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| Condition | Wording | Comment |
| **Time limits** | | |
|  | Details of the layout, scale, appearance and landscaping (“the reserved matters”) for each development phase (or a parcel or parcels therein) shall be submitted to and approved in writing by the Local Planning Authority before development on that phase begins.  Reason: To ensure the proper and appropriate development of the site |  |
|  | An application for approval of reserved matters for the first phase of development (or a parcel or parcels therein) shall be made to the Local Planning Authority within two years of the date of this permission. All applications for approval of reserved matters for each subsequent phase shall be submitted to the Local Planning Authority within 12 years of 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). |  |
|  | The first phase of development hereby permitted shall be commenced before the expiration of four years from the date of this permission. Thereafter, all subsequent phases shall be commenced within two years of the Local Planning Authority’s approval of the last reserved matter for that phase.  Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended). |  |
| **Approved Plans** | | |
|  | The development hereby permitted shall be carried out in accordance with the following approved plans:  Parameter Plan 01: Red Line Plan, 01050\_PP\_01, Rev P3  Parameter Plan 02: Land Use Plan, 01050\_PP\_02, Rev P4  Parameter Plan 03: Density Plan, 01050\_PP\_03 Rev P5  Parameter Plan 04: Building Heights Plan, 01050\_PP\_04, Rev P3  Parameter Plan 05: Access and Movement Plan, 01050\_PP\_05, Rev P5  Parameter Plan 06: Landscape Strategy Plan, 01050\_PP\_06, Rev P2  Parameter Plan 07: Phasing Plan, 01050\_PP\_07, Rev P5  Illustrative Masterplan, 01050\_MP02, Rev P2  Proposed B3081 Shaftesbury Road/Principal Street Signals, Ref - ITB4057-GA-073 Rev G  Principal Street - Proposed Ghost Island Junction With B3092 New Road, Ref - ITB4057-GA-104 Rev C  Reason: For the avoidance of doubt and in the interests of proper planning |  |
| **Quantum of Development** | | |
|  | The development hereby approved shall be limited to a maximum of 961 dwellings only and up to 2,642 sqm of built floor space to include only retail, community, health, and leisure uses in a new local centre.  Reason: To define the extent of the permission and to recognise the calculations to define infrastructure contributions have been calculated on the basis of a minimum of 961 dwellings. |  |
| **Phasing** | | |
|  | Prior to the commencement of any works on site, (excluding the Principal Street) a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved phasing plan unless otherwise agreed in writing by the Local Planning Authority.  Reason: To ensure the proper and appropriate development of the site. |  |
| **Materials** | | |
|  | The submission of reserved matters for appearance for each development phase (or a parcel or parcels therein) shall reflect a palette of materials referenced in the Design & Access Statement, Design Coding Section 8.16 (Material Palettes).  Reason: To ensure provision of a high quality development across the site in the interests of good design and to reflect the local distinctiveness of this rural settlement. |  |
| **Trees/Landscaping** | | |
|  | The reserved matters for each phase (or a parcel or parcels therein) of the development shall include an updated Arboricultural Impact Assessment for that area. This document shall include details of how the existing trees are to be protected and managed before, during and after development. The development shall thereafter be carried out in accordance with the approved Assessment.  Reason: To ensure retention and appropriate protection of trees and other vegetation that are important to the character of the proposed development. |  |
|  | All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the 1st occupation of each phase of development (or a parcel or parcels therein); and any trees or plants which, within a period of 5 years from the completion of that phase of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed with the Local Planning Authority.  REASON: In the interest of the amenity and appearance of the location |  |
|  | The reserved matters for each phase of the development (or a parcel or parcels therein) shall include a landscape management plan. This shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens. The subsequent management of the development's landscaping shall accord with the approved plan.  Reason: To ensure the landscape scheme secured by reserved matters is implemented and satisfactorily maintained in the interests of the character and amenity of the completed development. |  |
| **Hours of Operation** | | |
|  | Before occupation of each unit of non-residential development, details of the hours of operation of those premises, hours of outside use of the premises, and hours of deliveries, shall be submitted to and approved in writing by the Local Planning Authority. The unit(s) shall thereafter only be occupied in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.  Reason: To safeguard residential amenities and to ensure that the development is not unneighbourly |  |
