



1. Introduction

- 1.1 This planning statement has been prepared by Barratt David Wilson Homes to support a planning submission seeking full planning consent for residential development on land south of Lower Road, Stalbridge. The description of development is:

“Application for Full Planning Permission for the erection of 25 residential dwellings (including 10 First Homes and 4 x live/work units) with associated parking, public open space and related infrastructure.”

- 1.2 Outline Planning Permission was granted, by Dorset Council, under reference 2/2020/0406/OUT, by virtue of an appeal, on 12th November 2021 for the following development:

“Develop land by the erection of up to 114 No. dwellings and up to 2,000 square metres of employment space (for Business use (Class B1), with up to 1 No. Retail (Class A1) unit. Form vehicular and pedestrian access, form public open space, and carry out associated works. (Outline application to determine access).”

- 1.3 Reserved Matters consent, including the layout, appearance, scale and landscaping, was further granted by Dorset Council, under reference P/RES/2022/06181, on 30th June 2023 for the following development:

“Erect 114 No. dwellings and a commercial building providing 2,000 square metres of employment space, carry out works to form associated infrastructure and public open space. (Reserved matters application to determine appearance, landscaping, layout and scale, following the grant of Outline Planning Permission No. APP/D1265/W/20/3265743 (LPA Ref. 2/2020/0406/OUT); and the discharge of Condition Nos. 5 (Highway Layout), 6 (Cycle Parking), 11 (Residential Travel Plan), 12 (Commercial Travel Plan), 15 (Ecological Enhancement) and 23 (Electric Vehicle Charing Scheme) of Outline Planning Permission APP/D1265/W/20/3265743.

- 1.4 Following discussions with Dorset Council, this application seeks to remove the Commercial element approved under P/RES/2022/06181, replacing this with 25 residential units (which will incorporate 10 x First Homes and 4 x live/work units with commercial on the ground floor and residential above).

2. Site and Surrounding Area

- 2.1 As pictured below, the site measures 0.74 Ha in size (1.8 acres) and comprises the north western parcel, as shown in Figure 1 below. The application site is outlined in red with the wider Outline and Reserved Matters proposals outlined in blue.



Figure 1 - Aerial Site Location

- 2.2 A single-track lane runs along part of the western boundary, providing access to a residential property. A gas governor is located in the western corner of the site.
- 2.3 The ground rises gently from the south-eastern corner towards the north-western corner. A public right of way runs along the sites south-western boundary.
- 2.4 The main built up area of Stalbridge is located immediately to the north west of the site, with the areas closest to the site being predominantly two storey houses, with some bungalows.
- 2.5 The immediate context of the site is informed by recent planning permissions on adjacent sites, which has the effect of placing the site within a residential built context to the north and west.
- 2.6 Land to the south and east is currently undeveloped agricultural land in arable use.
- 2.7 The site falls outside the settlement boundary of Stalbridge and is located within a rural priority area. It is located within the Clay Vale Landscape Character Areas. This is shown highlighted in yellow in the policy map detailed below.

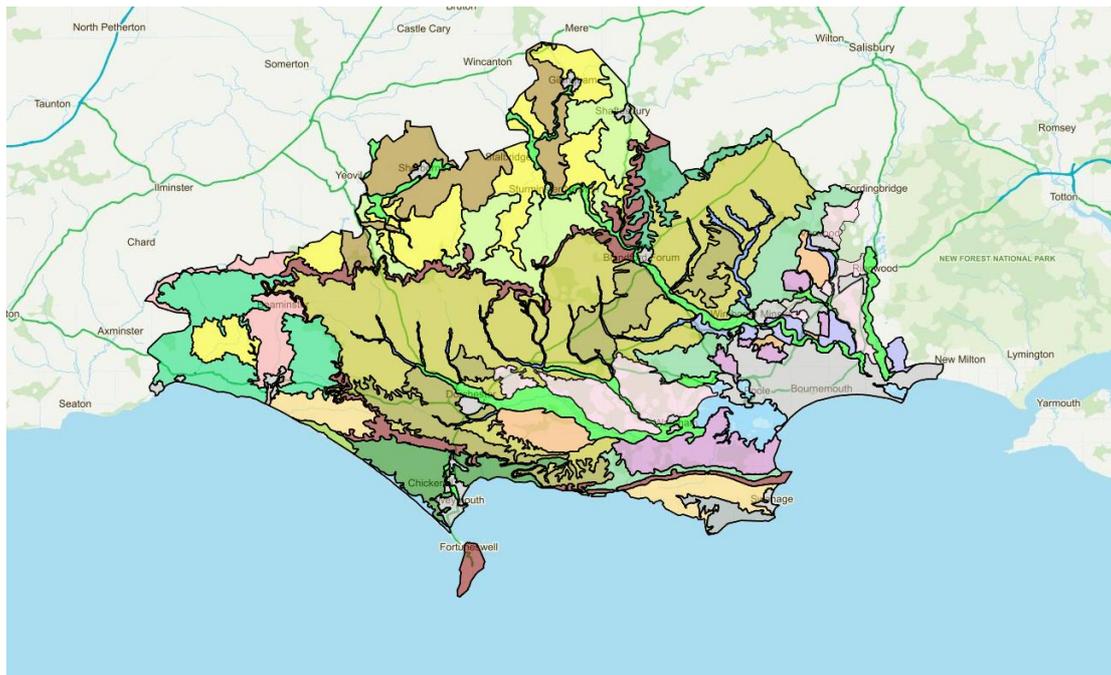


Figure 2¹- Landscape Character Assessment Map

2.8 The Landscape Character Assessment states that “the overall management objective for the Clay Vale Landscape Type is to conserve the patterns that contribute to the rural, tranquil landscape of winding lanes and small-scattered settlements. Restoration of the elements, which are in decline such as the hedgerows, hedgerow trees and narrow corridors of wet woodlands is also a key objective”.

