

Application Type: Outline Application

Application No: 2/2016/0149/OUT

Applicant: The PG Ridgley Trust

Case Officer: Mrs Hannah Smith

Recommendation Summary: Approve

Location: Land East Of, Barnaby Mead, Gillingham, Dorset,

Proposal: Develop land by the erection of up to 50 dwellings, formation of vehicular and pedestrian access, (outline application with all matter reserved).

Reason for Committee Decision: Major Housing Proposal

Planning Policies:

Local Plan:

1. 7 Dev. within Settlement Boundaries
GH 3 Areas of Local Character
Policy 1 - Sustainable Devt.
Policy 2 - C Spatial Strategy
Policy 3 - Climate Change
Policy 4 - The Natural Env.
Policy 5 - The Historic Env.
Policy 6 - Housing Distribution
Policy 7 - Delivering Homes
Policy 8 - Affordable Housing
Policy 13 - Grey Infra.
Policy 14 - Social Infra.
Policy 15 - Green Infra.
Policy 17 - Gillingham
Policy 24 - Design
Policy 25 - Amenity
Policy 25 - Amenity

National Planning Policy Framework:

NPPF - Paragraph 135 Achieving sustainable development - Delivering sustainable development - 12.
Conserving and enhancing the historic environment
NPPF - Paragraph 1 Introduction
NPPF - Paragraph 7 Achieving sustainable development
NPPF - Paragraph 14 Achieving sustainable development - The presumption in favour of sustainable development
NPPF - Paragraph 17 Achieving sustainable development - Core planning principles
NPPF - Paragraph 47 Achieving sustainable development - Delivering sustainable development - 6.
Delivering a wide choice of high quality homes

NPPF - Paragraph 50 Achieving sustainable development - Delivering sustainable development - 6.
Delivering a wide choice of high quality homes
NPPF - Paragraph 56 Achieving sustainable development - Delivering sustainable development - 7.
Requiring good design
NPPF - Paragraph 61 Achieving sustainable development - Delivering sustainable development - 7.
Requiring good design
NPPF - Paragraph 75 Achieving sustainable development - Delivering sustainable development - 8.
Promoting healthy communities
NPPF - Paragraph 112 Achieving sustainable development - Delivering sustainable development - 11.
Conserving and enhancing the natural environment
NPPF - Paragraph 118 Achieving sustainable development - Delivering sustainable development - 11.
Conserving and enhancing the natural environment
NPPF - Paragraph 134 Achieving sustainable development - Delivering sustainable development - 12.
Conserving and enhancing the historic environment

Other:

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 recently adopted Local Plan Part 1, 2011-2031.

The North Dorset Local Plan - Part 1 was formally adopted by the Council in January this year 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 the Local Plan, Part 1.

Local Plan, Part 1, 2011-2031

The Local Plan Part 1 has updated the spatial strategy for the district and extends the Plan period to 2031. Policy 2: Core Spatial Strategy, continues to identify Gillingham as one of the main towns in North Dorset and a main location for growth. Policy 6: Housing Distribution, identifies a requirement for at least 2,200 dwellings in Gillingham over the Plan period.

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 vast 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 Areas of Outstanding Natural Beauty: AONBs) and wildlife interests (including internationally, nationally and locally important wildlife sites and protected or locally threatened species).

Policy 6 - Housing Distribution

Policy 6 sets out how housing will be distributed across the District. It explains how the future need for housing was re-examined through an updated Strategic Housing Market Assessment (SHMA) in 2012. This identified a need for 4,200 homes over the 15-year plan period and makes provision for the vast majority of these homes at the four main towns. The policy indicates the approximate scale of housing to be accommodated at each town and gives a brief overview of the factors that were taken into account in determining the distribution.

Subsequently, the Eastern Dorset 2015 Strategic Housing Market Assessment (SHMA) has been published. The 2015 SHMA sets out that the objectively assessed housing need (OAHN) figure for North Dorset is 330 dwellings per annum. This is in excess of the 285 dwellings per annum figure set out in the adopted North Dorset Local Plan Part 1. The Inspector in the recent examination had regard to this in his final report.

However, it should be noted, as set out in Brandon Lewis's letter to Simon Ridley, the previous Chief Executive of The Planning Inspectorate, (December 2014) that the outcome of a SHMA is untested and should not automatically be seen as a proxy for a final housing requirement in Local Plans. In the early review of the Local Plan, Part 1, careful consideration will be given to the SHMA evidence in considering what impact environmental and policy constraints will have on the Council's final housing requirement. Until this time, the correct annual target for North Dorset is 285 dwellings per annum, as is set out in the adopted planning policy for the district.

Policy 7 - Delivering Homes

Policy 7 sets out the mix of housing that the Council will seek, in terms of bedroom size. It also sets out how the Council will 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.

The policy allows a different mix of houses on a site (of 10 or more houses) to that sought in the policy if it can be justified by local circumstances. This has been expanded to also permit a departure from the preferred mix as a result of viability considerations.

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 revised threshold of ten published in the PPG update on 28/11/2014 forms part of the policy approach. The adopted proportion of affordable housing that related to Gillingham is 25% on developments of more than 10 dwellings.

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 to a need for improved healthcare facilities in Shaftesbury.

Policy 15 - Green Infrastructure

Policy 15 - Green Infrastructure states that the Council will produce a green infrastructure strategy to set out a strategic approach to the provision, design and management of an integrated network of green spaces, green links and other green elements. The policy also identifies some interim standards for the provision of certain types of open space, such as outdoor play space and allotments.

Policy 17 - Gillingham

A detailed assessment of the town's growth potential for the period up to 2026 and beyond underpins much of Policy 17. The assessment draws on many of the evidence base studies already produced and identifies the potential for medium- and longer-term growth. The assessment recognises the potential for Gillingham to develop its economic and service centre functions in the medium term and the relative lack of environmental constraints adjoining the existing urban area. However, it also identifies a number of issues that may limit long-term (post-2026) growth including economic potential, town centre capacity, transport and other infrastructure issues and environmental constraints.

Gillingham's role as the main service centre in the north of the District will be enhanced through higher quality housing growth, the creation of a more diverse economy and the provision of a better range of services and community facilities. This growth will help to consolidate the town's role as a key service centre.

The parish of Gillingham is producing a neighbourhood plan, which will be aligned with the strategic needs and priorities of the wider area as set out in the Local Plan Part 1.

