



## Regulatory Committee

Minutes of the meeting held at County Hall, Colliton Park,  
Dorchester, DT1 1XJ on Thursday, 24 January 2019

### Present:

David Jones (Chairman)

Margaret Phipps, Jon Andrews, Shane Bartlett, Ray Bryan, Keith Day, Jean Dunseith, Jon Orrell  
and David Shortell.

Officer Attending: Mike Garrity (County Planning, Minerals and Waste Team Leader), David Northover (Senior Democratic Services Officer), Phil Crowther (Senior Solicitor) and Andrew Brown (Project Engineer (Democratic) Dorset Highways), Andrew Helmore (Principal Planning Officer), Charlotte Rushmere (Principal Planning Officer) and Jessica Cutler (Senior Traffic Engineering Technical Officer).

### Public Speakers

Nicki Edwards, Headteacher, The Gryphon School - minute 83.

Councillor Jill Warburton, Sherborne Town Council, representing Sherborne Children's Services (The Rendezvous) and the lead with parents in the community for the Sherborne Area Roadsafe Project – minute 83.

(Notes: These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Cabinet to be held on **Thursday, 28 February 2019.**)

### **Apologies for Absence**

1 An apology for absence was received from Councillor Katharine Garcia.

### **Code of Conduct**

2 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

### **Minutes**

3 The minutes of the meeting held on 6 December 2018 were confirmed and signed, subject to an amendment of minute 62 to reflect the fact that Councillor Shane Bartlett was a member of Wimborne Minster Town Council Planning and Environment Committee rather than that of East Dorset.

### **Public Participation**

#### 4 Public Speaking

There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

#### Petitions

There were no petitions received at the meeting in accordance with the County Council's Petition Scheme.

### **Restoration of Warmwell Quarry to enable development of Silverlake, Moreton Road, Crossways**

5 The Committee considered a report by the Planning and Regulation Manager on

three planning applications:-

- WD/D/18/002145 - Variation to conditions of permission WD/D/14/00839 to enable changes to the restoration details and the removal of redundant conditions relating to mineral extraction (previously permitted by 'Determination of conditions on an Interim Development Order' (IDO permission));
- WD/D/18/002258 Variation to conditions of permission WD/D/14/000840 to enable changes to the restoration details and the removal of redundant conditions relating to mineral extraction (previously permitted by 'extraction of sands and gravels from areas which have been previously worked; regularisation of areas which have historically been used for the extraction of sands and gravels and further extraction in intervening areas'); and
- WD/D/18/002259 Variation to conditions of permission WD/d/16/002906 to enable changes to the restoration details and the removal of redundant conditions relating to mineral extraction (previously permitted by "Consolidation of mineral planning permission).

The three planning applications all served distinct purposes and were integral and adjacent to each other in the overall context of the development, and were designed to seek the same outcomes, this being to:

- extend the restoration period from the 31 December 2018 to the 31 July 2019
- make relatively small amendments to the restoration contours and the size and shape of some of the waterbodies
- formalise a Landscape and Ecological Management Plan (LEMP)
- remove the redundant planning conditions that were now no longer relevant as a result of the cessation of mineral extraction.

With the aid of a visual presentation, and taking into consideration the provisions of the Update Sheet appended to these minutes, officers described the proposals and planning issues in detail, what these entailed and what they were designed to achieve. A brief history of the site and its quarrying usage was also drawn to members' attention. Plans and photographs were used to show the characteristics of the site now, its location and to describe what activities were to take place and how this would be done. The site's land form and its context within the surrounding landscape was shown, with views from within and around the site, showing the topography and geology therein. The way in which the proposed restoration activities were to be undertaken were described in detail by officers. Arrangements for the way in which the water levels at the site were to be managed, the development's progression and the relationships thereof, were also described.

The proposal was designed to allow sufficient time for groundworks at the site to be satisfactorily completed so as to provide the configuration of the fundamental landform necessary for the Silverlake holiday home complex to be constructed on the outskirts of Crossways. The reason for these applications was so that the applicant - Habitat First Group – now needed more time to profile the available material than had originally been anticipated to create landforms necessary for the Silverlake development. The applications also proposed changes to the landform to better accommodate the available material. One of the changes to the landform close to Knighton Heath Wood was within the setting of Huck Barrow, a scheduled monument. It had been concluded that the changes did not affect the setting of the monument and would also improve nature conservation on the site.