2.9 The site lies outside of the settlement boundary of Stalbridge; however, no other designations apply such as the Green Belt, AONB, SAC, SSSI, SPA, Conservation Area, nor do any listed buildings lie in close proximity to the land. The site is located in Flood Zone 1.

3. Planning History

LPA Reference	Description of Development	Approved /Refused
P/OUT/2021/00170	<i>Develop land by the erection of up to 114 No. dwellings and up to 2,000 square metres of employment space (Use Class E), with up to 1 No. Retail unit (Use Class E). Form vehicular and pedestrian access, form public open space and carry out associated works. (Outline application to determine access).</i>	Application Withdrawn.
2/2020/0406/OUT	<i>Develop land by the erection of up to 114 No. dwellings and up to 2,000 square metres of employment space (for Business use (Class B1), with up to 1 No. Retail (Class A1) unit). Form vehicular and pedestrian access, form public open space and</i>	Approved 12 th November 2021.

¹ <https://www.dorsetcouncil.gov.uk/countryside-coast-parks/the-dorset-landscape/landscape-character-assessment-map>



	<i>carry out associated works. (Outline application to determine access).</i>	
2/2019/1586/SCREIA)	<i>Request for EIA Screening Opinion under Section 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 to develop land by the erection of up to 150 No. dwellings.</i>	Not EIA Development
P/RES/2022/06181	<i>Erect 114 No. dwellings and a commercial building providing 2,000 square metres of employment space, carry out works to form associated infrastructure and public open space. (Reserved matters application to determine appearance, landscaping, layout and scale, following the grant of Outline Planning Permission No. APP/D1265/W/20/3265743 (LPA Ref. 2/2020/0406/OUT); and the discharge of Condition Nos. 5 (Highway Layout), 6 (Cycle Parking), 11 (Residential Travel Plan), 12 (Commercial Travel Plan), 15 (Ecological Enhancement) and 23 (Electric Vehicle Charing Scheme) of Outline Planning Permission APP/D1265/W/20/3265743.</i>	Approved 30 th June 2023.

4. Planning Policy

The Development Plan

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The development plan for this part of Dorset consists of:
- *North Dorset Local Plan Part 1 (LPP1) 2016; and the*
 - *Saved policies contained within the North Dorset Local Plan (NDLP) 2003.*
- 4.3 Following the merging of the Dorset Councils, work on producing a new Dorset Local Plan has now been paused.
- 4.4 The consultation has recently closed on this and the Council's publicly published Local Development Scheme indicates adoption is proposed for Winter 2023.
- 4.5 The Regulation 18 stage was not met in May 2022 and we therefore consider that adoption of the revised Dorset Council Local Plan is unlikely to take place in line with the published LDS timescales. As a result, we consider that the emerging Dorset Council Local Plan will not have material weight throughout the determination of this full planning application.
- 4.6 Other relevant material considerations are considered to comprise:



- *National Planning Policy Framework (NPPF);*
- *National Planning Practice Guidance (NPPG); and*
- *Supplementary Planning Documents (SPD)*

4.7 The relevant Supplementary Planning Documents comprise:

- *Bournemouth, Poole and Dorset Residential Car Parking Study, Residential Car Parking Provision Local Guidance for Dorset (May 2011)*

4.8 There is currently no neighbourhood plan applicable to the Parish of Stalbridge at this time.

The National Planning Policy Framework (September 2023)

4.9 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England. At the heart of the NPPF is a presumption in favour of Sustainable Development.

4.10 Paragraph 2 makes clear that the NPPF is considered a material consideration in planning decisions.

Achieving Sustainable Development

4.11 Paragraph 8 sets out the overarching objectives of sustainable development, which includes three objectives:

Economic Objective by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth

Social Objective by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations

Environmental Objective by making effective use of land

The Presumption in Favour of Sustainable Development

4.12 Paragraph 11(d)(ii) sets out the presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay; or “where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

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



Non-Strategic Policies

- 4.13 Paragraph 28 states that Local planning authorities should approach decisions on proposed development in a positive and creative way.... Decision-makers at every level should seek to approve applications for sustainable development where possible.

Pre-Application Engagement and Front-Loading

- 4.14 Paragraph 39 states that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussions enables better coordination between public and private resources and improved outcomes for the community.

Determining Applications

- 4.15 Paragraph 47 states that Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Planning Conditions and Obligations

- 4.16 Paragraph 56 states that Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Delivering a Sufficient Supply of Homes

- 4.17 Paragraph 60 notes that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed without unnecessary delay.

Maintaining Supply and Delivery

- 4.18 Paragraph 74 requires LPAs to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement including the addition of an appropriate buffer.

Building a Strong, Competitive Economy

- 4.19 Paragraph 81 states the significant weight should be placed upon the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.



Supporting a Prosperous Rural Economy

4.20 Paragraph 85 states that Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Promoting Sustainable Transport

4.21 Paragraph 107 states that If setting local parking standards for residential and non-residential development, policies should take into account:

- a) *The accessibility of the development;*
- b) *The type, mix and use of development;*
- c) *The availability of and opportunities for public transport;*
- d) *Local car ownership levels; and*
- e) *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles*

Considering Development Proposals

4.22 Paragraph 110 states that In assessing specific applications for development, it should be ensured that:

- a) *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users;*
- c) *The design of streets, parking areas, other transport elements and the content of the associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*

4.23 Paragraph 111 states Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.24 Paragraph 113 requires all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be



supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Making Effective Use of Land

- 4.25 Paragraph 119 requires planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses.

Achieving Appropriate Densities

- 4.26 Paragraph 124 confirms that planning decisions should support development that makes efficient use of land by taking into account (a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it.
- 4.27 Paragraph 125 states that where there is an existing, or anticipated, shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Achieving Well-Designed Places

- 4.28 Paragraph 130 states that Planning decisions should ensure that developments:
- a) *Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*
- 4.29 Paragraph 131 states that Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning



authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

- 4.30 Paragraph 132 states that Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.

