with push chairs, wheelchairs or mobility scooters; improvement of two key public footpath routes within the town.

Sustainable access to locations outside Stalbridge is currently limited. Bus services do not offer a viable alternative to private cars. However, the town does benefit from being 6km south of the mainline rail station at Templecombe which provides regular services to London from Exeter and the wider south west.

The potential off-road Trailway link between Stalbridge and Templecombe, along the disused Somerset and Dorset railway, would provide a viable cycle route for commuters. The Trailway extensions could allow for sustainable travel in the local area including towards Sturminster Newton and enable access to local greenspaces and to a safe area for regular exercise. These improvements would positively impact on people's health and wellbeing following the principles embedded in the Sustainability and Transformation Plan for local health services.

The overall package of transport contributions for rights of way, Trailway and localised pedestrian cycle infrastructure would reasonably provide improved levels of sustainable transport for occupants

of the proposed developments. They would also support sustainable development in a wider sense by helping to provide an environment in which a healthy lifestyle is possible.

The specific infrastructure requirements agreed with the applicant for this application site are:

- Contribution to Trailway Upgrade - secured by S106
- Contribution to allow delivery of dropped kerb crossings at 8 junctions on Lower Road and Jarvis Way to be used by occupants of the development when accessing the town facilities and local school - Secured by S106.
- Localised footway and crossing improvements at junction of Bibbern Row and Lower Road to link with existing footway on north side of Lower Road -Secured by Grampian planning condition

These contributions and infrastructure improvements are necessary to provide appropriate accessibility to different parts of the town and routes to school and countryside walks. These improvements would impact positively on people's health and wellbeing which is an aim of improving the sustainability of Stalbridge as a community.

Flood Risk and Drainage

Whilst the site is located in Flood Zone 1 and it is therefore at low risk of flooding, there is a risk of localised surface water flooding

As the development site exceeds 1 hectare in size a Flood Risk Assessment (FRA) has been carried out by the applicant which addresses the risks of localised surface water flooding. The FRA demonstrates that the proposed drainage strategies proposed would ensure that surface water arising from the developed site would be managed in a sustainable manner, reducing the flood risk to the site itself and elsewhere.

It is now proposed that the drainage strategy would be linked to the Barrow Hill site and would to have a surface water drain under the site which would be linked to its own attenuation system which would feed into surface water drains in Lower Road at a regulated output down, and the into Bibbern Brook.

Dorset County Council's (DCC) Flood Risk Management (FRM) team has been consulted during the application process, as they are the relevant Lead Local Flood Authority (LLFA) in this matter. They have assessed several revisions to the FRA and cross checked them with Wessex Water to ensure that they are deliverable.

Both DCC FRM and Wessex Water have now confirmed that the proposed mechanism for dealing with surface water flooding complies with the recommendations of the NPPF, adheres to the SUDS hierarchy and offers an acceptable drainage strategy.

It is therefore now concluded that the site is not at risk of flooding and does not pose a risk to off-site flooding, subject to the recommended drainage conditions. The sewerage can also be dealt with by a condition recommended by Wessex Water.

Impact on Landscape Impact

The Landscape Visual Impact Assessment (LVIA) has assisted in informing the judgement of the Council's Landscape Officer that there is no significant harm to landscape impacts.

The most harmful visual impacts of the proposed scheme would be largely limited to the area immediately surrounding the site. Topography, intervening settlement and tree and hedge planting, will screen the development in wider views.

Views from footpaths in close proximity to the site would be harmed by the development as would views from residential properties surrounding the site which would suffer a permanent loss of open

views across the countryside. Boundary hedging would mitigate this harm to some extent once it has grown but in the interim it would be an acknowledged loss of landscape view to existing residents.

However, Members should note that the loss of a view cannot in itself be a material planning consideration providing the detailed proposals are set at a distance and scale to respect acceptable residential amenities and with appropriate mitigation in term so landscaping to soften the development.

The construction impacts of the scheme will result in a number of harmful visual impacts for a defined period of time, particularly on residential properties in close proximity to the site. However, these matters are accepted to be part of the development process and are mitigated as far as possible through a construction management plan.

Whilst the Landscape Officer has assessed the principle landscape/townscape policy test of Local Plan Policy 4 is not met, this is partly because this is an outline application with matters of landscaping reserved. We therefore do not have details of the scheme or the full landscaping strategy so as to be satisfied at outline stage that important landscape features would be integrated into development proposals and precisely how the visual impact of a development would be mitigated.

Although the loss of an area of open paddock would diminish a core element of the Blackmore Vale landscape character area, it would only be to a limited extent which would not amount to material harm to the landscape as a whole. That limited harm is also proposed to be mitigated by the introduction of significant hedge planting, which is also a core element of the Blackmore Vale landscape character area.

A concern is also raised that the townscape character that the proposed scale of the development is at odds to the surrounding development and does not therefore fit with the landscape/townscape character that exists. However it is also acknowledged that this can be satisfied by applying a condition concerning the design code for the dwellings on any permission granted.

This is particularly important in relation to:

- Proposed stone material for buildings and walls should be Forest Marble with areas of Ham Stone dressing.
- The predominant roof are proposed to be slate and stone tile and these should be the predominant roof material for a development of this scale.
- Sash windows should be incorporated.

It is therefore concluded that the harm from alteration of views in the wider landscape setting would be minimal.