The changes being proposed would not only extend the duration of the project but would see the previously agreed landform levels and lake dimensions being altered slightly from those previously approved. However the overall effect would remain broadly similar.

Critically, given that a housing complex was to be constructed adjacent to those bodies of water and the benefits this would bring in playing an integral part in the attractiveness of the development, it was necessary that those water levels were

accurately evaluated and engineered and, subsequently, closely monitored. The water levels within the proposed water bodies had been more precisely designed than would otherwise be the case, with any other minerals restoration project that did not have a housing after use not requiring this consideration.

Officers anticipated that if engineered as proposed, the hydrology of the site would be able to be balanced without the need for any alternative discharge system, although there were satisfactory contingency arrangements in place should that need to happen. Hydrological monitoring would provide confidence in how the lake's water levels were being managed across the site so as to be able to take reactive measures if necessary.

The consultation exercise had shown that the County Councillor for Linden Lea; West Dorset District Council; Crossways Parish Council and Knightsford Parish Council Group had all raised no objections to the applications. For the reasons set out, officers were recommending that the applications should be approved accordingly.

Having been assured of the arrangements in place to ensure that the water levels were engineered to a high specification and, subsequently, that an after care management plan provided the necessary monitoring and having had the opportunity to consider the merits of the application in detail and having had their questions answered satisfactorily, the Committee were satisfied in their understanding of what the proposals entailed.

Given this, the Committee, agreed that planning permission should be granted subject to the conditions set out in the Service Director's report and taking into account the provisions of the Update Sheet and, on being put to the vote, it was

#### **Resolved**

That planning permission be granted in respect of planning applications WD/D/18/002145, WD/D/18/002258, and WD/D/18/002259, in accordance with the conditions set out in paragraph 8.2, 8.3 and 8.4 of the Service Director's report.

#### **Reason for Decision**

The reasoning for this was set out in paragraphs 6.1 - 6.28 of the report.

#### **Extraction of ball clay at Furzeyground Ball Clay Pit, Furzebrook Road, Wareham**

6 The Committee considered a report by the Planning and Regulation Manager in respect of two planning applications:

- 6/2017/0732 - for the continued working of the western extension of Furzeyground ball clay pit, Furzeybrook Road, Wareham and
- 6/2018/0388 - for the variation of conditions 3 and 15 of planning consent 6/1988/0002, to update the approved plan details to allow the extraction of ball clay to be completed, providing an acceptable final landform and restoration which incorporated an internal haul route.

Both planning applications served distinct purposes and were integral and adjacent to each other in the overall context of the development, and were designed to seek the same outcomes, this being to:-

- facilitate the continuation of working in the west of the site at historic rates, but extending the extraction life by 13 years, until 2030 and proposed the diversion of the internal haul road that ran through the site
- vary the restoration proposals in the eastern portion of the site to

accommodate the diverted haul road.

With the aid of a visual presentation, and in taking into consideration the provisions of the Update Sheet appended to these minutes, officers described the proposals and planning issues in detail, what these entailed and what they were designed to achieve. A brief history of the site and its usage was also drawn to members' attention. Plans and photographs were used to show the characteristics of the site, its location and to describe how the quarrying operations would be progressed. The site's landform and its context within the surrounding landscape were shown, with views from within and around the site. The activities and operations proposed to be undertaken, and the practicalities of this, were described in detail by officers. Arrangements for the way in which the quarrying was to be phased and managed, its progression and the relationship between each phase was also described.

Officers described what activities were to take place on site; their relationship with the current quarrying operations; the site's setting within the landscape; the local highway network and access arrangements, including where rights of way were situated; and the topography and geology of the area and how these would be managed and landscaped by what was being proposed.

The relationship between the site and neighbouring land; residential properties; commercial amenities; environmentally designated areas - as set out in paragraph 2.5 to the report - were all drawn to the attention of members.