Planning and Flood Risk

- 4.31 Paragraph 167 requires that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 4.32 Paragraph 169 states that Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

Conserving and Enhancing the Natural Environment

- 4.33 Paragraph 174(d) requires that Planning decisions should contribute to and enhance the natural environment by (d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

North Dorset Local Plan (Local Plan Part 1)

- 4.34 Policy 1 of the NDLP (Presumption in Favour of Sustainable Development) states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- 4.35 Policy 1 (NDLP) confirms that planning applications that accord with the policies in the NDLP will be approved without delay, unless material considerations indicate otherwise.
- 4.36 Policy 3 of the NDLP (Climate Change) states that where the proposal includes new buildings they should:
- a) Be located in line with the Core Spatial Strategy in Policy 2 and where possible in areas served by a good range of everyday facilities and facilitate cycling, walking and the use of public transport; and



- b) Be designed to make best use of solar radiation and passive cooling through the incorporation of passive solar design principles; and
 - c) Incorporate measures to meet the current national targets for energy performance by incorporating measures into the building fabric itself or through the inclusion of renewable or low carbon energy measures. Where this is not practicable or viable, near-site or off-site measures may be considered.
- 4.37 Policy 4 of the NDLP (Natural Environment) states that developments that offer gains in biodiversity whether through the restoration of habitats or the creation of linkages between existing sites, will be looked upon favourably in the decision making process. Developments are expected to respect the natural environment including the designated sites, valued landscapes and other features that make it special. Developments should be shaped by the natural environment so that the benefits it provides are enhanced and not degraded.
- 4.38 Policy 6 of the NDLP (Housing Distribution) states at least 5,700 net additional homes will be provided in North Dorset between 2011 and 2031 to deliver an average annual rate of about 285 dwellings per annum... At least 825 dwellings will be provided in the countryside (including Stalbridge and the villages) during the period 2011 – 2031.
- 4.39 Policy 7 of the NDLP (Delivering Homes) requires all new housing to contribute towards the creation of mixed and balanced communities. Policy 7 states the Council will support the delivery of about 40% of market housing in North Dorset as one or two bedroom properties and about 60% of market housing as three or more bedroom properties.
- 4.40 Policy 7 goes on to state that in the period to 2031, the Council will support the delivery of about 60% of affordable housing in North Dorset as one or two bedroom properties and about 40% of affordable housing as three or more bedroom properties.
- 4.41 Policy 7 makes clear that these proportions will be the starting point for negotiations on the mix of house sizes on all sites where 10 or more dwellings are proposed, although a different mix may be permitted if it can be soundly justified by local circumstances or viability considerations.
- 4.42 Policy 7 goes on to states that the design and layout of any development with a housing element should seek to achieve a residential density that:
- a) Makes effective use of the site; and
 - b) Respects the character and distinctiveness of the locality; and
 - c) Is acceptable in terms of design and amenity, both for the intended occupants of the new development and the occupants of existing development in the vicinity
- 4.43 Policy 8 of the NDLP (Affordable Housing) requires development in the settlement of Stalbridge to provide 40% provision of total provision as affordable housing.



- 4.44 Policy 8 requires 70% to 85% of all new affordable housing to be provided as affordable rented and/or social rented housing.
- 4.45 The remaining 15% to 30% should be provided as intermediate housing. 10 First Homes will be provided for this site following consultation with Dorset Council and Stalbridge Town Council.
- 4.46 Policy 8 makes clear that as a starting point for site-based negotiations, the Council will seek a tenure split within this range on individual sites, but a different split may be permitted if it can be justified by local circumstances, local needs or local viability considerations.
- 4.47 Policy 11 of the NDLP (The Economy) supports economic development in the countryside with 3,630 new jobs are projected by 2031 in North Dorset and 49.6ha of employment land is required over the plan period to deliver this job growth.
- 4.48 Policy 13 of the NDLP (Grey Infrastructure) encourages developments to deliver a more sustainable approach to transport, including the provision and enhancement of walking and cycle facilities. Sustainable drainage solutions are also encouraged in developments of 10 or more dwellings which connect with the overall surface water management approach for the area.
- 4.49 Policy 15 of the NDLP (Green Infrastructure) requires all new development to enhance and provide new green infrastructure to improve the quality of life of residents and deliver environmental benefits.
- 4.50 Policy 23 of the NDLP (Parking) requires provision of vehicle and cycle parking should be made in accordance with the Council's parking standards, unless justified by local or site-specific circumstances. This should include motorcycle and parking for those with impaired mobility.
- 4.51 Policy 24 of the NDLP (Design) requires development to be designed to improve the character and quality of the area within which it is located. Policy 24 states developments will be permitted provided that the relevant aspects of development have been designed to reflect the relevant design principles and have satisfactorily addressed the relevant standards.
- 4.52 Policy 24 goes on to state that developers will be required to engage with the local community and offer realistic opportunities for local people to influence development proposals where practical and feasible to do so. Where existing local guidelines have been established, these should be reflected in development proposals.
- 4.53 Policy 24 reiterates that developments will be expected to incorporate existing mature trees and hedgerows and other landscape features into the public realm of the development layout and provide sufficient additional landscape planting to integrate the development into its surroundings.



- 4.54 Policy 25 of the NDLP (Amenity) makes clear that development will be permitted provided that it is designed to protect the privacy of its occupants and those of neighbouring properties. Private open space in the form of gardens or communal open spaces will need to be provided for the needs of the intended occupants.

5. Assessment of Proposed Development

5.1 Principle of Development

- 5.1.1 Planning permission 2/2020/0406/OUT was granted for the following development which established the residential and commercial use across the site:

Develop land by the erection of up to 114 No. dwellings and up to 2,000 square metres of employment space (for Business use (Class B1), with up to No. Retail (Class A1) unit). Form vehicular and pedestrian access, form public open space, and carry out associated works. (Outline application to determine access).

- 5.1.2 On the basis of the granting of planning permission 2/2020/0406/OUT the principle of residential and employment space on this land is established.