The complementary approach of the Local Plan and the Gillingham Neighbourhood Plan will ensure the town benefits from growth to become a vibrant and thriving place to live and work.

The key spatial aspects of this strategy will be:

- a strategic site allocation (SSA) to the south of the town delivering the majority of the town's housing and employment growth along with supporting infrastructure. Proposals for the SSA are set out in more detail in Policy 21 - Gillingham Strategic Site Allocation;
- a range and choice of employment sites in various locations around the town to support a more diverse economy;
- an enhanced town centre supported by the mixed-use regeneration of the
- Station Road area resulting in better integration of shopping, education,
- leisure, cultural and transport functions; and
- an enhanced green infrastructure network focused primarily on the river
- corridors linking new development to key locations such as the town centre.

The strategy for the town will require the bringing forward of major new greenfield sites. New development should be supported by the necessary infrastructure and community facilities, both to meet the overall needs of the expanded town and the more local needs associated with each new development area.

Meeting Housing Needs

Policy 2 - Core Spatial Strategy identifies Gillingham as one of the four main towns at which the vast majority of growth will be delivered. Policy 6 - Housing Distribution sets out that the four main towns

will deliver housing to meet the District-wide need, and that Gillingham will deliver at least 2,200 dwellings over the plan period.

In Gillingham the Council will seek 25% affordable housing across the town and 25% will also be sought on the SSA site subject to viability testing.

Infill and redevelopment within the settlement boundary will continue in the town during the plan period and other sites in Gillingham identified to meet housing needs include:

- land in the Station Road area, which will be regenerated with a mix of retail, employment and residential uses; and
- land to the south and south-west of Bay (the application site).

The Local Plan Part 1 states that the land at Bay will accommodate about 50 dwellings. Development will need to respect the character of Bay and should also include good links to the adjacent leisure and education uses and the town centre.

Policy 24 - Design

The Council's overall approach to design is set out in Policy 24. It establishes a set of 'design principles' against which the design merits of any development can be assessed. It also sets out standards for the provision of storage for recycling bins (in accordance with advice from the Dorset Waste Partnership) and laundry drying.

Policy 25 - Amenity

Policy 25 deals with the issue of amenity in terms of: privacy and private open space; sunlight and daylight; artificial light intrusion; noise and vibration; and unpleasant emissions (such as odour and fumes). There is very little in the NPPF on the issue of noise, but more detail is provided in the PPG. The policy includes amended text to refer to the advice in the PPG. The section of the policy on noise is considered to be consistent with the advice in the PPG.

Saved Policies of the North Dorset Local Plan, 2003

The settlement boundaries, Policy 1.7, has been saved pending the review through Part 2. The settlement boundaries therefore form the appropriate starting point for assessing development proposals.

The site is located within the defined settlement boundary of Gillingham.

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 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.

There is currently a five year housing land supply in North Dorset and as such, the housing policies contained with the Local Plan, Part 1 are up-to-date.

Description of Site:

Gillingham has been one of the fastest growing towns in the South West over the period from 1990 to 2010. Housing growth has been matched by economic growth as the town has managed to attract and retain a range of general industrial businesses.

Gillingham sits within a basin at the confluence of three rivers, namely the River Lodden, the Shreen Water and the River Stour. Higher ground surrounds the town at: Bowridge Hill to the east; Hungerhill and Duncliffe to the south; Thorngrove in the west; and Huntingford and Milton-on-Stour to the north. As a result of the topography, fluvial flooding is a key climate change-related issue that affects the town.

The land east of Barnaby Mead amounts to just under 2 hectares in area. The site is located north of the town centre and in close proximity to Gillingham School and the leisure facilities in Hardings Lane.

To the north of the site lies Shreen Water, a main river. The area adjacent to the river is within flood zones 2 and 3 and the remainder of the site is located in flood zone 1 and is therefore low risk.

The land rises gently from the river towards the south and the secondary school. Just outside of the site in this southerly corner there is a public footpath. The raised land provides views across the site towards the river.

Residential development is located to the east and west of the application site. Properties are located in Bay to the east, and more modern development is located in Bay Fields, Mulberry Close and Barnaby Mead to the west of the site.

The site is undeveloped and laid to grass. There is an enclosed parcel of land labelled 'the Orchard' in the south east corner and this forms part of the application site. The Orchard is surrounded by a low maintained hedgerow. There are trees that line the river in the north of the site.

The proposed access to the site is from Barnaby Mead and this road is located off the High Street of Gillingham. The access to the site is located between numbers 28 and 31 Bay Fields. The road currently terminates here and there is a close boarded fence that separates Bay Fields from the application site.

There is currently no public right of access through the site.

The Proposals

The applicant seeks outline planning permission to develop the land for residential purposes. All matters are reserved although the applicant has indicated that the access to the site will be made into the adopted highway at Bay Fields. Bay Fields leads onto Barnaby Mead which in turn links to the High Street.

The applicant proposes to form a Sustainable Urban Drainage System (SuDs) to serve the development which will include an attenuation pond. This is located in the northern section of the scheme, adjacent to the river. The drainage would be landscaped and form part of an amenity area. Landscaping details and layout are reserved and are therefore not part of the consideration of this outline proposal.

Constraints:

Agricultural Land Grade - Grade: GRADE 4

Flood Zone 2 - Floodzone Type: Flood Zone 2

Parish Name - : Gillingham CP

Public Rights of Way - Route Code: N64/45

Path Type: Footpath

Settlement Boundary - Name: Gillingham

TPO - Charge Description: Area TPO 20/1/69 Gillingham No.1. The several trees including Yew, Lawson's Cypress, Larch, Scots Pine, Monterey Pine, Holm Oak, Hornbeam, Willow, Beech, Horse Chestnut, White Poplar, Elm, Ash and Oak. A2

Ward Name - Ward Name: Gillingham Town Ward

Consultations:

Gillingham TC

Consulted on the 7 April 2016, their comments dated 6 May 2016 are as follows: Gillingham Town Council supports the application.

Wessex Water

Consulted on the 7 April 2016, their comments dated 14 April 2016 are as follows: Request a planning condition in relation to foul water drainage to include the provision of a foul water strategy.

Transport Development Management - DCC

Consulted on the 7 April 2016, their comments dated 19 May 2016 are as follows: No objection subject to conditions, please see the full response from the Highway Authority below.

Drainage (Flood Risk Management) - DCC

Consulted on the 7 April 2016, their comments dated 25 July 2016 are as follows: No objection subject to conditions and an informative note, please see comments in full below.