How the National Planning Policy Framework (NPPF) was applied and what the Planning Assessment took into consideration in the weighting to be given to the Draft Minerals Strategy and the part this should play in the Committee's decision making process, was detailed in the report.

Officers explained the need for this much valued and rare mineral to be won and worked, its nationally recognised importance in the ceramics industry and the quantities in which this would be excavated. The development would make a modest yet important contribution towards the aim of ensuring that the Mineral Planning Authority made provision for a steady and adequate supply of all grades of ball clay throughout the Minerals Plan period. Accordingly, the Committee recognised that such mineral could only be quarried where it was found.

In particular, how the internal haul road was to be relocated and the reasoning for this, together with what the restoration process would be, was described. In realigning the haul road to the southern side of the pit, flexibility would be provided for the reserves located at present centrally and beneath the western end of the existing haul road, to be able to be excavated and would serve to provide better linkage between the restoration of the site and the designated heathland to the north. Officers described the various environmental designations the site was either part of, or located adjacent to, and how this had affected consideration of the proposals and what they entailed. Officers described the relationship between the site and neighbouring properties at Cotness.

Whilst this realignment would bring the haul road closer to the neighbouring Grade II Listed property of Perywinkles, the road would be constructed at a lower level than at present and close to a substantial screening bank. This difference in level and its close proximity to the bank - which was higher than the applicant's haulage lorries - was seen to be sufficient in mitigating any adverse noise from disturbance at Perywinkles. Moreover, the realignment meant the visual impact of the road was minimal from all significant viewpoints in the vicinity, particularly the higher ground to the south, including Creech Barrow. The haul road was used by the operator's HGV traffic from its other local sites and so its retention provided a useful access shortcut, taking HGV traffic off the public highway, away from housing, and so had environmental benefits.

In consideration of the impacts on the environmental designations and what bearing

the development would have on amenity, officers considered that given all that was being proposed in mitigation, the significant public benefits to be gained from the development would clearly and demonstrably outweigh any harm and was therefore seen to accord with the relevant NPPF guidance. On that basis, the Committee were being asked to approve the officer's recommendation that planning permission be granted.

The consultation exercise had shown that the County Councillor for South Purbeck, Purbeck District Council, Church Knowle Parish Council, the Environment Agency, Natural England and County Council officers all raised no objections to the application, subject to certain considerations, which officers were confident would be sufficiently covered by conditions.

Particular reference was made to the impact on environmental interests. Whilst both Natural England and the County Ecologist were satisfied that the proposal would not have any significant effect on the adjacent designated sites, their advice was that so as to ensure the long term security of the adjacent heathland, it was considered essential that the sites were managed in perpetuity, beyond the end of the aftercare period. On that basis, they had recommended that the management be undertaken by a recognised nature conservation body, with the mechanism required to secure this being through a s106 obligation. Officers accepted this being the case, with the relevant Heads of Terms being detailed in paragraph 8.2 of the report. How the restoration process would be managed had necessitated an amendment to the recommendation in the original Committee report, which was addressed in the provisions of the Update Sheet.

The Committee were then provided with the opportunity to ask questions of the officer's presentation and officer's provided clarification in respect of the points raised as necessary. Members were satisfied with the responses received in their more meaningful understanding of what the proposals entailed and accepted that compliance with all that was necessary would be satisfactorily met.

Having had the opportunity to consider the merits of the application in detail and having had their questions answered satisfactorily, the Committee - having taken into consideration the officer's report, the provisions of the Update Sheet and what they had heard at the meeting - were satisfied in their understanding of what the proposals entailed and the assurances provided by officers in how the operations would be managed.

Given this, the Committee, in recognising that this mineral could only be worked where it was found; was of significant national value and importance and provided economic and employment benefits - which outweighed any harm identified - in taking account of the proposed mitigation, agreed that planning permission should be granted, subject to the conditions set out in the Committee report, and taking into account the provisions of the Update Sheet and, on being put to the vote, it was

### **Resolved**

1) That planning permission be granted in respect of planning applications 6/2017/0685 and 6/2017/0687, subject to the conditions set out in the condition schedules found in 8.3 and 8.4 of the Committee report and the provisions of the Update Sheet and subject to the prior completion of a S106 obligation in accordance with the Heads of Terms set out in 2) below.