The proposed change to visual impact of landscape on immediate residents can be acceptably mitigated by new hedge planting so that they would not lead to significant intrusion based landscape effects.

The townscape impact of scale and density of the proposed development could integrate with local distinctiveness through use of a design code including materials as part of the reserved matters of layout and elevational appearance.

The overall landscape impacts of the development proposal are therefore considered to be acceptable and compliant with Policy 4 of the LPP1.

Impact on Ecology

Policy 4 of the Local Plan Part 1 has requirements in respect of Ecology which are consistent with the objectives and requirements of the policy at the national level contained within paragraph 118 of the NPPF.

The application has demonstrated compliance with these requirements through the submission of a Protected Species Report (dated June 2017) with recommendations for enhancement in (section 10) to demonstrate that appropriate enhancements can be achieved.

The report demonstrates that the existing land is poor semi-improved grassland with hedgerow and trees that have a poor range of species for attracting a range of wildlife. There was low potential for bats and reptiles on the site but there was identified potential to attract hedgehogs and nesting birds through enhancement of biodiversity.

Proposed hedging planted along all the boundaries and trees planted within the street scene are proposed to be a range of native species to provide foraging for a range of birds. Some conifer hedging is shown for replacement and existing hedgerows enhanced. Semi-improved grassland is to be removed and dense scrub and fruit trees.

Biodiversity mitigation and enhancements included at Section 10 of the Phase 1 Habitat Survey propose:

- A total of four bat access tiles and four integral bat bricks will be installed onto proposed residential dwellings, close to the proposed attenuation basin.
- 12 bird boxes be installed onto proposed dwellings.
- permeable boundary fencing for hedgehogs to forage
- native tree planting in the street scene
- species rich grass seed used in open space areas with wildflowers for butterflies

Natural England advised that any planning permission should be conditional on a Biodiversity Mitigation Plan (BMP) being approved by the Dorset County Council's Natural Environment Team (DNET) prior to commencement of development and that a Biodiversity Mitigation Certificate be issued from DNET before commencement of works.

Given the overall size of the site and existing vegetation, the proposals have demonstrated potential for delivery of a good range of biodiversity enhancements in the locality as required by the NPPF.

Impact on Trees

There are no harmful impacts identified on trees, should the development be approved, as the site is largely open, with no protected trees and with few trees within hedgerows surrounding the development.

The hedgerows contribute to the rural context of the site and visual amenity of the landscape other than the group of conifers in a neighbouring residential property. Generally retention of all the native trees and hedgerows is important and they would be required to be incorporated into future landscaping proposals at the reserved matters stage.

The indicative proposals submitted show that the applicant intends to retain existing hedgerows and trees, incorporate additional planting into the proposals for public open space. The indicative landscape plan shows the substantial reinforcement of the existing landscaping and trees on the site to provide a broader range of planting reflecting the indigenous trees and shrubs in this pastoral landscape.

The proposals have been assessed by the Council's Tree and Landscape Officer. The proposals are considered acceptable. The Tree and Landscape Officer raises no objection subject to landscaping conditions in accordance with the advice of the landscape officer.

A full Arboricultural Method Statement should however be made a condition of consent and should detail how the existing trees are to be protected, any remediation pruning, and details of service runs, roads or other issues which may impact upon the retained trees and hedgerows. It is important that consideration is given to the future growth potential of retained trees. This is to ensure that they may continue to give long-term benefits to the locality and would not be subjected to pressures for their removal or over regular tree surgery operations due to their size, shading issues, leaf litter etc.

Impact on Archaeology

The application has not been submitted with an archaeological assessment.

However, historic records Dorset Historic Environment Record (HER) or Historic England Archive (HEA) which show the development of Stalbridge, confirm there are no designated or non-designated archaeological assets present on the application site, the nearest being a scheduled Medieval cross dating from 15th Century, in the town centre, that would be unaffected by development of this site.

The application site consists of agricultural land, and would not have been a likely settlement area in the past. Archaeology would therefore be likely to be limited to traces of cultivation and field boundaries with a low theoretical potential for previously undiscovered archaeological evidence to be present.

Given the lack of any archaeological evidence from archaeological records any assets would be likely to be of minimal archaeological significance.

The Dorset County Archaeologist therefore confirms that there would be no requirement for further archaeological investigation in support of the application. Archaeology is not a constraint to development on the site and no conditions are necessary.

Impact on Heritage Assets

The Council's Conservation Officer has considered there would not be a harmful impact on the Conservation Area or heritage assets from developing this site in its context, adjacent to a modern housing development and with no heritage assets in the immediate locality.

Due to the position of the application site on the edge of town, adjacent to modern bungalows and post-war housing on Thornhill and Lower Road, and given the distance of over 150 metres from the nearest part of the Conservation Area and over 240 metres from the nearest Listed Buildings, and over 500 metres from the historic core of the town, it is considered that this site would not raise any particular concerns in relation to impact on heritage assets. The intervening built form between the heritage assets and the application site ensures that the proposals would not affect the setting of these heritage assets.

However, if the scheme is to succeed in reflecting the character of the Conservation Area, attention should be paid in the reserved matters layout and detailed elevational appearance for the buildings and surface treatments to the historic qualities of the Conservation Area and not the modern development that lies around the northern/western periphery of the site.