Dorset Police - Architectural Liaison Officer

Consulted on the 7 April 2016 There was no response from this consultee at the time of report preparation.

Principal Technical Officer NDDC

Consulted on the 7 April 2016, their comments dated 27 April 2016 are as follows: Based on the information provided in drawing no. 10110 - 1 revision A, the development site is situated in the area outlined in red which is within Flood Zone 1. However, the adjoining land to the north outlined in blue is within Flood Zones 2 and 3. Please see the attached Flood Zone maps.

The Shreen Water bordering the site is 'Main River' for which the Environment Agency has supervisory powers. I note the inclusion of a Flood Risk Assessment.

To prevent flooding and minimise the risk of pollution, I suggest that no development shall take place until precise details of foul and surface water disposal shall be submitted to and approved in writing by the Planning Authority, as contained in the following conditions: DR001

Gillingham TC

Consulted on the 1 July 2016, their comments dated 13 July 2016 are as follows: Thank you for advising Gillingham Town Council of the change to the red line on the location plan.

I can confirm that the original comments submitted by Gillingham Town Council remain unchanged.

Wessex Water

Consulted on the 1 July 2016 There was no response from this consultee at the time of report preparation.

Transport Development Management - DCC

Consulted on the 1 July 2016 There was no response from this consultee at the time of report preparation.

Drainage (Flood Risk Management) - DCC

Consulted on the 1 July 2016, their comments dated 25 July 2016 are as follows: No objection, please see the comments in full below.

Dorset Police - Architectural Liaison Officer

Consulted on the 1 July 2016 There was no response from this consultee at the time of report preparation.

Principal Technical Officer NDDC

Consulted on the 1 July 2016, their comments dated 20 July 2016 are as follows: No objection subject to a foul and surface water condition.

Conservation Officer North - NDDC

Consulted on the 1 July 2016, their comments dated 7 July 2016 are as follows: No objection.

Rights Of Way - DCC

Consulted on the 1 July 2016 There was no response from this consultee at the time of report preparation.

Tree Officer South - NDDC

Consulted on the 1 July 2016, their comments dated 18 July 2016 are as follows: No objection.

County Archaeological Office - DCC

Consulted on the 1 July 2016, their comments dated 25 July 2016 are as follows: Neolithic material was found during construction of a swimming pool for Gillingham Grammar School, according to the Dorset Historic Environment Record.

In my opinion the level of archaeological evaluation is now sufficient (i.e. I don't see a need for further archaeological work before determination). However, the evaluation has identified the presence of archaeological remains of Medieval date, and, if consent is granted, it is important that a proper record of these is made before they are affected by the development. To secure this I advise that the following condition should be attached to any grant of planning consent:

"No works shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority. The scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results.'

Environment Agency

Consulted on the 1 July 2016 There was no response from this consultee at the time of report preparation.

Natural England

Consulted on the 1 July 2016, their comments dated 7 July 2016 are as follows:

Dorset Education Authority - DCC

Consulted on the 1 July 2016 There was no response from this consultee at the time of report preparation.

Conservation Officer North - NDDC

Consulted on the 6 May 2016, their comments dated 3 June 2016 are as follows:

Rights Of Way - DCC

Consulted on the 7 April 2016 There was no response from this consultee at the time of report preparation.

Tree Officer South - NDDC

Consulted on the 7 April 2016, their comments dated 13 April 2016 are as follows: No objection:

I have viewed the proposal and carried out a site visit. The site, an agricultural field to the east of Barnaby Mead is surrounded by a native hedge. This hedge is of varying quality with areas of missing or sparse growth. There are a few trees bordering the site mainly located in the grounds of Bay House to the east and a number of which appear from a distance to be willows bordering the river to the north of the site. The application site is not located within the Gillingham Conservation Area and nor are there any Tree Preservation Orders in force either.

I have no objection to the proposed access from Barnaby Mead into the site.

A robust Landscaping Scheme will be required as a reserved matter together with a 5 year management and maintenance plan. Offsite trees, namely those which appear to be within the grounds of Bay Farm are a constraint to the development and their long-term retention and safekeeping must be addressed as a reserve matter. It appears that the most westerly tree within Bay Farm may be implicated by the location of a garage and therefore Arboricultural information including a tree survey and Arboricultural Impact Appraisal (AIA) and Arboricultural Method Statement (AMS) will be required as part of the reserved matters to show how this and other trees are to be safeguarded during construction.

County Archaeological Office - DCC

Consulted on the 7 April 2016, their comments dated 3 May 2016 are as follows: The application is accompanied by AC Archaeology's 'Project Design for Archaeological Evaluation' (doc. ACW756/1/0). An archaeological evaluation was undertaken across much of the present site in 2001, revealing archaeological remains including evidence of Medieval settlement. This document is a proposal for a further stage of evaluation that would cover a part of the present application area that was not included in the original exercise.

In my opinion this further stage needs to be undertaken before an informed planning decision can be made, so I advise that North Dorset District Council requests the applicant to undertake this further stage before the present application is determined.

I would be glad to discuss this matter further with all concerned if that would be helpful.

Environment Agency

Consulted on the 7 April 2016 There was no response from this consultee at the time of report preparation.

Natural England

Consulted on the 7 April 2016, their comments dated 13 April 2016 are as follows: Natural England has no comment to make on this application.

Dorset Education Authority - DCC

Consulted on the 7 April 2016 There was no response from this consultee at the time of report preparation.

Highway Authority

The submitted Transport Assessment (TA), prepared by the applicant's highways consultants, considers the impact that the development of up to 50 dwellings will have on the highway network in the vicinity of the site. It also considers the sustainability of the development in terms of accessibility to and from the site.

It is proposed that the vehicular access to the site will be provided through Bay Fields, along Barnaby Mead and then onto the High Street, utilising the existing adopted highway links.

The proposal is in Outline form and the submitted site layout plan, Dwg No 10110-2 Rev B, is illustrative and will require further consideration in order to ensure that it will fully embrace the principles suggested by Manual for Streets, providing a safe and attractive place for all road users. However, it does indicate that pedestrian and cycle permeability is achievable. Such detail will need to be considered at Reserved Matters stage.

The Transport Assessment uses 2015 as the base survey year to produce a baseline of highway capacity against which the impact of the proposal can be considered. It looks at two different scenarios - 2020 future year without the development and 2020 future year with the development.