***2) That the applicant should secure the long-term management of the restored site following the aftercare period in accordance with a wildlife management plan submitted prior to the end of extraction. After the site had been restored, and before the end of the aftercare period, the applicant should use its best endeavours to transfer the restored site to a recognised nature conservation body approved by Natural England or the Local Authority.***

### **Reason for decisions**

The reasons for granting planning permission being set out in the Planning

**Planning application 6/2017/0746 - Management of Winfrith Magnox Nuclear Licensed Site, Winfrith Newburgh**

7

The Committee considered a report by the Planning and Regulation Manager on planning application 6/2017/0746, for the development of a grout and concrete plant and an interim curing facility, including a perimeter fence and other associated infrastructure on land at Magnox Nuclear Licensed Site at Winfrith Newburgh. Clarification was provided to members why this application was necessary and why it was being done in the way it was.

With the aid of a visual presentation, and taking into account the provisions of the Update Sheet circulated to members prior to the meeting and appended to these minutes, officers described the proposals and planning issues in detail, what these entailed and what they were designed to achieve. The application sought permission for the construction of waste management infrastructure to encapsulate radioactive waste that had arisen from the decommissioning of two former test nuclear reactors on site. The encapsulation of the waste in concrete boxes was required to enable it to be safely and securely exported off site to an interim storage facility at Harwell Licensed Nuclear site in Oxfordshire until a geological disposal facility was to become a practical solution. The capacity and number of boxes was described and the committee noted that the buildings would be removed upon completion of the works.

Plans and photographs were used to show the characteristics of the site, its location and to describe the means by which the facility would operate. The site's land form; the buildings and facilities proposed to be constructed for the operations; their dimensions; and their context within the surrounding landscape were shown, with views taken from within and around the site. The activities and operations proposed to be undertaken were described in detail by officers, how the treatment of the waste material would be encapsulated and managed in practice and what the storage process entailed.

How the waste material would be transported, by vehicle, off site and what arrangements would be put in place to do this were described. Access and security arrangements were also drawn to the Committee's attention.

Officers described what relationship the activities which were to take place on site had with the current operations; the site's setting within the landscape; and the relationship of the application with other facilities in the larger context of the site. Moreover, officers detailed the way in which the waste was to be encapsulated; stored; cured; and managed with this being at the core of the application.

The proposed development has been considered against the development plan, national policies and strategy relating to nuclear decommissioning and radioactive waste management, and the draft Waste Plan. The application fully accorded with national policy for radioactive waste management and with national and local planning policy and there had been no objections received to it. The consultation exercise had shown that the County Councillor for South Purbeck, Purbeck District Council; Wool Parish Council; Winfrith Newburgh Parish Council; the Environment Agency; Natural England; Historic England; the Office of Nuclear Registration; the Nuclear Decommissioning Authority; and relevant County Council officers had not raised any objections to the application.

The opportunity was provided for Members to ask questions of the officer's presentation and were satisfied by the responses they received from officers on the handling of radioactive waste and traffic generation.

The Committee recognised the complexities associated with such an application and appreciated what efforts had been made in identifying a sustainable and manageable solution for dealing with this issue. What mitigation measures were to be put in place, as necessary, were described.

The Committee were then provided with the opportunity to ask questions of the officer's presentation and officer's provided clarification in respect of the points raised as necessary. Members were satisfied that compliance with other regulatory regimes was a matter for other bodies and that they were clear in their understanding about those material planning considerations that were relevant to the application before them.

Having had the opportunity to consider the merits of the application in detail and having had their questions answered satisfactorily, the Committee - having taken into consideration the officer's report, the provisions of the Update Sheet and what they had heard at the meeting - were satisfied in their understanding of what the proposals entailed and the assurances provided by officers in how the operations in dealing with the radioactive waste management process would be managed - in a controlled, secure and practical way. Accordingly, on being put to the vote, the Committee agreed

#### **Resolved**

That planning permission be granted in respect of planning application 6/2017/0746, subject to the conditions set out in paragraph 8.2 of the Committee report and having regard to the provisions of the Update Sheet.