In particular it would be expected that the prevalent building materials of forest marble, coursed stone rubble with ashlar dressing/capping, red brick surrounds to windows and slate roofs be incorporated in the development along with use of curved dry layered course stone walls and hedges to mark boundaries.

The setting back of the properties from Bibberne Row, as shown on the illustrative layout, is considered to be a positive approach to design together with additional hedgerow planting and use of materials, which reference design qualities of buildings within the conservation area, whilst also reflecting the edge of countryside location.

Impact on Neighbouring Amenity

The application site is open to view from 10 neighbouring properties facing the site from Bibberne Row, at varying distances from 10m to 20metres to the field and from 4 dwellings on a private drive off Thornhill Road to the north of the field which directly back onto the field.

The distances from the nearest residential properties allow for acceptable back to back distances to be provided from the location of the new housing with space to provide landscape screening at site boundaries to prevent loss of privacy. Loss of views across Blackmore Vale is not a material planning consideration in relation to amenity.

The proposed housing development would not be likely to generate harmful levels of noise and disturbance that would significantly affect the quiet enjoyment of neighbouring residential properties.

Due to the position of the proposed development and the size of the application site, there is no reason to assume that a satisfactory scheme could not be devised that would have no adverse impact on the amenity of adjoining occupiers by way of overshadowing, overlooking, or overbearing. This could be satisfactorily demonstrated on the detailed layout if an open space fronts Bibberne Close as shown on the illustrative layout.

Given the quiet nature of the roads in the vicinity and the residential nature of the proposal it is not considered that undue noise would be generated from this development to cause disturbance to neighbouring properties.

There would inevitably be some adverse impact on neighbouring occupiers by way of disturbance during the construction phase of the proposed development. However, a construction management plan condition could be imposed on any permission issued to ensure that any such disturbance is kept to a minimum. Such disturbance would also be transitory and, as such, it is not considered that the disturbance would be significant enough to warrant refusal of the scheme.

Therefore, subject to a construction management plan condition, a satisfactory detailed design at the reserved matters stage, and notwithstanding local concern, the proposal is considered to have no significant adverse impact on residential amenity in compliance with Policy 25 of the LPP1.

Infrastructure Provision via S106

It is necessary to assess the planning obligation requirements against the requirements of paragraph 204 of the National Planning Policy Framework and the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010. Any contribution that is required must be reasonable and necessary and of the financial contributions have to be agreed between the developer and the LPA

In order to make the development acceptable in planning terms, a wide range of on and off site infrastructure provision has been identified, through consultation with key stakeholders including Dorset County Council, Dorset Clinical Commissioning Group and Stalbridge Town Council. These seek to secure a good range of Public Benefits to the residents of the whole town, including the new development if approved, which may otherwise not have received funding.

Policies 13 (Grey Infrastructure), 14 (Social Infrastructure) and 15 (Green Infrastructure), set out the Council's approach to securing the appropriate infrastructure needed to support sustainable development.

As the Local Plan Part 1 does not identify Stalbridge for strategic growth, the methodologies for calculating the appropriate scale of provision have been established on a proportional basis for each additional dwelling. An area-specific package of contributions to satisfy green, grey and social infrastructure has been developed which includes highway improvements with public access and open space and recreation.

The applicant has agreed to meet the policy level requirement for grey and green infrastructure and community benefits, itemised as part of the final recommendation below. These include:

Highway Improvements and public access

As part of the highway works proposed, a number of tactile crossing points on Lower Road and Jarvis Way would be provided, in order to facilitate access to Stalbridge School and to shops in the town centre. These would improve pedestrian accessibility to and from the town.

Additionally a new footpath would be provided from the site access going northwards up Lower Road to link with existing footpaths leading to the primary school and town centre and would be made subject of a planning condition.

A railway link enhancement is to be secured for improving and surfacing and enabling the extension of the railway in a northerly direction alongside Stalbridge towards Henstridge and Templecombe and in a southerly direction towards Sturminster Newton.

A contribution towards the enhancement and maintenance of public rights of way has also been agreed

This package of highway infrastructure benefits would achieve multiple sustainability benefits to the development, including improved footpath links and dropped kerbs and crossing points to improve opportunity for health and wellbeing of the whole community, in line with local and national policy.

It is considered that these benefits are all necessary as a result of the increase in vehicular and pedestrian movements generated by the development and are therefore reasonable and meet the tests of the CIL regulations

Open Space / Recreation

The proposal includes a contribution towards the provision of destination play facilities which could include a Neighbourhood Equipped Area for Play (NEAP) and a Multi Use Games Area (MUGA) and wheeled play / skate park which is considered an appropriate provisions for a development of this size, in combination with the other two major housing applications also being considered in Stalbridge.

These play areas would be delivered within a dedicated area of public open space within Stalbridge and potentially managed by Stalbridge Town Council with appropriate maintenance contributions included. Should the Town Council not be interested in taking ownership of the open space, or equipment, the S106 agreement would ensure there is a requirement for the developer to transfer the area into a private management company which would be responsible for the maintenance of the spaces and equipment.

The provision of public open space and Locally Equipped Area of Play (LEAP) for children's play space on the site itself to be used by future residents of the development would be specified within the reserved matters application and would be made subject to a condition on this outline application.