- 5.1.3 Reserved Matters consent (P/RES/2022/06181) was granted on 30th June 2023 which sought to secure the detailed appearance, landscaping, layout and scale of the development. As such, both the principle and detailed matters have already been secured under both the Outline and Reserved Matters Consents.

Removal of Commercial Element

- 5.1.4 Policy 11 of the NDLP (The Economy) states that “Economic development in the countryside (including at Stalbridge and the Districts Villages will be supported by enabling rural communities to plan to meet their own local needs, particularly through neighbourhood planning.

- 5.1.5 Policy 11 further advises that uses on employment sites are often limited to those that fall within Class B1 (business), Class B2 (general industrial) and Class B8 (storage and distribution). However, since the level of supply is above the projected level of future need, the Council has adopted a more flexible approach and will permit other uses that provide employment, but do not fall within the B Class use definitions.

- 5.1.6 The Inspector’s Report which was produced under the Outline application advised that “it was clarified at the inquiry that this matter related to the weight to be given to the employment floorspace and that it should be reduced because there is no local need, being purely speculative”.

- 5.1.7 Furthermore, the Council acknowledged during the Inquiry that “providing some small-scale employment opportunities within a rural town, reducing the need to travel, albeit by a very small degree and assisting with vitality from the creation of investment and jobs would be a modest positive benefit”.



- 5.1.8 Following in depth discussions with Dorset Council and Stalbridge Town Council, this application has been submitted to remove the commercial element approved under P/RES/2022/06181 and 2/2020/0406/OUT, replacing this with 25 new homes (10 of which will be First Homes and 4 x live/work units.
- 5.1.9 Throughout the course of the Reserved Matters application, it was evident from our discussions with Dorset Council and Stalbridge Town Council that there is not a demand for a large commercial building within Stalbridge as per the planning approval (P/RES/2022/06181). The consultation response received from Stalbridge Town Council as a result of the RM application showed a clear resistance for the proposed Commercial area- in favour of re-designating the area for what is appropriate for the local area. As such, Barratt David Wilson Homes have had discussions with commercial agents local to the area who believe that the 4 x live/work units proposed will fill a demand in the area for this type of provision whereas a retail unit has the potential to take away footfall from the existing facilities in the village.
- 5.1.10 It is considered that the demand for the live/work units proposed would come from “work from home” type businesses which may include offices, craft or retail type businesses. Examples may include hairdressers, beauty treatments, Chiropractors, cake decorating/making, potters/artists etc. Submitted in support of this application is a report received from one of the local commercial agents which confirms this approach.
- 5.1.11 The additional residential units proposed would generally be aimed at the local market- predominantly 2 and 3 bedroom properties as there would be an over delivery of larger units in the locality and we believe this helps to redress a much needed shortfall. The proposals have been discussed with the Town Council, Lead Cabinet Member for Housing at Dorset Council as well as Dorset Councils Housing Team, all of whom are supportive of the proposals in principle.

5.2 Market Housing Mix

- 5.2.1 Policy 7 (Delivering Homes) of the North Dorset Local Plan (NDLP) encourages the delivery of a wide choice of high quality homes, the opportunity to widen opportunities for home ownership and create sustainable, inclusive mixed communities. To achieve this, developments should plan for a mix of housing based on the current and future demographic needs.
- 5.2.2 Policy 7 of the NDLP makes clear that as a starting point, for market properties the Council will seek 40% as one or two bedroom properties and about 60% as three or more bedroom properties.
- 5.2.3 Policy 7 does make clear that *these proportions will be the starting point for negotiations on the mix of house sizes on all sites where 10 or more dwellings are proposed, although a different mix may be permitted if it can be soundly justified by local circumstances.*



5.2.4 The Icen Projects produced (November 2021) Strategic Housing Market Needs Assessment (SHMA), recommends the following mix for market housing:

Area	1 Bedroom	2 Bedrooms	3 Bedrooms	4+ Bedrooms
Dorset	5%	35%	45%	15%

5.2.5 The proposed mix submitted as part of this full planning application comprises the following, as set out against the Local Plan requirements and latter 2021 SHMA update:

Mix	1 Bedroom	2 Bedrooms	3 Bedrooms	4+ Bedrooms
NDLP 2016	40% blended		60% blended	
SHMA 2021	5%	35%	45%	15%
Proposed	0%	40%	60%	0%

5.2.6 The above proposed mix sought in this full planning application has been directly influenced by the settlement hierarchy contained within the North Dorset Local Plan Part 1 and the site specific characteristics of the physical site in relation to Stalbridge.

5.2.7 On the basis of the above, the development complies with the contents of Policy 7 (Delivering Homes) of the North Dorset Local Plan Part 1 and National Planning Policy Framework 2021.

5.3 Affordable Housing Mix (comprising Affordable Housing Statement)

5.3.1 Policy 7 (Delivering Homes) of the North Dorset Local Plan (NDLP) makes clear that as a starting point, for affordable housing properties the Council will seek about 60% as one or two bedroom properties and 40% as three or more bedroom properties.

5.3.2 Policy 8 (Affordable Housing) of the North Dorset Local Plan requires developers to deliver 40% affordable housing provision on site. Of this 40% provision, 70-85% of all new affordable housing should be provided as affordable rented and/or social rented housing. The remaining 15-30% should be provided as intermediate housing.

5.3.3 Following previous discussions throughout the lifetime of the Reserved Matters application, it is our understanding following in depth conversations with the Councils Housing Team and Stalbridge Town Council that Stalbridge has been well served recently in relation to Affordable units. The National Planning Policy Framework, (2023), defines Affordable Housing as “housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local works)”.