Four junctions have been considered in detail, at the request of the County Highway Authority at the scoping stage - the priority junction between Le Neubourg Way and Turners Lane, the roundabout junction between Le Neubourg Way/Queen Street/B3092, the mini-roundabout junction of Newbury/Le Neubourg Way/Newbury Gardens and the signalised junction at Station Road/Le Neubourg Way.

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 TA 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 TA and provide the empirical evidence to substantiate the trip rates used.

The Transport Assessment suggests that the proposal could generate up to 237 additional vehicle trips per day onto the highway network, with 26 in the AM peak (08:00 to 09:00) and 28 during the PM peak (17:00 to 18:00). These potential trips have been assigned across the network to reflect the travel patterns identified in the Census Travel To Work ward data. The TA considers the impact of these new trips upon the existing identified junctions on the network, to check whether they will still function within acceptable operational parameters, using industry standard design and modelling software (Junction 8 for roundabouts and Linsig 3 for signalised junction assessment). The conclusion reached within the TA is that all of the junctions assessed, with the exception of the mini-roundabout at the junction of Newbury/Le Neubourg Way/Newbury Gardens, will operate within capacity in the 2020 future design year with a residential development of up to 50 dwellings. The mini-roundabout modelling indicates that this junction is currently operating over its theoretical capacity in the 2015 scenario. However, in the context of the background traffic levels through the junction, it is considered that the level of possible trips generated by the proposed development (13 in the AM peak and 15 in the PM peak) is within likely daily fluctuations and is not considered to be of sufficient material impact to be able to sustain a highway refusal.

A number of highway-related concerns have been raised by local residents in written objections to the proposal, which I will endeavour to respond to as follows.

The junction Of Barnaby Mead with the High Street is dangerous - The minor road (Barnaby Mead) junction with the High Street is provided with visibility splays that accord with the recommendations of Manual for Streets for a highway subject to a 20mph speed limit. Tactile paving is provided at the crossing point for people with protected characteristics and a different coloured surfacing strip provided to alert road users to pedestrians crossing.

Parking at the junction Of Barnaby Mead with the High Street - A single yellow line parking restriction exists on both sides of the highway preventing waiting between the times of 8am and 6pm, Mondays to Saturday, allowing drivers to stop to load or unload or while passengers board or alight within the restricted times. Blue Badge holders may park on single or double yellow lines for up to three hours. They are advised that they should not park where it would endanger, inconvenience or obstruct pedestrians or other road users and that they should not park opposite or within 10 metres of a junction, except in an authorised parking space.

Parking on Barnaby Mead causing obstruction -Casual on-street parking takes place on a regular basis on the eastern side of the carriageway fronting numbers 7 to 10. This can reduce the available carriageway to 4.85m at its narrowest position and 5.7m at its widest. The Buildings Regulations 2000 Approved Document B - B5 Section 11 identifies 3.7m as being the minimum width of road required to allow access by emergency service vehicles. It should also be noted that the adjacent footway could be mounted by emergency vehicles, if necessary. Manual for Streets identifies a minimum width of 4.8m being required to allow an HGV and car to pass freely.

Bay Fields has no pavement - Parts of this residential estate development were designed as a shared surface environment, allowing pedestrians and vehicles to share a low-speed environment. Changes in horizontal alignment (ramps), build-outs and the use of drainage channelling serve to create a situation that is fully endorsed by the recommendations provided by Manual for Streets (the Government's guidance for good residential estate design).

It should also be noted that Rule 144 of the Highway Code states that you must not drive dangerously, drive without due care and attention or drive without reasonable consideration for other road users. Rule 146 of the Highway Code states that you should adapt your driving to the appropriate type and condition of road you are on.

To sum up, the County Highway Authority considers that the submitted Transport Assessment is 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).

DCC Flood Risk Management

To clarify; the amended site (red line boundary) is shown to fall largely within Flood Zone 1 (low risk - fluvial flooding), as indicated by the Environment Agency's (EA) indicative flood modelling, but now includes an area that falls within Flood Zones 2 & 3 (medium & high risk - fluvial flooding). Equally, whilst the main body of the site is not thought to be at theoretical risk of surface water flooding by relevant mapping, the newly included land, positioned to the north / north-west of the original application area, is seen to be severely impacted by surface water flooding during significant rainfall events (1:30/100/1000yr). This theoretical risk of surface water flooding mirrors the outline of the fluvial flooding discussed above (FZ 2 & 3), as dictated by topography and existing ground levels. The extended site now adjoins the Main River Shreen to the north.

Given the above we confirm that the Environment Agency are to be formally consulted with regard to the relevance of fluvial flood risk (FZ 2 & 3) to the amended site / proposal, and that in keeping with the requirements of the National Planning Policy Framework (NPPF), all major development proposals must offer a viable drainage strategy that does not place either the proposed development at risk, or place adjacent areas at increased risk.

We acknowledge that the amended proposal and larger site is now consistent with the site specific Flood Risk Assessment (ref: Black & Veatch - 122432 V.1 dated 11/12/2015) upon which we have previously commented. This supporting FRA outlines a conceptual surface water drainage strategy incorporating a proposed attenuation pond to be positioned beyond the extent of FZ 2 & 3 and theoretical extent of surface water flooding.

On this basis we withdraw our earlier recommendation that a (Holding) Objection be applied, provided that the following generic planning conditions and informative are attached to any subsequent permission.

Representations:

258 letters of representation were received, of which 1 offered comments which neither supported nor objected to the proposal, 253 objected to the proposal and 0 supported the proposal.

The objections to the proposals contained the following summarised points:

- No need for this development having regard to the Southern Extension,
- Detrimental impact upon protected species including slowworms and lizards,
- Concern has been raised in relation to flood risk and drainage in view of the proximity to the river, reduction in attenuation,
- A number of objections relate to the adequacy of the junction onto the High Street, road safety fears and concern in relation to the increase in traffic that would result from the proposals,
- Concern in relation to the increase in surface water run off and potential flooding issues as a result of the new development,
- The development would erode the rural character of Bay and develop the last remaining green space that separates Bay from the built up area of Gillingham,
- Parking along the road in Barnaby Mead makes access difficult and this is likely to get worse,
- Impact upon safe walking route for school children,
- Heritage concerns, Landscape impact, noise and disturbance, impact on trees, economic benefit, design, impact on access, parking,
- Impact on light, residential amenity,
- Flood Gates at Bay no longer in use, concerns that dwellings could be flooded as a result,
- The junction onto the High Street is in a state of disrepair, the supporting highway information is misleading in terms of actual accidents,
- Planning permission was refused previously, there is no need for this development now,
- Impact on the setting of Bay and on non-designated heritage assets,
- Access onto the High Street is restricted and there is insufficient room for emergency vehicles,
- Concern in relation to overbearing impact and loss of light to solar panels,
- Car pollution,
- This a Greenfield site and should not be developed, brownfield land should be used.