Allotments

Within the S106 agreement the contribution of funds to support the provision of more allotments within the town, by expanding the existing allotments to the north of the town.

Social infrastructure benefits

These benefits are necessary as a result of the increase in population which would place a demand on existing services. Contributions have been secured in the areas of education and community infrastructure as follows:

Education

The applicant has agreed to make the required contribution towards education, which is set by Dorset County Council as a financial contribution per dwelling with 2 or more bedrooms.

There would be a requirement for three further classrooms at Stalbridge Primary School, if the three proposed major housing sites on this agenda proceed to be developed. Dorset County Council is also seeking contributions towards enhancements to secondary provision to be provided Sturminster Newton Secondary School.

The contributions are calculated per dwelling so that they can be scaled down according to which developments are granted Planning Permission. This application alone is likely to generate the need for one further classroom at the Stalbridge Primary School and a contribution towards Secondary education.

The financial contribution for education is considered to meet the tests of the CIL Regulations and is necessary to make the development acceptable. It has been agreed by the applicant and is specified at the conclusion of this report.

Health

This application site, in combination with other potential growth in Stalbridge, would place additional demands on the health service that need mitigation through a contribution towards social infrastructure.

The main funding source and lead delivery agencies for community health are NHS England (Wessex) and Dorset Clinical Commissioning Group (CCG) for healthcare.

The CCG has specified a contribution to be secured towards the provision of Primary Care Services, at a rate per dwelling, which would need to be provided for the development of up to 60 dwellings and to be allocated as the CCG sees fit in the locality.

It is possible that this could be allocated to owning or renting a consulting room in Stalbridge for healthcare services, but whether or not such spending is directed to Stalbridge is at the discretion of the CCG, acting for the healthcare of the whole NHS trust area.

The financial contribution for primary health care is considered to meet the tests of the CIL Regulations, and is necessary to make the development acceptable. It has been agreed by the applicant and is specified at the conclusion of this report.

Community improvements

It is considered necessary and reasonable to collect financial contributions towards the delivery of community facilities in Stalbridge.

The application site itself is not large enough or located sufficiently central to the town to accommodate community facilities to offer on-site social improvements such as leisure and indoor sport facilities. Contributions are therefore proposed to be charged at a fixed rate per dwelling and would be allocated within the town following consultation with the Town Council.

The Village Hall, Sports Pavilion and the Community Hub offer opportunities to enhance and improve facilities for the existing and increasing population. The library would also receive a separate contribution as there is a current need for the roof to be repaired and heating to be improved.

The community contribution is considered appropriate, given the likely expansion of demand for existing facilities which are in need of upgrading and extending. The demonstrated need for the upgrade and extension of existing community facilities provides sufficient justification that this obligation is both reasonable and necessary to make the development acceptable.

The improvements to existing community facilities centrally located within the town will meet the social needs of the future occupants of the development.

All obligations to be included within the S106 agreement meet the relevant policy requirements and legislative tests and have been agreed by the applicant.

Other Planning Considerations:

Public Art

Local Plan Policy 13: Grey Infrastructure pays regard to public realm in new development. It states that "For all large-scale development proposals, and proposals on prominent sites, the Council will seek the incorporation of public art and will encourage liaison with local artists." The current proposal is considered large scale development and will have significant opportunity to provide public art in the areas of public open space that will be incorporated in the layout at reserved matters. As such, it is considered appropriate to impose a condition that requires the provision of public art within the scheme when the reserved matters application is submitted.

Agricultural Land

The site is located on grade three agricultural land. The National Planning Policy Framework at paragraph 112 states that where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality.

There are no brownfield sites within the Stalbridge area that could help meet the shortfall of housing supply over the plan period. Whilst the site is locally sensitive in respect of landscape character, it does not lie in an Area of Outstanding Natural Beauty, whereby great weight would be afforded to the retention of good quality agricultural land.

Furthermore, the social and economic benefits of providing additional homes are considered to outweigh the economic benefits of losing the agricultural land.

Other issues raised by representations

There were 27 representations from residents of Stalbridge, Henstridge and Templecombe raising concerns about the proposed development at. Most of the concerns raised have been addressed in the material considerations above. The other issues raised can be grouped into concerns about the impact of the increased population on the services and infrastructure within Stalbridge. These matters are considered by topic below.

Employment opportunities

There were concerns that there is a requirement for more jobs than are currently provided within Stalbridge and the local area, which may mean it is an unsustainable location for the number of houses proposed.

The industrial estates within the town potentially offer some employment and the site is within reasonable distance of Templecombe station for travel to work or to the nearby towns of Sturminster Newton, Gillingham, Shaftsbury and Wincanton.

In addition to the opportunities at Stalbridge's industrial areas including the notable food distribution companies of Fudges and Hunt's Foods, there are significant opportunities at Henstridge Airfield Business Park. Gibbs Marsh Trading Estate is also only about 2 miles away and in close proximity to Henstridge Airfield. Gibbs Marsh Trading Estate is located to the north east of Stalbridge and has an engineering company, fuel supplier and salvage company located on the estate.

The area is in fact well served in terms of employment opportunities for residents in the locality and for the occupiers of the proposed residential schemes proposed at Stalbridge as it is reported that businesses in the town are frequently seeking to attract staff.

Education Provision

Several of the objections have stated concerns regarding the pressure additional development will place on Stalbridge Primary School.