5.3.4 Following discussions with Stalbridge Town Council and the Council’s Housing Team, it is considered that Stalbridge has been well served recently in relation to the Affordable Rent and Shared Ownership product this is by virtue of what has recently



been permitted in the Local Area and those units currently being constructed. The Housing Team consider that the projected level of Affordable Housing generated as a result of the developments recently permitted exceeds the demand for this area which is likely to result in future issues in disposing of these units or these units being left as vacant. As such, it was considered that the affordable housing provision generated as a result of our site may be better suited elsewhere in the District to serve the needs of the community and Barratt David Wilson Homes will pay a commuted sum contribution to the Council in order to facilitate this. This is currently being dealt with under a separate application to Dorset Council to vary the Reserved Matters consent accordingly.

- 5.3.5 Dorset Council confirm within the officer report for the Reserved Matters consent that Stalbridge Town Council have advised they would prefer a commuted sum rather than to provide affordable housing (affordable rent/shared ownership) on the site as has the Cabinet Lead Member for Housing and Dorset's Housing Team.
- 5.3.6 As part of these on-going discussions, the Councils Housing Team and Cabinet Lead Member for Housing have requested the provision of some First Homes on the site as there is considered to be a demand for this type of product within the area. Whilst still considered an affordable product, the Government define First Homes to be "a specific kind of discounted market sale housing which should be considered to meet the definition of "affordable housing" for planning purposes". On this basis, Barratt David Wilson Homes are seeking to deliver 10 First Homes as part of this application as requested by the Council to meet the affordable housing needs on this aspect of the site.
- 5.3.7 Barratt David Wilson Homes have been liaising closely with the Council's Housing Team and Cabinet Lead Member for Housing at Dorset Council, both of whom have confirmed their support to this approach where there is an identified need for homes for first time buyers.
- 5.3.8 The proposed total housing tenure mix comprises 15 open market homes and 10 First Homes, providing a range of housing types and sizing. It is acknowledged that the proposed mix does not strictly accord with Policy 8 of the Local Plan as we are not providing any affordable rented or shared ownership product. However, under S38 (6) of the Planning and Compulsory Purchase Act (2006) (as amended), Barratt David Wilson Homes are assigning greater weight to material considerations which include the Local Engagement BDW has had with the Councils Housing Officer and Stalbridge Town Council to ascertain what is appropriate for this area.
- 5.3.9 It is considered that these material considerations attract greater weight than the weight assigned to Policy 8, contained within the NDLP in this instance.



5.4 Design & Visual Amenity

5.4.1 Policy 24 (Design) of the North Dorset Local Plan (NDLP) requires development to be designed to improve the character and quality of the area within which it is located; demonstrating how the design reflects the local context.

5.4.2 This full planning application submission is supported by a full and comprehensive Design & Access Statement prepared by Carlton Design Partnership, which documents the evolution of the development which has culminated in the submitted design for the additional 25 units.

5.4.3 The accompanying Design and Access Statement details that the town of Stalbridge has a traditional form of arterial streets which converge around High Street / Ring Street.

5.4.4 Historic arterial streets include Barrow Hill, Thornhill Road, Lower Road and Station Road. Lower Road passes the site as it reaches the southern extent of the built area.

5.4.5 The accompanying Design and Access Statement identifies that there is a diverse range of building forms within the area including terraced cottages, large detached and semi-detached homes and mixed use buildings.

5.4.6 The Design and Access Statement identifies the following features that contribute to the existing character of the area of Stalbridge:

- *Development tends to 2 – 2.5 storeys with regular use of dormers at second floor level or windows set within gables;*
- *Limited number of three storey buildings, with the few examples set within the High Street area*
- *Plots tend to follow the alignment of streets*
- *Development pre-1887 tends to be set closer to the pavements within the town centre*
- *Outside the site, front gardens become a more prevalent feature with buildings addressing the streets*
- *Houses tend to have generous rear gardens which are predominantly enclosed within development blocks*
- *Plot forms vary but examples of both wide and narrow fronted plots can be found*
- *Stalbridge is predominantly domestic in scale with homes being the defining building type*
- *High Street buildings tend to be larger and include some commercial uses at ground floor level alongside residential uses*



Image showing Architectural Detailing of Properties within Stalbridge

- 5.4.7 Policy 24 (Design) of the NDLP sets out a criteria against which development should broadly accord within the pre-text to the policy. Such factors including character, continuity and enclosure, ease of movements, quality of the public realm, legibility, adaptability, diversity, energy efficiency, safety and security, layout, density and mix, scale (height and massing) and appearance (details and materials).
- 5.4.8 The submitted plans and Design and Access Statement demonstrates that the proposed layout will result in areas of character which integrate with the wider Reserved Matters scheme, which includes a central green public open space area which is surrounded on all sides by residential dwellings; enhancing the existing TPO tree as a feature within the layout.
- 5.4.9 This layout of these pocket areas creates a sense of enclosure within the layout which assists with the overall legibility of the layout.
- 5.4.10 The development has been designed with specific reference to corner turning dwellings on the edges of perimeter plots. Subject to the specific materials and detailing, (which will mirror what has been consented under the Reserved Matters consent), will ensure that a great sense of legibility will be achieved throughout the layout. This will be further reinforced by the use of surface materials within the layout.
- 5.4.11 The development has been designed with ease of movement as a central principle, whereby persons are able to access the entrance points of the site of Lower Road enabling ease of movement. This is facilitated through the use of paths, pavements



and connectivity throughout the open space; allowing ease of movement for all users regardless of the mode of transport chosen.