| **Flooding/Drainage** | | |
|  | Prior to the commencement of any development (excluding the Principal Street), on any phase a scheme for the disposal of foul drainage shall be submitted to and approved in writing by the Local Planning Authority. Amongst other relevant details the Foul drainage scheme shall include appropriate arrangements for the agreed points of connection required to serve the proposed development phasing, ownership of the scheme and how it will be maintained and managed after completion. The drainage scheme shall be completed in accordance with the approved details and to a timetable agreed with the local planning authority.  Reason: To minimise the risk of flooding and/or pollution. |  |
|  | Prior to the commencement of any development (excluding the Principal Street), a scheme to ensure all new development finished floor levels are set at least 600mm above the future Flood Zone 3 flood level (based on the hydraulic model updated to include the associated Principal Street where it falls within the Flood Zones and any associated floodplain compensation) shall be submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.  Reason: To reduce the impact of flooding to the proposed development and future occupants |  |
|  | Prior to the commencement of any development (excluding the Principal Street), a scheme that ensures no development or raising of ground levels (permanent or temporary) within Flood Zone 3b, 3a or future Flood Zone 3a derived by the hydraulic model updated to include the associated Principal Street where it falls within the Flood Zones, and any associated floodplain compensation, shall be submitted to, and approved in writing by the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.  Reason: To reduce the impact of flooding to the development and surrounding area. |  |
|  | Prior to the commencement of any development (excluding the Principal Street) on any phase (which includes the River Lodden within its boundary) a scheme for maintenance access to the River Lodden and associated flood risk management infrastructure, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.  Reason: To prevent the increased risk of flooding and ensure future maintenance of the River Lodden. |  |
|  | Prior to submission of any Reserved Matters (RM) application on any phase of development, and prior to any application to discharge condition (17), finalised and detailed designs for necessary crossing(s) of any Ordinary Watercourses (including details of culverts, structures, road height and embankments), required by the Principal Street, must be submitted to and approved by the local planning authority. These crossings must be designed such that;  (a) They remain fully operational and safe during a 1 in 100-year fluvial flood event (Flood Zone 3  / 1% Annual Exceedance Probability).  (b) They are passable by emergency vehicles during a 1 in 1000-year fluvial flood event  (Flood Zone 2 / 0.1% Annual Exceedance Probability).  (c) Make necessary allowances for Climate Change.  (d) Be acceptable in wider planning terms i.e. scale, appearance and height.  Construction of the Principal Street must incorporate the necessary crossings and must be built in strict accordance with the approved design(s).  The development shall be carried out in accordance with the approved designs.  REASON  To ensure that the design of the road meets national planning policy requirements and that culvert designs can be incorporated into any modelling required under condition (20). |  |
|  | Prior to submission of any Reserved Matters (RM) application on any phase of development, a High-Level Drainage Strategy (HLDS) & Flood Risk Assessment (FRA) for the entire development must be submitted to and approved by the local planning authority and must:  (a) Use hydraulic modelling (or other reputable method) to consider the land take impact(s), in terms of fluvial flood risk, of culverting any on-site Ordinary Watercourses (OWC) required as a result of the proposed distributor road and finalised crossing design(s) submitted as per condition (16).  (b) Consider the effect of winter Ground Water levels (and any revised fluvial modelling) upon the proposed drainage basins.  (c) Show drainage and housing density layouts, that consider the revised modelling submitted and any increased (or reduced) land take required for attenuation.  (d) Detail the location and specification for any necessary drainage infrastructure required to  attenuate fluvial flooding and surface water  All Reserved Matters application(s) must be made in accordance with the approved HLDS & FRA  Reason  To ensure that strategic housing numbers / allocations for each phase, are made on the basis of appropriate flood risk mapping and Ground Water constraints, so as to allow proper implementation of the sequential approach for any subsequent Reserved Matters application, as required within the National Planning Policy Framework 2019. |  |