It is acknowledged that the development would result in additional children of school age living in Stalbridge placing demand on the existing school infrastructure. For the Primary School in Stalbridge, this particular application would generate a potential requirement for 12 children to be provided with primary education.

It is for DCC to decide how best to meet that need, either on the site of the existing school or funding the transport for children attend primary schools in neighbouring villages. Their initial aim would be to provide for the increase on the current school site if possible and to acquire additional land if necessary to accommodate any increase.

Health Provision

A number of residents have expressed concern about the loss of the existing doctor's surgery in Stalbridge which is due to close in April 2018 and the likelihood that clients would be expected to travel to neighbouring surgeries for healthcare needs when this occurs.

In the absence of a project to expand the Stalbridge surgery or to create a new surgery, the planning process is unable to collect developer contributions specifically for a GP surgery.

GP surgeries are run as a private company and overseen by the NHS. Therefore the Dorset Clinical Commissioning Group (CCG) cannot require a GP surgery to meet that need in a particular location. However, the CCG is responsible for ensuring the funding secured for a development is spent on the primary healthcare of the population within its area of jurisdiction.

It should be noted that if a local surgery closes, other surgeries are required to accept new patients, they cannot be turned away. Therefore the health needs of the future population will need to be accommodated within the existing surgeries in neighbouring towns and villages such as Shaftsbury, Sturminster Newton and Marnhull. The planning process cannot insist on a surgery being based in Stalbridge

The CCG has not raised an objection to the proposed development on the basis of the above consideration. Therefore, there is no reason to suggest that the health facilities within the town would not be able to meet the requirements placed upon the health service through the development of land for housing at Thornhill Road.

Having regard to the above, officers consider there to be no grounds that could substantiate a reasonable and defensible refusal of this application in relation to the future health requirements within the town.

The Planning Balance:

Planning Policy

The proposed development is contrary to Policy 2 (the core spatial strategy), Policy 6 (the approach to the distribution of housing) and Policy 20 (which seeks to protect the countryside) of the LPP1. This is because it is for development outside of the saved settlement boundaries of Stalbridge required by Policy 2, is of a quantity that would meet strategic and not just for local needs, as required by Policy 6; and, would be within the countryside, where market housing developments are not permitted, contrary to Policy 20.

Presumption in favour of sustainable development

As the council does not have a five-year supply of housing, the 'tilted balance' of the presumption in favour of sustainable development, in Paragraph 14 of the NPPF applies, so that any adverse impacts, including breaches of policy, would need to significantly and demonstrably outweigh any benefits to justify a refusal of planning permission.

What are the Impacts?

Highway Impacts are acceptable

The proposal is compliant with the requirements of the NPPF as it would not result in severe highway impacts. The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The cumulative highway implications of the proposals have been fully assessed and found to be acceptable by the Highway Authority. The vehicular and pedestrian access which has been submitted for detailed consideration is deemed to be acceptable.

Drainage impacts are acceptable

Surface water drainage can be adequately dealt with on and off the site to prevent flooding.

Landscape impacts are minimal

Between low and moderate adverse visual impacts on the Blackmore Vale landscape have been identified. The impact can be minimised through mitigation in the form of design solutions and landscaping at the reserved matters stage.

Biodiversity enhancement and mitigation for harm are acceptable

Benefits to habitat and biodiversity will also be secured through the implementation of a Biodiversity Mitigation Plan and Landscape Environment Management Plan.

Heritage impact minimal

The impact of the proposed development on heritage assets would be minimal subject to detailing of scale, layout and materials at reserved matters stage.

Neighbouring Amenity - no demonstrable harm

No harm has been identified that could not be mitigated at reserved matters stage.

Agricultural land loss and siting in landscape acceptable

The application site is not of very high environmental value for agriculture, or of national significance for its landscape quality. The loss of the agricultural land immediately adjacent to an established modern housing development with proposed landscape enhancements is therefore justified and the loss of landscape is mitigated.

Combined harm of development is minimal

Weighing material considerations against this it has been demonstrated that cumulative transport effects are not going to generate severe harm, the drainage details can be conditioned to prevent flooding, matters of ecology trees and landscape are all offering mitigation to offset the minimal harm and there is no harm to conservation, heritage assets, or to archaeology.

Sustainable location

The settlement of Stalbridge is the next largest town outside the four identified for strategic growth, where development would be the next most sustainable location, above the larger villages, given the facilities available within the town. Although not well connected to neighbouring towns and positioned in a rural setting, the town is sufficiently well connected to be considered sustainable.

The proposed development could provide a sustainable housing development to meet and go beyond an acknowledged local need, such that it would also meet some of the strategic need, which is considered to be necessary in this sustainable location due to the lack of harm to material considerations to indicate otherwise.

Members may also wish to acknowledge that the level of housing provision in this application, even when combined with other housing applications proposed within Stalbridge currently, would not be so large that they would result in an oversupply of local needs housing for the district as a whole over the plan period.

What are the economic, social and environmental benefits?

The economic benefits of the development would provide investment and jobs during the construction process to benefit the local and national economy. New residents to the town would provide a supply of labour to local services and industries; and the extra population would help keep shops and services in the town viable.