- 5.4.12 All properties feature regular setbacks from their road which creates a consistent and coherent pattern in the urban grain of the development, which results in a character which is consistent with the established grain of Stalbridge.
- 5.4.13 All areas of public open space have been designed to ensure safety and security is a central principle to the layout, with outward facing units which provide natural surveillance of key public open spaces; ensuring the safety of all residents and users of the development.
- 5.4.14 The principles of safety and security are further reiterated through the detailed design of the layout, with secure cycle storage being provided within the private residential curtilages of each dwelling.
- 5.4.15 Further, the lighting strategy employed around the site will ensure that no subsequent issues in terms of surveillance, nor perception of safety and security, will result.
- 5.4.16 The provision of dwellings across this parcel of the site results in a density of development of 34 dph which is entirely consistent with recent developments within the area, and coherent with the Government's aspirations of using sites permitted for residential development in an efficient and effective manner.
- 5.4.17 The overall layout of the site accommodates this density of development in a manner which is consistent with the overall prevailing character of Stalbridge.
- 5.4.18 All properties throughout the site are 2 storeys. Such building heights are entirely in accordance with the overall height and massing found within the wider area of Stalbridge and therefore ensure consistency with the prevailing character of the area.
- 5.4.19 All properties throughout the development site will be finished in a varied and high quality materials palette, ensuring that a monotone character across the site is avoided. Such attention to materials and detailing will ensure that the development is achieved in a high quality manner.
- 5.4.20 The combination of the above factors all culminate in a development that achieves a consistent and accordant character with the features which define the prevailing character of Stalbridge.
- 5.4.21 As a result, the development therefore accords with the overall character of Stalbridge and therefore accords with Policy 24 (Design) of the North Dorset Local Plan Part 1 and National Planning Policy Framework 2021.
- 5.4.22 Barratt David Wilson Homes are proudly using design toolkits such as "Great Places and striving for Building for Healthy Life accreditation across all of our developments.



We understand the benefits of living close to green spaces and these design principles ensure we use the assets of a place to make it better, encouraging biodiversity and nature into our developments to create sustainable communities.

5.5 Amenity Space Provision

- 5.5.1 Policy 15 (Green Infrastructure) of the North Dorset Local Plan (NDLP) requires development to enhance the provision of green infrastructure in the countryside (including Stalbridge), especially where it helps to improve recreational opportunities.
- 5.5.2 The pre-text to Policy 15 (NDLP) makes clear that Green Infrastructure can take on a multitude of forms including outdoor recreation facilities, amenity greenspace, natural and semi-natural greenspaces and other, such as allotments etc...
- 5.5.3 Each individual residential property provided within the development features its own private residential rear garden which will provide for the immediate residential amenity requirements associated with each new dwelling.
- 5.5.4 However, the proposed development, in the context of the wider Outline and Reserved Matters scheme, is also located in close and accessible proximity to the public green spaces delivered as part of the wider development, which contribute to the overall green infrastructure offering.
- 5.5.5 The application is accompanied by a full Landscaping Strategy Plan prepared by ACD Environmental which sets out the key green spaces and the features contained within it.



Extract from ACD Environmental Landscape Strategy Plan

- 5.5.6 The required open space provision has been provided within the proposals for the wider Outline and Reserved Matters scheme. The residents and users of this development will benefit from this. The following is a summary of the provision secured within the wider development.
- 5.5.7 The proposed green infrastructure comprises one area of open space which is set around an existing retained tree, covered by a Tree Preservation Order. This area also comprises the provision of the Local Area of Equipped Play (LEAP) which is sufficiently overlooked by residential properties for security and safeguarding purposes.
- 5.5.8 As the green infrastructure provision moves away from this area, the landscaping strategy seeks to respond to this. For example, a proposed wildflower grassland will be maintained to the south where the interface between the semi-greenspace area is proposed and where the formal greenspace area is proposed.
- 5.5.9 This attention to the specific planting specification ensures that a harmonious transition between the more formal area and semi-greenspace interact.
- 5.5.10 The wider area of semi-greenspace includes proposed ornamental shrubs, hedgerow planting, SUDs basins with planted aquatic plants and the planting of native species which are prevalent to the local area.



- 5.5.11 A series of low landscaped paths provide connectivity throughout these areas to promote their use.
- 5.5.12 The combination of these features ensures that the public amenity space provision throughout the development will be one of a high quality and one that is appropriate to the area.
- 5.5.13 Through their provision throughout the perimeter of the site (save for the central greenspace area with the LEAP), this ensures that the overall development upon the boundary edges are softened.
- 5.5.14 Taking into account the above factors, the development will therefore enhance the provision of green infrastructure within Stalbridge which will be publicly accessible, in accordance with Policy 15 (Green Infrastructure) of the North Dorset Local Plan Part 1 and National Planning Policy Framework 2021.

5.6 Highways, Transport and Parking

- 5.6.1 Policy 13 (Grey Infrastructure) of the North Dorset Local Plan requires development to utilise Transport Assessment and Transport Statements to assess the impact of new development on the existing highway network.
- 5.6.2 Policy 13 further advocates the use of Travel Plans in association with Transport Assessments/Statements and provide enhanced walking and cycling facilities, completing the North Dorset Trail way strategic walking and cycling route.
- 5.6.3 The submitted application is supported by a Transport Statement prepared by Paul Basham Associates which concludes that the development would be considered acceptable in both highways safety and capacity terms.
- 5.6.4 The outline planning permission granted permission for the access into the site off Lower Road and these detailed plans have been utilised in formulating the access to both the residential entrances to the site.
- 5.6.5 The Reserved Matters submission also approved a Residential and Commercial Travel Plan which sought to promote alternatives to private motor vehicle usage, in accordance with Policy 13 of the NDLP. Given that the site will be built as one entity, if permission is granted for the proposed 25 no. unit scheme, it is suggested that the full Travel Plan would encompass the additional dwellings sought through this application too. A statement is included within the submitted Transport Assessment in support of this application to this effect which summarises the proposed measures, targets and implementation.
- 5.6.6 All residential units feature cycle parking in accordance with the Bournemouth, Poole and Dorset Residential Parking Provision (Local Guidance for Dorset) May 2011. All



cycle storage is contained within the private residential curtilages of each residential dwelling in an easy and accessible location.

5.6.7 The proposed residential development will provide 51 parking spaces, which includes 39 allocated spaces, 5 spaces provided for visitors and an additional 7 unallocated. Due to the unique nature of the live-to-work units and the absence of a suitable standard, it is proposed to allocate an additional 2 parking spaces to each unit. The total parking provision across the site is therefore 59 spaces. This provision ensures that parking associated with the development will not overspill onto the local highway network and present a possible highway safety concern. This provision is therefore considered acceptable and in accordance with DCC's parking calculator.