#### **Reason for Decision**

To ensure that the operations were managed in a safe, responsible and practical way and by the appropriate means necessary. The construction and operation of the facilities would support the achievement of the Interim End Point for 2023, and preferred final end state to restoration to a heathland landscape with public access.

#### **Proposed Puffin Pedestrian Crossing - Bristol Road, Sherborne**

8 The Committee considered a report by the Planning and Regulation Manager on the on the advertisement of a proposal for the implementation of a Puffin pedestrian crossing on B3145 Bristol Road, at the northern end of Sherborne, in facilitating the crossing of the road by a controlled means, across the main route to Wincanton and the A303 trunk road.

The proposed Puffin crossing had been requested and supported by Sherborne Town Council following representation from the Gryphon School with the aim of providing a safe crossing facility on Bristol Road, near the Blackberry Lane/Quarr Lane junction, for school pupils and parents going to and from local schools, as well as providing a benefit for the wider community. The crossing was seen to be necessary in the absence of any school crossing patrol, which had previously existed but had been unable to be replaced during the previous 3 years despite numerous attempts to do so. Assessments made of pedestrian accessibility need had clearly demonstrated that the criteria for a Puffin crossing had been met and its installation justified.

Following the advertisement of the proposals, two representations had been received, on the basis that the crossing would erode already limited on street limited parking provision and adversely impact the amenity of properties in the vicinity of where it was being proposed to be located. On that basis, and having met with those involved on site, these issues had been addressed as far as practicable, so that the, slightly revised, proposed location for the crossing was now seen to be more acceptable whilst still being able to serve the purpose for which it was designed. In accommodating this, this amended design now formed the basis of the recommendation by officers and the basis upon which any decision would be made. The Committee acknowledged and accepted this.

In practice, mitigation provided for a marginal relocation of the apparatus so that it would no longer be sited in the line of vision of a residential property's windows; consideration of the crossing's activation audibility during night-time and use of efficient LED lighting so as to avoid extraneous light pollution. The lights could be partially cowled if deemed necessary too.

With the proposed crossing being requested by Sherborne Town Council on that basis and, along with West Dorset District Council, Dorset Police and the County Councillor for Sherborne as primary consultees, all agreed the proposals should be advertised. However, as a consequence of the objection which remained outstanding, the Committee was now being asked to consider whether the proposals should be recommended to Cabinet for implementation, as amended in the plan in Appendix 3 to the report.

With the aid of a visual presentation, officers showed where the crossing was advertised to be sited, the characteristics and configuration of Bristol Road; how the crossing would benefit access local schools and amenities; its relationship with other roads in the surrounding road network; what parking could be retained; the setting of the crossing within the townscape and what amenities and facilities would be served by the crossing.

Effectively the only point at which the crossing could be situated to meet the needs of users - at a place where it was seen to be the natural place to cross - and in meeting the engineering practicalities of doing so to ensure the necessary regulations were complied with, was where it was being proposed.

The Committee heard from public speakers. Nicki Edwards, Headteacher at the Gryphon School considered the crossing to be essential on road safety grounds, in ensuring there was a controlled means of being able to cross such a busy road and in allowing as safe access as possible to the schools and other amenities in the vicinity. Whilst there may have been no recorded accidents, she was aware of an accident in December 2017 where a pedestrian had to cross between parked cars. She considered that all should be done to avoid incidents or accidents occurring and the crossing would go a considerable way to achieving this.

Councillor Jill Warburton - representing Sherborne Children's Services (The Rendezvous) of Sherborne Town Council and the lead with parents in the community for the Sherborne Area Roadsafe Project - spoke in favour of the proposal, with her participation in Roadsafe and The Rendezvous giving her a good insight into the needs of vulnerable road users. She too considered the crossing to be essential given the absence now of any other means of aided crossing, all the amenities it served and the prospect of a new housing development nearby, it would be a welcome asset to the town. The Puffin crossing also provided the capability for those more vulnerable road users to be able cross in the knowledge that their needs were being accounted for.