|  | Prior to the commencement of any development on any phase, a detailed Surface Water Management Scheme, including consideration of any construction period, for that phase shall be submitted and approved by the LPA. It shall;  (a) Accord with the approved High-Level Drainage Strategy.  (b) Fully consider the effect of development within that phase upon any land drainage or Surface  Water flow paths, not identified within the high-level strategy.  (c) Provide detailed designs concerning the proposed drainage infrastructure and makes necessary allowances for climate change.  (d) Fully consider the effect of development within that phase on each of the other phases  (e) Include a surface water construction management plan (SWCMP)  (f) Include details of the maintenance and management of both the surface water sustainable drainage system and existing watercourse(s) within that phase,  (g) Include measures for the lifetime of the development, arrangements for adoption by any public body or statutory undertaker, and any other arrangements to secure the operation of the surface water drainage system throughout its lifetime.  The development of each and every phase shall be carried out in strict accordance with the approved Surface Water Management Scheme for that phase and maintained in accordance with the approved details for the lifetime of the development.  Reason  To reduce and manage the risk of flooding from watercourses, ensure that development follows the sequential approach as outlined in national policy, ensure that drainage infrastructure causes no worsening, reduces flood risk, improves water quality, ecology and amenity wherever possible. |  |
|  | Prior to the commencement of any development (excluding the principal street) on any phase, the infrastructure required for that phase (or a parcel or parcels therein), pursuant to the approved High-Level Drainage Strategy shall be constructed and available for use whether or not that infrastructure is located within that phase.  REASON  To ensure that any offsite infrastructure, beyond any future applicant’s ownership, which is critical to the successful, policy compliant, delivery of drainage infrastructure, has been delivered prior to construction of the phase in question. |  |
| **Heritage** | | |
|  | Prior to the commencement of any development (excluding the Principal Street) the applicant shall secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results.  Reason: To ensure that features of archaeological interest are properly examined and recorded. |  |
| **Ecology** | | |
|  | Prior to the commencement of any development (excluding the Principal Street), a scheme for the provision and management of an 8 metre wide buffer zone alongside the watercourse (River Lodden) and any wetland shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and should form part of green infrastructure provision. The schemes shall include:   1. plans showing the extent and layout of the buffer zone 2. details of any proposed planting scheme (for example, native species) 3. details demonstrating how the buffer zone will be protected during development and 4. managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan 5. details of any proposed footpaths, fencing, lighting etc.   Reason: To protect from potentially severe impacts of the development associated with the ecological value of lands alongside the watercourse which are particularly valuable for wildlife and worthy of protection |  |
|  | Prior to the commencement of any phase of the development, or a parcel or parcels therein (excluding the Principal Street), no construction or clearance works shall take place within 50 metres of the River Lodden until a plan detailing the protection to populations of water voles and otters and their associated habitats within the site, during construction works through to completion has been submitted and agreed in writing by the local planning authority. Details shall include a timetable for implementation and mitigation of any potential damage. The development shall be carried out in accordance with the approved details  Reason: To protect the river corridor habitat from potentially severe impacts of the development. |  |
|  | Prior to the commencement of any development comprised in a phase (or a parcel or parcels therein) a landscape and ecological management plan (LEMP) relating to the relevant phase shall be submitted to, and be approved in writing by, the Local Planning Authority. The content of the LEMP shall include the following;  a) Strategic landscaping proposals to deliver the mitigation identified in Chapter 6 (Landscape and Visual) of the WYG Environmental Statement submitted in support of this application, and specifically;  • Clarifying the length and quality of hedgerow to be removed and the amount and location of onsite replanting to be undertaken.  b) Proposals to deliver the biodiversity mitigation identified in Chapter 7 (Ecology) of the WYG Environmental Statement submitted in support of this application, and specifically;  • A method statement for the maintenance and enhancement of the Great Crested Newt population.   * Details of otter holts to be provided along the river Lodden corridor   Unless approved otherwise in writing by the local planning authority, development of the site shall proceed in accordance with the approved LEMP.  REASON: To ensure that the development conserves and enhance the landscape and biodiversity |  |