Officer Note: This land is included within the Council's five year housing land supply figures. In view of this, there is a need for the site to come forward in addition to the Southern Extension, to meet the housing requirements within the district. There are no brownfield sites available in the locality that could accommodate this level of growth. Furthermore, the site is allocated in the Local Plan for housing development.

Relevant Planning History:

Application:	2/2000/0782
Proposal:	Develop land for residential purposes, form pedestrian and vehicular access
Decision:	Refuse
Decision Date:	24.10.2001

Application 2/2000/0782, a proposal for residential development on the site, was refused planning permission and subsequently dismissed at appeal. As this is a historic decision, the planning policies that are referred to in the appeal are out of date.

It is, however, worth noting that although the application was refused on various grounds, including character and the importance of the site as an open space, the appeal was only upheld on the grounds of the previous oversupply of dwellings within the area. The Inspector found that granting permission at that time would be premature in view of the development that was already underway in Gillingham, including the adjacent Bellway Homes site that was under construction at the time.

Planning Appraisal:

The Principle of Housing Development on the Site

As outlined in the policy section, the site is located within the settlement boundary of Gillingham. The site has been allocated for housing development in the Local Plan Part 1 that was adopted at the beginning of the year, and this is set out in policy 17.

The Inspector at the Local Plan Inquiry heard representations against including this site in the plan. The objections centred on the visual and landscape value of the site and its contribution to the setting of Bay. However, these concerns were not upheld and it has been accepted that the site is suitable for housing as it is an allocated site within the Local Plan, Part 1. Policy 17 specifically refers to the land at Bay and states that about 50 dwellings will be delivered on the site.

Therefore the principle of developing the site for housing has been established and now forms part of the development plan. The site is identified in the Council's 5 year housing land supply and therefore it is important that the site is brought forward so that the objectively assessed housing needs within the district can continue to be met.

While the layout demonstrates that 50 dwellings can be accommodated on the site, the plan is purely illustrative. The layout as shown, in the opinion of your officers, would not be acceptable in its current form. For instance, the dwellings turn their back to the river and provide no proper river frontage and there are insufficient landscape details, partially towards the boundary with Bay and the location of the play space is at the back of properties with no surveillance. The dwellings should front the road and take reference from Bay and the successful development, Bay Fields which contains high quality enclosures and well defined public and private spaces.

The policy states that around 50 dwellings will be provided on the site. This would result in a density of about 30 dwellings per hectare. This is comparable with the development in the area. Although the density of the development would be higher than the density found in Bay, with appropriate landscaping, and a sensitive layout, the character of Bay would not be prejudiced.

Visual and Landscape Impact

The applicant has carried out a Landscape and Visual Impact Assessment. The assessment looks at long-range views and the principle public viewpoints closer to the site within the zone of visual influence.

The potential visual impact from immediate views within Bay Road and Barnaby Mead and properties in Bay Fields is assessed as high. Many of the properties that face the site from Bay Field share an oblique view and many of the properties have 1 or no windows on the gable that faces the site. The visual impact from views east from below the play area is high due to the openness of the exiting boundaries.

It is evident from the assessment that the visual impact of the proposal is most significant in short range views from the footpath just outside of the site and from the existing residential development in Bay Lane, Barnaby Mead, Bay Fields and Mulberry Close. However, there is limited opportunity for longer range views due to the various buildings and vegetation that surrounds the site.

In the Inspectors Final Report, dated December 2015, the Inspector stated:

"The main area for residential growth within the town of Gillingham is on land to the south and south-west of Bay. I understand the importance of the open character of this site to local residents but the site (which is within the settlement boundary) is within walking distance of the town centre and other community facilities and I am told there are no impediments to its development. I acknowledge that Bay is identified as an 'area of local character' in the 2003 Local Plan but I agree with the Council that provided the character of Bay is respected then the provision of about 50 well designed dwellings on the land is justified".

The potential impact of the development upon the contribution that the field makes to the setting of Bay, and of the wider area, was considered by the Inspector. The view that the site should remain a green space was not upheld, and as a result, this land is allocated for housing. The Inspector noted that the site is in walking distance from the Town Centre and other facilities and that it is available with no impediments to it being brought forward. The application is in outline with all matters reserved. The illustrative layout demonstrates that 50 dwellings can be accommodated on the site while still retaining an area for landscaping between Bay and the site, and a reasonable density of around 30 dwellings per hectare. The detailed design of the proposals would need to be carefully assessed as part of a reserved matters application.

Due to the intervening land uses and built form, there would be no harm to the significance of Kings Court Scheduled Ancient Monument which is located to the southwest, beyond the school, football ground and railway line. Likewise, there would be no resultant harm to the setting of the Gillingham Conservation Area due to the lack of intervisibility between the designation and the application site.

In view of the above considerations, the development would have a high visual impact upon immediate views and change the character of the site from an undeveloped parcel of land. However, this identified impact is not considered by your officers to outweigh the benefits of the in terms of its contribution to the supply of housing, public access across the site along the river corridor, and the opportunities for new planting.

Heritage considerations and Archaeology

The area of land in question has been accepted by the Local Plan Inspector as being capable of accommodating 50 dwellings. An inspector for a previous appeal decision, prior to the Local Plan inquiry relating to housing development on the site, did not consider the open space to be of such value that it should be excluded from providing the local housing supply required at the time. As such, this site is designated for development in the local plan; the principle of development on the site has been accepted.

The character area of Bay sits to the north-east of the site. The majority of houses along Bay Lane actually face Bay Lane and as such, when travelling along the lane the character of this area appears quite insular with little perception of what lies beyond the boundaries of the lane behind the buildings. Bay Farmhouse is located to the south-west of Bay Lane and is accessed along a narrow right of way. There are what look to be converted agricultural buildings to the north of the site which are likely to have formed part of the Bay Farmhouse complex at some point.