The Committee were then provided with the opportunity to ask questions of the



officer's presentation and about what they had heard and officer's provided clarification in respect of the points raised. In particular officers explained why the crossing proposed was a Puffin rather than a Toucan, given that those assessed to be crossing were predominately pedestrians and that Toucan crossing were used where there was a cycling network to which to link.

The County Councillor for Sherborne Town advocated the installation of the crossing considering that it would most beneficial on road safety grounds and necessary given how it would serve the Gryphon and other schools. He was particularly appreciative of the considerable efforts made to ensure that an acceptable solution could be found to meet the needs of all. He asked that if there was a means to be able to partially cowl the lights, this should be done. The Committee agreed that this should be an integral part of the installation.

The practicalities of siting the crossing where it was proposed was understood and the efforts made to realise a comprise to accommodate the representations received, as far as practicable, was acknowledged. The Committee considered that the way in which this process had been managed was exemplary and demonstrated what benefits could be gained from a collaborative and cooperative approach to achieve a successful outcome for a local issue. In that regard the Committee asked that the Town Council and the Gryphon School be commended on the part they had played in this achievement.

Given this, the Committee considered that they had a responsibility to ensure that every opportunity was taken to improve road safety where practicable and that the introduction of a Puffin crossing would go some considerable way to achieving this. Having heard what they had from those addressing the Committee, and in having a clear understanding the reasons for the officer's recommendation, and the basis on which the amendments to the advertised proposals had been made, on being put to the vote, the Committee considered the crossing to be necessary on road safety grounds and recognised the benefits this would bring in facilitating pedestrian movements by a controlled means and, on that basis, considered that Cabinet be asked to endorse their recommendation on the basis of the amended proposals - shown on drawing number HI 1178-08-01-Orig at Appendix 3 to the report - to the original advertisement.

### **Recommended**

That Cabinet be asked to support the provision of a Puffin pedestrian crossing in Bristol Road, Sherborne, on the basis of the amended scheme shown on drawing number HI 1178-08-01-Orig at Appendix 3 to the report and taking account of the observations made by the Committee.

### **Reason for Recommendation**

To provide a crossing point by a controlled means to facilitate pedestrian movements and improve road safety following requests from local schools and support by Sherborne Town Council.

### **Proposed Residents' Parking Scheme - Stourbank Road, Christchurch**

9 The Committee considered a report by the Service Director for Environment, Infrastructure and Economy on a proposed resident's parking scheme for Stourbank Road, Christchurch to provide for limited parking for 1 hour, with no return within 1 hour, Monday to Friday, 8am – 6pm, except for resident permit holders.

This proposal was designed to address concerns from residents about parking, congestion and access issues in the road which had led to a petition being sent to Christchurch Borough Council in that regard. Subsequently the Borough Council was supportive of the concerns raised, particularly that vehicles were unable to turn once

within Stourbank Road owing to parked vehicles. The proposed restrictions would improve access for larger vehicles, including refuse vehicles and emergency vehicles.

Given that the County Council's policy was that petitions for residents' parking schemes should be supported by at least 60% of residents in the affected street and endorsed by the relevant district/borough council, it was confirmed that this was the case – with 71% support - in the necessary criteria being met and well exceeded the threshold necessary to be progressed. Following the advertisement of the proposals, objections had been received and, as a consequence, the Committee was now being asked to consider whether Cabinet should be asked that the proposals should be implemented as advertised.

With the aid of a visual presentation, officers explained the reasoning behind the need for the proposed scheme, what these entailed and the basis of the objections received. As an integral part of the proposal, parking bays and access protection markings would also be implemented, which would ease the flow of traffic and allow turning of vehicles.

Photographs and plans were shown to the Committee by way of illustration. This showed where the proposals would be situated, the characteristics and configuration of the road and its setting within the town. It also showed the relationship between the road and residential properties; where off street parking was available and the effect congestion was having on access arrangements and where Twynham School was situated and how the need for access to it played a significant part in what was being proposed.