| **Highways/Transport/Construction** | | |
|  | Prior to the commencement of any development, (excluding the Principal Street) of each phase of the development ( or a parcel or parcels therein), details of the access, geometric highway layout, turning and parking areas for each phase (or part therein) shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.  Reason: To reduce the risk of accidents |  |
|  | Prior to the commencement of any development (excluding the Principal Street), of each phase of the development (or a parcel or parcels therein), the first 15 metres of the access crossing, measured from the nearside edge of the carriageway, shall be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.  Reason: To reduce the risk of accidents |  |
|  | Prior to the commencement of any development (excluding the Principal Street), of each phase of the development (or a parcel or parcels therein) the visibility splay areas as required for each access point shall be cleared/excavated to a level not exceeding 0.6 metres above the relative level of the adjacent carriageway. The splay areas shall thereafter be maintained and kept free from all obstructions.  Reason: To reduce the risk of accidents |  |
|  | Prior to the commencement of each phase of the development (or a parcel or parcels therein), a scheme showing details of the proposed cycle parking facilities must be submitted and approved in writing by the LPA. The approved scheme must be constructed prior to the occupation of the relevant buildings in that phase, and thereafter must be maintained, kept free from obstruction and available for the purpose specified.  Reason: To ensure the proper construction of the cycle parking facilities and to encourage the use of sustainable transport modes |  |
|  | No more than 252 dwellings shall be occupied unless and until the following works have been constructed;   * The B3081 Shaftesbury Road/B3092 New Road junction improvement scheme, as shown on Dwg No ITB4057-GA-027 Rev G (scheme to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council). * A scheme to improve the existing mini-roundabout at the B3081 Le Neubourg Way/Newbury (High Street) (scheme to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council). * The implementation of a SCOOT (Split Cycle Offset Optimisation Technique) urban traffic control (UTC) system on the central section of the B3081/B3092 corridor (scheme to be submitted and agreed in writing with the Local Planning Authority, or implemented directly by Dorset Council).   The development shall be carried out in accordance with the agreed schemes.  Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal. |  |
|  | No more than 691 dwellings shall be occupied unless and until the following works have been constructed to the specification of the Local Planning Authority:   * The provision of the Principal Street, linking the B3081 Shaftesbury Road to the B3092 New Road.   Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal. |  |
|  | No dwelling hereby permitted shall be occupied (within the relevant phase of development in which the infrastructure listed below is located) until the following works have been constructed to the specification of the Local Authority;   1. The provision of a signal-controlled junction on the B3081 Shaftesbury Road, as shown on Dwg No ITB4057-GA-073 Rev G) (scheme to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council). 2. The realignment and extension of the existing B3092 New Road to the south of Lodden Lakes to form the minor arm of a ghost island right turn lane junction with the principal street, as shown on Dwg No ITB4057-GA-104 Rev C (details to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council). 3. The extension of Woodpecker Meadow, as shown on Dwg No ITB13010-GA-008 (details to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council). 4. The provision of a pedestrian/cycle access via Pheasant Way via the existing Footpath N64/33, as shown on Drawing no. ITB13010-GA-010 (to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council.).   Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal. |  |
|  | Prior to the commencement of any phase of the development, or a parcel or parcels therein, details of a scheme to install infrastructure to facilitate charging for plug-in and other ultra-low emission vehicles within that phase of the development shall be submitted to and agreed in writing by the local planning authority. The scheme shall include a timetable for implementation. Thereafter the development shall be carried out in accordance with the agreed details as have been approved by the Local Planning Authority including the timetable for implementation.  REASON: To ensure that adequate provision is made to enable charging of plug-in and ultra-low emission vehicles |  |
| **Construction** | | |