The boundary around Bay Farmhouse encapsulates a large garden area which will remain as part of the development. This will provide breathing space between the Farmhouse and the development site. The boundary is slightly awkward in that it projects straight from the north-west corner of the farmhouse. In terms of views of the farmhouse, these are achieved from the field to the rear where the boundary is most open. From Bay Lane, only the rear catslide of the property is visible and the agricultural building next door. A public right of way runs to the south of the site where the roof of the farmhouse can be glimpsed over the boundary vegetation, the further one moves along the lane to the south-west the more the building can be appreciated. However, the clearest views of the property are from the field to the west which does not have public access through it.

In terms of the value of the property it is considered the building is a non-designated heritage asset. The property is a C19 stone farmhouse with a slate roof, red brick arched headers above the windows

and timber sash units. Adjacent to the farmhouse is a stone and brick agricultural building with a pantiled roof. The current use of the building in connection to Bay Farmhouse is not clear. Map regression has shown that Bay Farm as a group of buildings used to be a larger complex which enclosed the end of the lane leading up to it from Bay Lane. This indicates over time the farm complex itself has undergone much change. The maps are not clear but it would appear that the land to the west of the Farmhouse belonged to it historically.

Para 135 of the NPPF relates to non-designated heritage assets. It states that in weighing applications that affects directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm and the loss of significance of the heritage asset. The significance of the farmhouse in this case is the vernacular character of the building and its relationship to the agricultural buildings adjacent to it. This relationship will not change as a result of the development and the connection between the two will still be apparent as viewed from the access at Bay Lane.

The illustrative layout to the rear of the farmhouse shows garden areas backing onto the farmhouse which, with the protected garden area and large planting barrier to the north, will retain the space around the building and it will not be hemmed in. Wider views of the farmhouse from the field will be obscured but these are not public views and the housing allocation would not allow for these views to be protected. The Inspector also did not feel that the land was of such value it should be excluded from development.

As the scale of harm to the significance of the non-designated heritage asset is limited, on balance, this very limited harm does not outweigh the benefits of the scheme such as the contribution to the housing land supply. In view of the foregoing, there is no conservation objection to the proposal and the development is considered to be in conformity with Policy 5 of the Local Plan and paragraph 135 of the NPPF.

The County Archaeologist has raised no objection to the proposal and is satisfied that the applicant has carried out a sufficient amount of exploratory investigation. A condition is proposed to ensure that there is a scheme in place to allow for archaeological recording and documenting of any finds.

Residential Amenity

As the application is in outline, it is not possible to make a detailed assessment of the potential for overlooking or overbearing that could arise. The indicative layout indicate that there is sufficient room on the application site to accommodate the development and to afford the existing properties in Bay, Barnaby Mead, and Mulberry Close, sufficient separation to avoid any issue of overlooking or overbearing.

Highway Impact

The Highway Authority has provided comments upon the adequacy of the access serving the site. The Highway Authority is satisfied that the access onto the High Street, through Barnaby Mead, is acceptable. There is no highway objection to the proposals.

Many of the objectors to the proposals raise concern in relation to highway safety. There are particular concerns that relate to the safety of pedestrians at the junction onto the high street and also the possibility of congestion at this junction.

In terms of sustainability, the application site is well located in respect of existing transportation links and the facilities located within the town. The location of the Site can be considered to be sustainable in view of the close proximity to the town centre and the recreation and education facilities on Hardings Lane.

The Highway Authority has reviewed the trip generation assignment and junction capacity assessment that has been undertaken by the applicant. This has included the consideration of the

junction capacity at the junction between Le Neubourg Way and St Martins Square, the roundabout between Le Neubourg Way/Queen Street/B3092 and the signalled junction between Le Neubourg Way and Station Road. The Highway Authority has not identified any capacity issues and all of these highway elements will function within capacity in the 2020 future year assessment with development traffic.

The mini-roundabout between Newbury/Le Neubourg Way/Newbury House access road is already exceeding its theoretical capacity. However, junction capacity modelling indicates that the proposed development for traffic would have a negligible impact upon the junction in 2020 when compared to the no-development scenario.

The Highway Authority has concluded that developing this site would lead to an acceptable impact upon the highway network in the immediate and wider locality. Furthermore, the site is situated in a location that will allow residents the option to walk, cycle and use public transport to and from the Site. The highway impact of the proposal is acceptable and cannot be considered as severe.

Having regard to the comments of the Highway Authority, your officers conclude that there is no planning reason to withhold planning permission on highway grounds.

Drainage

Wessex Water has raised no objection to the proposals. There is, however, the requirement for a foul water drainage condition. This condition will ensure that a foul water drainage strategy is submitted for approval by the local planning authority and the sewerage undertaker, Wessex Water. The drainage scheme will include appropriate arrangements for the agreed points of connection and the capacity improvements required to serve the proposed development phasing and the drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority. This is 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.

In line with the advice from Government, careful consideration must be given to the use of pre-commencement planning conditions and their use should, wherever possible, be limited. However, in this case is considered by your officers to be appropriate to use a pre-commencement condition. This is due to the importance of the foul drainage arrangements and that the development should not commence until the foul drainage strategy has been approved.

Dorset County Council as the Flood Drainage Authority have raised no objection to the proposals, subject to drainage conditions that require details of the surface water management system to be submitted for approval prior to the commencement of the development.

The application is supported by a Flood Risk Assessment (FRA). The site is mainly located within Zone 1, an area with low probability of flooding. There is sufficient land available to accommodate 50 dwellings within the low risk Zone 1, without the need to develop within one 2 or 3 and this must be reflected in the layout of any reserved matters application on this site.

The FRA also demonstrates that no flood plain storage will be lost and that attenuation storage will be provided to ensure that post development run-off matches that of the existing Greenfield site.

The development proposal is therefore considered to be acceptable in relation to flooding and drainage issues as it would not lead to an increase in flooding elsewhere. Also, runoff created by the development can be dealt with within the site without resulting in a reduction in capacity flood plain storage.

An informative note is suggested that highlights the requirement for any reserved matters application to locate the residential units wholly in zone 1.

Ecology

The applicant has submitted an Ecology Appraisal. The report concludes that the development would not give rise to unacceptable impact upon wildlife.

There would be no impact on dormice predicated. The Application Site is classed as being low/medium value to bats. No impact on otters is predicted. No impact on water voles is predicted. Further work was required in connection with reptiles/ amphibians that has been addressed in the Appraisal prepared by David Leach.

The application is supported by a Biodiversity Mitigation Plan, and this has been approved by Dorset County Council.