The provision of market housing would be a social benefit. The NPPF at Paragraph 47 states that the government is seeking to boost significantly the supply of housing including affordable housing. This development proposal would meet this aim; help to ensure that the District Council meets the identified need for housing within the area; and contributes to meeting the five-year supply of housing.

The social benefits would also include the provision of affordable housing to meet local housing needs and would also contribute towards the District's supply which has to be given significant weight given the under supply of affordable housing to meet local needs.

Other social benefits to meet the needs of the community of all ages and interest groups within the town include education, health, library, and community facilities. All these necessary social benefits are considerable and should be afforded significant weight.

The environmental benefits include a range of infrastructure improvements including, local and neighbourhood play areas, allotments, outdoor gym for all ages, enhanced cycle routes, walk to school routes, railway enhancement and extension and footpath enhancements. These environmental benefits offer a significant improvement to the connectivity within the town and should be afforded great weight.

Combined benefits of development are substantial

In terms of the economic, social and environmental roles that comprise sustainable development, the combined benefits of the scheme to Stalbridge as a whole, as listed above are considerable in addition to boosting housing supply. In this instance, given the lack of material harm demonstrated to any one of the material considerations of the application, the development of the site is considered to be sustainable.

Do adverse impacts significantly and demonstrably outweigh the benefits?(NPPF paragraph 14)

Although this site is not an identified area for growth due to the shortfall in the 5 year housing land supply, the need for the housing supply has been weighed together with the public benefit of necessary infrastructure contributions against the harm to the countryside and other adverse impacts to material considerations (such as highways, drainage, heritage assets, landscape and ecology).

On balance, Officers consider that there are substantial advantages to the housing alongside the package of S106 obligations that significantly and demonstrably outweigh the conflict with spatial policy and the minimal harm that has been identified by the material considerations of highways, heritage, landscape and drainage. Therefore this means for decision takers that development proposals such as this should be approved without delay, as it complies with the policies of the NPPF taken as a whole.

Conclusion:

Overall, the additional supply of housing and the provision of public benefits to Stalbridge are considered to override any material policy conflict, in the context of the tilted balance. It is the opinion of your officers, having regard to the details set out in this report, that the proposal represents a sustainable form of development, with benefits that clearly outweigh the harm, such that planning permission should be granted, subject to conditions and a S106 agreement to secure adequate mitigation.

Recommendation: APPROVE

Approve subject to the applicant entering into a Section 106 agreement within 3 months from the date of the committee resolution relating to the provision of:

40% Affordable Housing at a tenure split of 70% Affordable Rent and 30% intermediate Housing; and the following infrastructure costs:

Infrastructure costs per dwelling:

Destination Play Facilities (NEAP, MUGA, Skate / Wheeled Play, Outdoor Gym) 60 dwellings * £934.65 per dwelling = £56,079.00

Destination Play Facilities Maintenance: 60 dwellings * £241.91 per dwelling = £14,514.60

Trailway Strategic Project: 60 dwellings * £715.12 per dwelling = £42,907.20

Rights of Way Improvement: 60 dwellings * £154.00 per dwelling = £9,240.00

Local Nature Reserve Maintenance: 60 dwellings * £22.29 per dwelling = £1,337.40

Allotment provision: 60 dwellings * £288.00 per dwelling = £17,280.00

Primary Care Services: 60 dwellings * £73.39 per dwelling = £4,403.40

Community, Leisure & Sport Facilities: 60 dwellings * £2,110.16 per dwelling = £126,609.60

Library Services Mitigation: 60 dwellings * £75.00 per dwelling = £4,500.00

Pre-School Provision: 60 dwellings * £190.00 per dwelling = £11,400.00

Primary & Secondary Education: 60 dwellings * £6,094.00 per dwelling = £365,640.00

Pedestrian / Cycle Connectivity: £5,200.00 in total

On-site play and open space to be provided and maintained in perpetuity

Total Financial Contributions for 60 dwellings off Thornhill Road would amount to £659,111.20

Conditions:

1. The development to which this permission relates must be begun not later than whichever is the later of the following dates:
 - (i) the expiration of three years from the date of grant of outline planning permission, or
 - (ii) 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).

2. Application for approval of any reserved matters must be made to the Local Planning Authority not later than the expiration of two years beginning with the date of this permission and the development hereby permitted shall begin before the expiration of two years from the date of approval of the last of the reserved matters to be approved

Reason: This condition with shortened timeframe, normally imposed by Section 92 of the Town and Country Planning Act 1990 (as amended), seeks to encourage development, due to the

pressing need for housing to be provided in a short timeframe, within an area where housing land supply is not currently being met.

3. Approval of the reserved matters (that is any matters in respect of which details have not been given in the application and which concern the layout, scale or appearance of the building(s) to which this permission and the application relates or the landscaping of the site) shall be obtained from the Local Planning Authority in writing before any development is commenced, and such development shall be carried out as approved.

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

4. Approved Plans

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

BRS.5093_03 Site Location Plan
1607-47 Fig 3.1 Proposed Site Access Arrangement

Reason: For the avoidance of doubt and to clarify the permission.

5. Masterplan to include phasing

Should the first reserved matters application be for two or more phases of development, the application shall include a masterplan for the whole of the site, setting out details of access within the site, site layout, areas of open space / children's play, landscaping, density parameters and scale, as well as details of any proposed phasing of development. All subsequent reserved matters applications shall be in accordance with the approved masterplan unless any alteration to the masterplan is first agreed in writing by the Local Planning Authority. All development of the site shall thereafter be undertaken in accordance with the agreed phasing and timetable details (or any alternatives subsequently agreed in writing by the Local Planning Authority

Reason: To ensure the appropriate programming for the development of the site.