5.6.11 On the basis of the above, the proposed development fulfils the requirements of criteria (a) of Policy 23 (Parking) of the North Dorset Local Plan Part 1, the Bournemouth, Poole and Dorset Residential Parking Provision (May 2011) and National Planning Policy Framework 2021.

5.7 Trees and Vegetation

5.7.1 Policy 24 (Design) of the North Dorset Local Plan Part 1 requires development to incorporate existing mature trees and hedgerows and other landscape features into the public realm of development layout and provide sufficient additional landscape planting to integrate the development into its surroundings.

5.7.2 Submitted in support of this application is an Arboricultural Impact Appraisal and Method Statement prepared by Barrell Tree Consultancy.

5.7.3 The supporting report concludes that most of the significant boundary trees and hedges are being retained, and the part of the hedge to be lost for the new access is not significant in the wider setting. Its loss will be limited to the short term.

5.7.4 There will be no adverse impact to local character in the wider setting in the long term. The construction activity has the potential to adversely affect retained trees if proper protective measures are not taken.

5.7.5 However, if adequate precautions to protect the retained trees are specified and implemented through the arboricultural method statement included in the submitted report, the development proposal will have no detrimental impact on the contribution of trees to local character.

5.7.6 For the reasons set out above, and set out in full in the accompanying Arboricultural Impact Appraisal and Method Statement, the proposed development would not cause an unacceptable or adverse impact on the character and appearance of the area, in accordance with Policy 24 (Design) of the North Dorset Local Plan Part 1.

5.7.7 Paragraph 131 of the National Planning Policy Framework 2023 makes clear that:



Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

5.7.8 The submitted Site Layout plan, which is further supported by the submitted Landscaping Scheme, demonstrate the provision of tree planting along the main arterial roads throughout the development site.

5.7.9 On the basis of the above, the development therefore adheres to paragraph 131 of the National Planning Policy Framework 2023.

5.8 Flood Risk & Drainage

5.7.1 Policy 13 (Grey Infrastructure) of the North Dorset Local Plan Part 1 requires sustainable drainage solutions appropriate to the development and underlying ground conditions should be incorporated into all new developments of ten dwellings or more and connect with the overall surface water management approach for the area.

5.7.2 This application is supported by a Drainage Strategy and Sustainable Urban Drainage System (SUDS) Statement prepared by RCP Architecture & Civil Engineering.

5.7.3 The purpose of the submitted Drainage Strategy and SUDs Statement builds upon the initial findings of the outline FRA (subject to the Outline Application) and supporting Drainage Strategy and Sustainable Urban Drainage System (SUDS) statement, which was approved under the Reserved Matters application for phase 1.

5.7.5 The Drainage Strategy and SUDs statement has demonstrated that the development proposals are in line with the already approved and consented FRA. In view of this assessment, the report concludes (based on the original FRA criteria that:

- i) The development proposal is in line with the already approved and consented FRA produced by Vectos;
- ii) The proposed surface water drainage strategy has been designed to accommodate floor events up to and including 100 years + 40% Climate Change;
- iii) The proposed foul water drainage strategy has been designed in accordance and in line with the approved FRA and the foul flows generated from the proposed can be safely discharged into the existing main foul water drainage network.



5.7.9 On the basis of the above, the development therefore follows the sustainable urban drainage hierarchy which fully takes into account the underlying ground conditions for the site; in accordance with Policy 13 (Grey Infrastructure) of the North Dorset Local Plan Part 1 and National Planning Policy Framework 2021.

5.8 Biodiversity & Ecology

5.8.1 Policy 15 (Green Infrastructure) of the North Dorset Local Plan Part 1 requires development to promote the public enjoyment of wildlife, where this is compatible with maintaining biodiversity.

5.8.2 Condition 15 of the outline planning permission required the submission of the following details to be submitted with the Reserved Matters application:

- *Bird nesting boxes (Schwegler 1B) to retained trees;*
- *50% of residential dwellings to have built-in bird nesting features;*
- *The detailed landscape strategy to prescribe native species of local provenance (This should include a range of species to provide berry and fruits and those that provide a diverse structure and form);*
- *New native hedgerow planting incorporating standard native trees within public open space and provided to replace loss of H1 by two-fold;*
- *Retained hedgerows to be subject to target bolster/enhancement planting to increase species diversity;*
- *New hedgerows to include standard native trees with a minimum of 20m between trees to allow for full crown development;*
- *New hedgerows to be subject to a minimum 2m buffer either side of the hedge starting at the edge of the hedge (assuming mature width of 1.5m) within residential zones with this increased to a minimum 5m buffer within non-residential zones;*
- *Hedgehog friendly gravel boards / holes (10cm x 10cm) in garden fencing between houses;*
- *Two bee bricks per dwelling;*
- *New wildlife pond to be designed in line with Natural England's Great Crested Newt Mitigation Guidelines;*
- *Two drainage attenuation features to be designed for the benefit of wildlife and to hold an element of water throughout the year;*
- *Open space to be designed to accommodate a mosaic of new habitats to provide enhanced habitat for a range of additional faunal groups, such as herpetofauna and invertebrates;*
- *Management details of habitats for wildlife: hay meadow management regime of species-rich grassland, cutting of new established hedgerows to encourage wildlife.*

5.8.3 All of the above criteria was demonstrated within the Environmental Mitigation Management Plan approved under the Reserved Matters application. This application



proposes no change to the approved details other than the loss of some of the hedgerow to facilitate access into the development. However, Barratt David Wilson Homes are committed in ensuring that the details sought by Dorset Council, under the Outline application, which BDW have provided assurance under the Reserved Matters application, can be replicated upon this site for the purposes of continuity.