The Phase 2 Bat Survey and Reptile Presence or Absence Survey prepared by David Leach Ecology concluded that,

- There will be increased lighting within the development and such lighting should be kept to a minimum around the perimeters of the Site.
- Development of the Site will result in the loss of suitable reptile habitat, but a mitigation plan has been produced to protect reptiles and ensure the continued conservation status of reptiles on the Site.
- There are a number of measures that should be implemented to enhance the Site including installation of bat and bird boxes and planting of native and wildlife friendly species.
- With the appropriate mitigation for reptiles there will be no adverse affect on the local population or protected species.
- The implementation of the enhancement measures will have a benefit for local wildlife increasing species diversity and adding roosting and nesting potential for bats and birds.

The Biodiversity Mitigation Plan sets out a series of measures that will help to mitigate the impact of the development upon protected species. The plan includes the provision of bat and bird boxes. 8 species of bats were recorded on the site and the provision of bat boxes will ensure that there is provision for bats within the site. Lighting along the river corridor must be carefully designed to ensure that there is limited amount of light spill. The planting of nature and wildlife friendly species will also provide an opportunity for enhanced biodiversity within the site.

Agricultural Land Grade

The site is located on grade four agricultural land. The National Planning Policy Statement 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. The site is not the best or most versatile grade of land being grade 4 and there are no brownfield sites within the Gillingham area that could meet the housing requirements over the plan period. Furthermore, the social and economic benefits of providing additional homes are considered to outweigh the economic benefits losing the agricultural land and there is no policy conflict in respect of the sites agricultural land grade.

Section 106 Requirement

The development must contribute towards the various schemes that are contained within the development plan in terms of green and social infrastructure. The agreed heads of term and the justification for the contributions are set out as follows:

Education:

The per place cost at Primary and Secondary phases were ratified by Dorset County Council Cabinet on the 4th December 2013 as the costs to be used to inform S106 discussions with developers subject to increases in the building cost index.

1. Based on the above calculation DCC would look for the primary contributions to be directed towards a 7 class extension at St. Mary's The Virgin or towards the new school. Gillingham operates as single catchment area for the 4 town schools and thus funding is distributed accordingly.

2. DCC would then look for the secondary and Post 16 contributions to go towards one of several projects at the Gillingham School, including curriculum and Post 16 provision, additional classrooms and bringing into to use unexploited sport field provision, dining and hall etc.

Dorset County Council require an education contribution of £6,094 per house towards primary, secondary and post 16 provision within the town, and this has been agreed.

Central community Hall Facilities:

RiversMeet is Gillingham's community, culture, fitness and sport centre and also has the capacity to be extended to provide a new community hall. The existing building meets the town's current community and leisure needs; however, it is unlikely to be adequate to meet the needs of the growing population. Developers will be expected to contribute to the further improvement or expansion of the existing facilities at RiversMeet and the provision of a new community hall.

The applicant has agreed to contribute towards the Local Plan requirement of a new community hall (£1,505.27 per house).

Connectivity:

There is a Local Plan requirement for this development to provide good links to the adjacent leisure facilities and the Town Centre. Therefore, there is a requirement to provide an access point to enable a connection to the public footpath to the south of the site.

Affordable Housing: Policy requirement of 25% on site provision with a split of 30% shared ownership and 70% rented. This has been agreed.

Gillingham Library Improvements:

A requirement of £241 per dwelling has been agreed.

Sports provision in the Hardings Lane area/ pitches / Rivers Meet:

There is a Local Plan requirement to contribute towards improvement or enhancement of the RiversMeet facilities and pitch provision at £386.21 per dwelling.

Open Space

LEAP: £160,621 + index linking

LAP: £41,453 + index linking

Open Space Maintenance: £47 per sq metre + index linking

Harding's Lane Recreation Ground Refurbishments:

This is a Town Council priority, to develop town wide facilities in this location, and it is an on-going project. The application site is well located to the Hardings Lane Recreation Ground and as such, it would be used by future occupiers of the development. £778 per dwelling has been agreed.

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 proportionate, reasonable and necessary.

Having regard to the tests in Regulations and the guidance within the NPPF, officers are satisfied that the contributions, outlined above, meet the CIL tests, are reasonably related in scale and kind and are necessary to make the development acceptable.

Planning Balance

The government is seeking to boost significantly the supply of housing, including affordable housing. This development proposal would meet this aim and it would also help to ensure that the identified need for housing within the area is met. This site is located within the settlement boundary of the largest town in North Dorset. The land is allocated for housing within the Local Plan Part 1 and the land at Bay is specifically referred to in Policy 17. Policy 17 states that the land at Bay will accommodate about 50 dwellings. Development will need to respect the character of Bay and should also include good links to the adjacent leisure and education uses and the town centre.

Within the S.106 agreement provision would be made for a link to the existing public footpath that is located just outside of the site to the south, thus facilitating access through to the facilities in Hardings Lane.

The proposal would inevitably lead to a change in the character of the area through its development. At present, the land is open and there are views across the site. The impact on visual receptors in close proximity to the site is considered to be high. However, this change in character is not considered to be a reason to withhold planning permission. The layout, landscaping, scale and design of the development must have regard to the setting of Bay and these are matters that would have to be carefully considered as part of a reserved matters application.

The benefits of the scheme in boosting housing supply, including the provision of affordable housing, should be noted in the overall balancing exercise in terms of the economic and social roles that comprise sustainable development. The development would provide housing to meet an acknowledged local need, including affordable housing and contribute towards the districts housing supply. In addition, the development would provide investment and jobs during the construction process to benefit the local and national economy. Weighed in the balance, officers consider that these are substantial advantages alongside the new footpath link that would allow public access across the site, and ecological benefits, which together clearly outweigh the minor levels of identified harm.

The Local Plan Part 1 states that the land at Bay will accommodate about 50 dwellings. Development will need to respect the character of Bay and should also include good links to the adjacent leisure and education uses and the town centre. It is proposed to include an obligation within the S.106 Agreement that requires a link to the footpath in the southern part of the site. Officers consider that the development accords with the provisions of the development plan, and in line with the guidance within the NPPF, planning permission should be granted without delay.

Overall, 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 when taken as a whole, which does not give rise to any policy conflict that would indicate that planning permission should not be granted. This is subject to the conditions set out below and a S106 agreement to secure the various infrastructure payments and the provision of a footpath link to the south of the site.