6. Outline Estate Road Construction (adopted or private)

No development must commence until details of the access, geometric highway layout, turning and parking areas have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with such details as have been agreed and the parking areas shall be retained as such and kept available for their intended use. No individual dwelling shall be occupied until means of access to that property has been laid out and constructed in accordance with the approved plan.

Reason: To ensure the proper and appropriate development of the site in the interests of highway safety.

7. Cycle parking scheme to be submitted

The development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed cycle parking facilities for the whole development has been submitted to and approved in writing by the Local Planning Authority. The approved scheme must be constructed before occupation of the phase of development it relates to is first occupied and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

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

8. Grampian condition

Before the development hereby approved is occupied or utilised the following works must have been constructed to the specification of the Local Planning Authority:

- A new priority junction onto the A357, as shown on Figure 3.1: Proposed Site Access Arrangement, in the submitted Transport Statement (or similar scheme to be agreed in writing with the Local Planning Authority).
- A 2.00m wide footway provided from the new access along the eastern side of the A357 to link with the existing footway to the north of the site.
- The formal extinguishment and reinstatement of the existing lay-by along the western boundary of the site.

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.

9. Grampian condition

Before the development hereby approved is occupied or utilised, details of the specification for the following works shall be submitted to and approved in writing by the Local Planning Authority and constructed as approved:

- Localised footway and crossing improvements at junction of Bibberne Row and Lower Road to link with existing footway on north side of Lower Road.

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.

10. Construction traffic management plan to be submitted

Before the development hereby approved is occupied or utilised a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Local Planning Authority. The CTMP must include:

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

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

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

11. No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including confirmation of the existing drainage infrastructure & measures to manage surface water during

any phased construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be implemented in accordance with the submitted details before the development is completed.

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

12. No development shall take place until details of maintenance and management of the surface water sustainable drainage scheme 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 should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

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

13. No development shall be commenced until a strategy for the disposal of foul water drainage has been submitted to and approved in writing by the Local Planning Authority in consultation with Wessex Water acting as the sewerage undertaker.
- a drainage scheme shall include appropriate arrangements for the agreed points of connection and the capacity improvements required to serve the proposed development phasing
 - the drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.
 - Thereafter, no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented.

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.

14. Before any works commence on site a detailed Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan, shall be submitted to and approved in writing by the Local Planning Authority. These documents shall include details of how the existing trees are to be protected and managed before, during and after development and shall include information on the alignment of any services or utilities, traffic flows, phased works and construction practices near trees. The development shall thereafter accord with the approved Statement.

Reason: To ensure thorough consideration of the impacts of development on the existing trees.

15. No application for any Reserved Matters shall be approved until a Landscape Environment Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following: Details of management measures to deliver the mitigation identified in Section 10 of the Phase 1 Habitat Survey by Ethos Environmental Planning dated June 2017 specifically:
- A total of four bat access tiles and four integral bat bricks will be installed onto proposed residential dwellings, close to the proposed attenuation basin.
 - 12 bird boxes be installed onto proposed dwellings.
 - permeable boundary fencing for hedgehogs to forage
 - native tree planting in the street scene
 - species rich grass seed used in open space areas with wildflowers for butterflies

Except where addressed in other documents, the LEMP shall also include management proposals for each of these features for the lifetime of the development. Unless approved otherwise in writing by the local planning authority, development of the site shall proceed in accordance with the approved LEMP.

Reason: To ensure that the development conserves and enhance biodiversity in accordance with the objectives of the National Planning Policy Framework

16. No development hereby approved shall be implemented until a detailed Biodiversity Mitigation Plan with accompanying Certificate of approval from Dorset County Council's Natural Environment Team has been submitted to the Local Planning Authority. The Biodiversity mitigation measures set out in the approved Biodiversity Mitigation Plan shall be implemented in full in accordance with the timetable set out in the report, or in the absence of a specific timetable, prior to the development hereby approved being first brought into use and the site shall thereafter be maintained in accordance with the approved mitigation proposals.

Reason: To ensure adequate habitat is provided and subsequently protected to ensure adequate protection for important habitats and species is secured.

17. The first reserved matters shall include full details of soft landscape proposals across the whole site including the play area and pond area and all public open spaces. These details shall include planting plans, written specifications and schedules of plants, noting species, planting sizes, proposed numbers/densities where appropriate and implementation timetables, and shall include details of the management of excess spoil arising from the development.

Reason: To ensure the provision of visual amenity afforded by appropriate landscape design throughout the site including open spaces.

18. The first reserved matters application shall show the footpath link to the crossing point at Lower Road which shall then be implemented by the completion of the phase of the development at the eastern end of the site.

Reason: To comply with green-infrastructure policy by improving public access routes into and around the town.

19. Before any works commence on site, a scheme indicating the positions, design, materials and type of hard landscaping and boundary treatments shall be submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority prior to implementation and the approved scheme shall be implemented and completed in accordance with the approved details.

Reason: In the interests of the amenities of the area.