- 5.8.4 Submitted in support of this application are a series of reports, including a preliminary Ecological Appraisal, Biodiversity Net Gain Report, Badger pre-construction survey, Bat Survey and Reptiles (presence/likely absence survey). The preliminary Ecological Appraisal concluded that the site has the potential to support a number of protected species including foraging/commuting bats, reptiles and birds. As such, the above reports have been commissioned and submitted following the recommendations outlined within this report. It is considered that provided the measures outlined within these reports are adopted, a design can be brought forward for this site that would be compliant with current local and national biodiversity planning policy.
- 5.8.5 Further submitted and approved in support of this application is a Biodiversity Net Gain Assessment which concluded that the development site, owing to the proposed biodiversity enhancement measures, will achieve a net gain of 10% biodiversity enhancement across the totality of the site.
- 5.8.6 On the basis of the above, the development therefore accords with Policy 15 of the North Dorset Local Plan Part 1 and National Planning Policy Framework 2023.

5.9 S106 and Financial Contributions

- 5.9.1 Outline planning permission 2/2020/0406/OUT was granted in support of an according S106 legal agreement.
- 5.9.2 The corresponding legal agreement secured a suite of mitigation measures, including financial mitigation measures, which will deliver a series of public benefits that were secured through the grant of the Reserved Matters application.
- 5.9.3 The financial contributions secured in line with the Reserved Matters development comprise the following:

Allotments Contribution	£35,746.00
Community, Leisure and Indoor Sport Contribution	£240,558.24
Dorset Clinical Care Commissioning Group Contribution	£8,322.00
Education Contribution	£694,716.00
Library Services Contribution	£8,550.00
Local Nature Reserve Mitigation Contribution	£21,660.00
Local Nature Reserve Maintenance Contribution	£2,541.06
Pedestrian/Cycle Connectivity Contribution	£5,200.00
Play Facilities Maintenance Contribution	£27,577.74
Pre-School Contribution	£21,660.00
Rights of Way Contribution	£17,556.00



Trailway Strategic Project Contribution	£81,523.68
TOTAL	£1,165,610.75

5.9.4 This application will result in some uplift to the above contributions by virtue of the additional 25 units proposed. This will be determined throughout the life of the application subject to compliance with the tests for obligations as set out in Regulation 122 of the Community Infrastructure Levy Regulations (2010). These three tests comprise the following:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

5.9.5 Furthermore, the granting of this application will allow for the construction of 25 additional new residential dwellings which will subsequently generate New Homes Bonuses which will generate receipts for the Local Planning Authority.

5.9.6 Further, the granting of this application will also allow the generation of Council Tax receipts throughout the lifetime of the development. This will help support the increased provision of additional services within the local area.

5.9.7 Such financial contributions are considered to be a material consideration, as a local finance consideration, under Section 70(4) of the Town and Country Planning Act 1990 (as amended) and should therefore be given material weight within the determination of this application.

5.10 Community Engagement (incorporating Statement of Community Involvement)

5.10.1 Barratt David Wilson Homes met with Dorset Council on Friday 14th July 2023 to discuss the future proposals for the approved commercial land. This followed consultation with Stalbridge Town Council during the course of the Reserved Matters application.

5.10.2 As discussed earlier on within this Planning Statement, Barratt David Wilson Homes attended a Town Council meeting during the course of the Reserved Matters application where concern was expressed in relation to the size of the commercial unit proposed and the need/demand for this within the local area.

5.10.3 The scheme submitted as part of this application is therefore the result of these discussions and seeks to remove the commercial element approved under P/RES/2022/06181, replacing this with 25 residential units (10 of which will incorporate First Homes as well as 4 x live/work units). As discussed above, these are likely to be small starter businesses, which are more suitable and viable for the Town of Stalbridge.

5.10.4 Additional to the above discussions, we have liaised closely with commercial agents local to the area who believe the small starter businesses will fill a demand in the area



for this type of provision whereas a large retail unit is likely to take away footfall from existing facilities in the village/town.

5.10.5 Barratt David Wilson Homes have also liaised closely with the Lead Cabinet Member for Housing and Dorset's Housing Team to ascertain the provision of residential appropriate for this site. The additional residential units proposed would generally be aimed at the local market- predominantly 2 and 3 bedroom properties as we understand there is an over delivery of larger units in the locality and as such this proposal helps to address a much-needed shortfall.

5.10.10 Paragraph 132 of the National Planning Policy Framework (2021) makes clear that *applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.*

5.10.11 Dorset Council will be aware that Barratt David Wilson Homes undertook extensive engagement throughout the course of the Reserved Matters application (which included a public exhibition with the local community as well as regular and continued dialogue with the Town Council). The comments raised during the course of the Reserved Matters application resulted in the subsequent dialogue detailed above which has resulted in the submission of this application.

5.10.12 On this basis, it is considered that Barratt David Wilson Homes have demonstrated clear and ongoing communication with the Local Community, Dorset Council and Stalbridge Town Council and proportionate weight should be given to this ongoing and continued engagement.

6. Conclusions & Summary

6.1 S38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires the determination of all planning applications to accord with the contents of the Local Plan, unless material considerations indicate otherwise.

6.2 This Planning Statement has detailed how the development seeks to support the provision of much needed housing within the locality of Stalbridge in accordance with the previously approved outline planning permission.

6.3 This Planning Statement has demonstrated that the proposed development is fully in accordance with the policies contained within the Development Plan.

6.4 The National Planning Policy Framework (2023) comprises a material consideration for the purposes of decision taking and the proposed development fully accords with the relevant provisions, as detailed above.

6.5 This Statement has not identified any material considerations that would warrant a decision other than in accordance with the policies contained within the Development Plan.



6.6 Taking these factors into account, the development therefore accords with both the contents of the Local Plan and all other material considerations. Applying the planning balance under S38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), we therefore respectfully request this application is determined favourably.

Yours Sincerely,

Sam Briggs

Trainee Planner

On behalf of Barratt David Wilson Homes