Conclusion:

The application site comprises an allocated site within the established settlement boundary of Gillingham. Gillingham is identified as accommodating a significant element of the districts overall housing growth in the period to 2031. Most of this the development will be located within the southern extension. However, the land at Bay is identified within Policy 17 as a housing site that will

accommodate about 50 dwellings. In view of the foregoing, it is clear that developing this site for housing is in accordance with the policy contained within the development plan for the district. There are no material planning considerations that indicate that planning permission should not be granted. There is no highway objection and ecology, drainage and archaeology impacts can be dealt with through the use of conditions.

The proposed development was considered having particular regard to drainage, Landscape and visual impact, the impact on neighbouring residents, heritage, ecology, and highway safety. On balance this application accords with the development plan and the NPPF. The NPPF states that development that accords with the development plan should be granted without delay.

The application is recommended for approval subject to conditions and the completion of a S.106 Agreement to secure:

- Education contribution of £6,094 per house,
- Central community Hall Facilities £1,505.27 per house,
- Connectivity- provision of a link to the footpath to the south,
- Affordable Housing 25% on site provision with a split of 30% shared ownership and 70% rented,
- Gillingham Library Improvements, £241 per dwelling,
- Sports provision in the Hardings Lane area/ pitches / Rivers Meet £386.21 per dwelling,
- LEAP, £160621 + index linking,
- LAP, £41453 + index linking,
- Open Space Maintenance £47 per sq. metre + index linking,
- Harding's Lane Recreation Ground Refurbishments, £778 per dwelling.

Then APPROVE subject to the following conditions:

Recommendation: APPROVE

Conditions:

1. Approval of the Reserved Matters (i.e. any matters in respect of which details have not been given in the application concerning the layout, scale or appearance of the building(s) to which this permission and the application relates, or to the means of access to the building(s), or the landscaping of the site) shall be obtained from the Local Planning Authority in writing before any development is commenced. 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).

2. Application for the approval of any Reserved Matter must be made not later than the expiration of three years beginning with the date of this permission.

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

3. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

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

4. Notwithstanding the details accompanying this application, this permission shall be construed as being in outline only.

Reason: To give the local planning authority adequate control over the detailed proposals yet to be considered and to ensure that the layout and design of the development has regard to the settling of Bay, Linkages through the site to the rights of way network, and urban design principles.

5. The development hereby permitted shall be carried out strictly and only in accordance with the following approved drawings and details: Location Plan 1:2500, as revised, received 22nd June 2016 forming the approved application.

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

6. The development shall not be commenced until a foul water drainage strategy is submitted and approved in writing by the local Planning Authority in consultation with Wessex Water acting as the sewerage undertaker.

- the 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.

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.

7. 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 confirmation of the existing drainage infrastructure, 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.

8. 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.

9. No works shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority. The scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results. The development shall be carried out in accordance with the approved scheme.

Reason: To ensure that the archeological significance of the site is recorded.

10. The Biodiversity mitigation measures set out in the approved Biodiversity Mitigation Plan, dated 10 February 2016, 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.

11. The development hereby permitted shall not be occupied or utilised until the access, geometric highway layout, turning and parking areas shown on Drg No 140226/SL Rev Y have been constructed, unless otherwise agreed in writing by the Local Planning Authority. Thereafter, these shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: In the interests of road safety.

12. Prior to the commencement of building works a scheme showing precise details of the proposed cycle parking facilities shall be submitted to the Local Planning Authority. Any such scheme

shall require approval to be obtained in writing from the Local Planning Authority. The approved scheme shall be constructed in full before the development is occupied and, thereafter, shall be maintained, kept free from obstruction and available for the purpose specified.

Reason: In the interests of road safety.

13. The development hereby permitted shall not commence until a Construction Traffic Management Plan and programme of works has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities).

The plan shall also include:

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

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

Reason: In the interests of road safety.

14. Prior to first occupation of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Planning Authority. The Travel Plan, as submitted, will include:

- Targets for sustainable travel arrangements.
- Effective measures for the on-going monitoring of the Travel Plan.
- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers of the development

The development shall be implemented only in accordance with the approved Travel Plan.

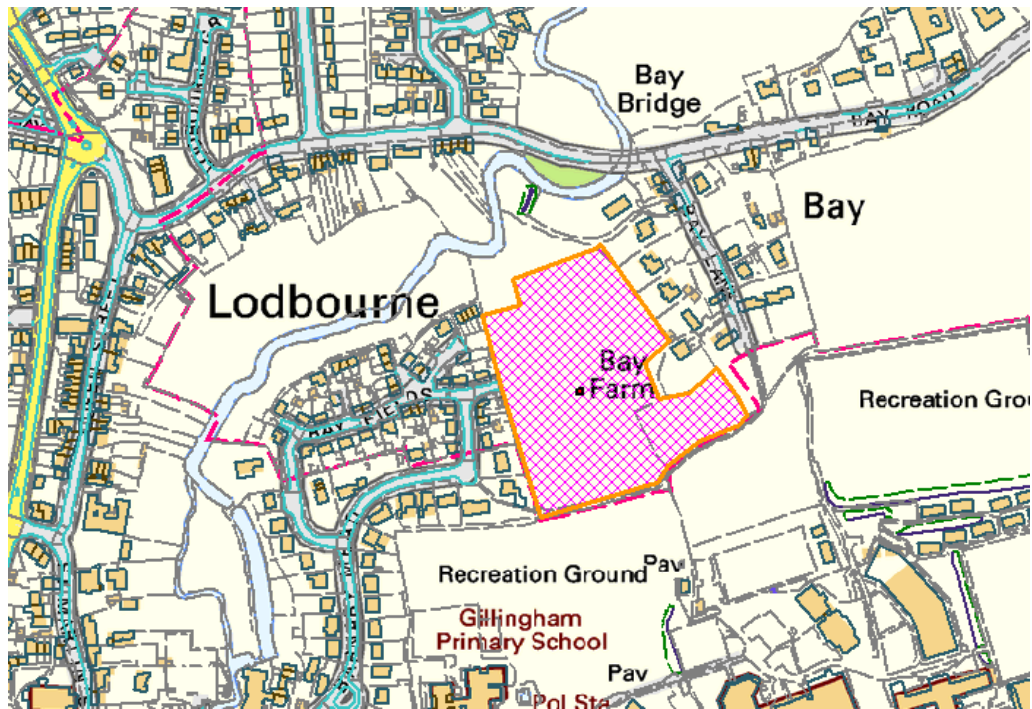
Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

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.

DECISION:

LOCATION PLAN 2/2016/0149/OUT



DO NOT SCALE

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