|  | Prior to the commencement of each phase of the development (or a parcel or parcels therein), a Construction Environmental Management Plan (CEMP) for that phase shall be submitted to and approved in writing by the local planning authority. The CEMP shall detail the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment will be protected during the works. The CEMP shall include details of the following:   1. details of the layout of the site including generators, pumps, silos, site office, staff car parks and storage; 2. storage of plant, materials and waste; 3. the erection and maintenance or security hoarding; 4. details of a scheme for the prevention of disturbance/nuisance caused by noise, vibration, dust and dirt to sensitive properties during construction; 5. a scheme for recycling/disposing of waste resulting from construction works; 6. the operation of plant and machinery associated with engineering operations; 7. site security; 8. fuel, oil and chemicals storage, bunding, delivery and use; 9. how both minor and major spillage will be dealt with; containment of silt/soil contaminated run-off; 10. disposal of contaminated drainage, including water pumped from excavations; 11. site induction for workforce highlighting pollution prevention and awareness; 12. a scheme to dispose of surface water run-off during the construction phase; 13. construction operating hours; 14. details of intrusive construction practices and methods such as piling and the subsequent control measures that will be implemented; 15. the type of plant to be used; 16. details of construction methods 17. construction vehicle details (number, size, type and frequency of movement) 18. a programme of construction works and anticipated deliveries 19. timings of deliveries so as to avoid, where possible, peak traffic periods 20. a framework for managing abnormal loads 21. contractors’ arrangement plan showing; compound, storage, parking, turning, surfacing and drainage 22. wheel cleaning facilities 23. vehicle cleaning facilities 24. Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase 25. a scheme of appropriate signing of vehicle route to the site 26. a route plan for all contractors and suppliers to be advised on 27. temporary traffic management measures where necessary   The development shall be carried out in accordance with the approved CEMP.  REASON To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site |  |
|  | There shall be no access to the development site for construction vehicles or associated contractors and suppliers’ vehicles from Woodpecker Meadow.  Reason: To prevent vehicular access by construction vehicles. |  |
| **Broadband** | | |
|  | Prior to the commencement of any development (excluding the Principal Street), a scheme for facilitating infrastructure to support superfast broadband technology to serve the development shall be submitted to, and approved in writing by, the local planning authority. The scheme shall include a timetable for implementation, including triggers for a phased implementation if appropriate, Thereafter, the development shall proceed in accordance with the agreed scheme.  Reason: To ensure that the utilities service infrastructure is sufficient to meet the extra demands imposed by this development. |  |
| **EHO Conditions** | | |
|  | Prior to the commencement of each phase of the development, or a parcel or parcels therein (excluding the Principal Street), a remediation strategy to deal with the risks associated with contamination of the site shall be submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:  1. A preliminary risk assessment which has identified:  - all previous uses;  - potential contaminants associated with those uses;  - a conceptual model of the site indicating sources, pathways and receptors; and  - potentially unacceptable risks arising from contamination at the site  2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.  3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.  4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.  Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of pollution. |  |
|  | Prior to occupation of any dwelling (In each phase or a parcel or parcels therein) a verification report demonstrating the completion of works set out in the approved (contamination) remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.  Reason: To ensure that the site does not pose any further risk to human health by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. |  |
|  | If during development contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out on that phase (or a parcel or parcels therein) until a remediation strategy detailing how this contamination not previously identified will be dealt with has been submitted to and approved in writing by the Local Planning Authority. Thereafter, this remediation strategy shall be implemented as agreed in writing.  Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of pollution from previously unidentified contamination sources. |  |
|  | Prior to the occupation of any unit of non-residential development which is permitted to serve hot food, details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and thereafter shall be permanently retained unless otherwise agreed in writing.  Reason: To safeguard the amenity of adjoining properties and to protect the general environment. |  |

Informative:

Any and all future applications which provide details of layout, scale, appearance, and landscaping will be considered in light of the draft MPF 2018, GTDS, LPP1 Policy 21 and other relevant LPP1 Policies.