20. No reserved matters application(s) shall be made until such time as a Design Code for the entirety of the site has been submitted to and agreed in writing by the Local Planning Authority. The Design Code shall substantially accord with the principles and parameters described and illustrated in the Design and Access Statement. All subsequently submitted reserved matters applications shall accord with the agreed Design Code.

Reason: To ensure provision of a high quality mixed housing development across the site in the interests of good design and to reflect the local distinctiveness of this compact country town.

21. The submission of reserved matters for housing design shall reflect a palette of materials that are prevalent in other building materials in Stalbridge such as forest marble, coursed stone rubble with ashlar dressing/capping, red brick surrounds to windows and slate roofs, along with curved dry layered course stone walls and hedges to mark boundaries.

Reason: To ensure the development reflects the local distinctiveness of this compact country town.

22. The first reserved matters application will identify a location and opportunity within the layout for the provision of public art.

Reason: In the interest of creating an attractive public realm in accordance with Policy 13 of the North Dorset Local Plan Part 1 (LP1) 2011-2031.

23. No development shall commence 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.

24. As part of the layout design for the first reserved matters application, a lighting and signage strategy shall be provided to satisfy transport and biodiversity requirements for the development as a whole. The approved lighting and signage strategy shall then be implemented prior to first occupation within the phase of development to which it relates, and maintained and retained thereafter.

Reason: In the interest of road safety and protection of wildlife.

Human Rights

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.

Public Sector Equalities Duty (PSED)

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

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

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have "regard to" and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the PSED. In reaching the above recommendation regard has been had to those with protected characteristics based on:-

- Age
- Transsexual
- Married or in civil partnerships
- Pregnant or on maternity leave (so mothers with buggies)
- Race, including colour, nationality ethnic or national origin)
- Religion or lack of religion
- Sex
- Sexual orientation

These considerations have been applied in assessing infrastructure and public benefits to the town through the provision of the following:

Access

Access arrangements have been made through the introduction of tactile paving and dropped crossings to ensure people with disabilities or mobility impairments or pushing buggies have been accommodated additionally footpath links and hardsurfacing of the trailway will increase accessibility, health and wellbeing to the whole population in all groups listed above.

Health Care

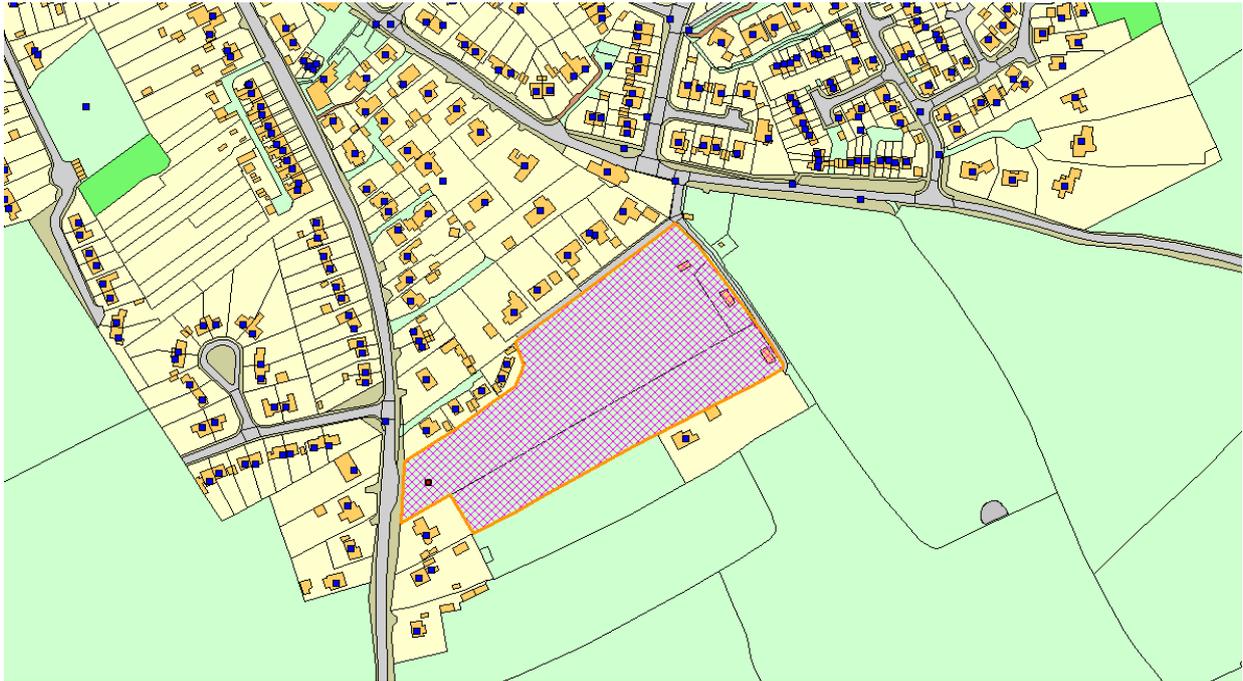
A financial contribution has been agreed which will be designated in the interests of the health and wellbeing of all the groups listed above through improved access to health care provision

Affordable and Lifetime Homes

The disadvantaged will benefit from affordable housing provision of 40% on the site and the disabled will benefit from lifetime homes.

DECISION:

LOCATION PLAN 2/2017/1095/OUT



DO NOT SCALE

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