Primary consultation had been carried out on the proposals and was supported by the local County Councillor for Christchurch Central, Christchurch Borough Council and the Dorset Police. Objections received were against the principle of resident's parking; that this problem was attributable to the school and was for them to find a solution; that these measures would only serve to push the problem onto other streets; that evening parking was more of an issue than during the daytime; and that, even in the event of being part of the scheme, there was still no guarantee that a parking space would be available when required. However officers considered that the proposals were, on balance, the best achievable to meet competing needs and addressed the issues currently being experienced. It was confirmed that parking enforcement would be monitored by Civil Enforcement Officers.

Having considered the representations and outstanding objections, officers considered that the proposal would improve safety for pedestrians and road users by improving visibility on a fairly narrow stretch of road and also improve access for emergency vehicles.

Whilst unable to attend the meeting the Committee heard from the County Councillor for Christchurch Central in reaffirming his support for the measures.

The Committee were then provided with the opportunity to ask questions of the officer's presentation and about what they had heard and officers provided clarification in respect of the points raised as necessary.

Having had the opportunity to consider the merits of the proposals in detail and having had their questions answered satisfactorily, the Committee - having taken into consideration the officer's report and what they had heard at the meeting - were satisfied in their understanding of what the proposals entailed and that the residents' parking scheme would be beneficial to addressing the parking issues and improving access and road safety and given this agreed that Cabinet should be asked to endorse the proposals as advertised and on being put to the vote, it was

**Recommended**

That having considered all the responses received, Cabinet be asked to endorse the recommendation that the proposals for limited waiting for 1 hour, Monday to Friday 8am – 6pm, no return within 1 hour, in Stourbank Road, Christchurch - except for resident permit holders - be progressed as advertised.

**Reason for Recommendation**

Prior to advertising the proposal, 71% of residents in Stourbank Road supported the petition and was supported by Christchurch Borough Council. Dorset County Council policy states at least 60% was required. Therefore, the necessary criteria for the implementation of resident's parking schemes had been met and the percentage threshold well exceeded. Stourbank Road led to Twynham School entrance, used by vehicles, cyclists and pedestrians. The school had a sixth form and, as a result, both pupils and teachers were using local roads to park throughout the day time, often inappropriately.

**Questions from County Councillors**

10 There were no questions raised by members under Standing Order 20(2).

**Future arrangements for the Committee/Consideration of site visit request**

11 The Committee took the opportunity to consider their future arrangements for their meetings and gave consideration to a request from Knightsford Parish Group Council Group for a site visit to be held in connection with an upcoming planning application about Woodsford Quarry.

Having given careful consideration to the merits of holding a site visit as requested, on being put to the vote, it was agreed that this would be unnecessary given that there would be a comprehensive report by officers on the application with photographs and could, if necessary, be complemented by a video of the site the Parish Council wished to take into consideration, which would not involve having to access the application site itself. Furthermore if members wished to familiarise themselves with this site in their own right, they were able to do so.

**Update Sheet**

12 **Planning Matters**

**Minute 80**

**Application Nos: WD/D/18/002145, WD/D/18/002258 and  
WD/D/18/002259: Warmwell Quarry / Silverlake, Moreton Road,  
Crossways**

**Update:**

The following are proposed revisions to conditions:-

Condition 2 for Planning Applications WD/D/18/002145, WD/D/18/002258 & WD/D/18/002259 (ie 3 conditions) should also list the following additional drawings  
2655\_L\_SWWP\_0\_01 Rev A Site Wide Woodland Planting Plan dated 3/01/19  
2655\_L\_SWHP\_0\_01 Rev A Site Wide Habitat Planting Plan dated 10/01/19

Condition 15 for Planning Applications WD/D/18/002145, WD/D/18/002258 & WD/D/18/002259 (ie 3 conditions) at present is drafted

15. *Unless otherwise approved in writing by the Mineral Planning Authority each area of the site shall be planted with trees and shrubs during the first planting*

*season (November to February) following completion of its restoration in accordance with a Planting Scheme submitted to and approved in writing by the Mineral Planning Authority. Any Planting Scheme submitted to the Mineral Planning Authority for approval shall include details for each area of the species to be planted, densities of planting, quantities of each species to be planted, positioning of planting within the restored areas and timescale for implementation.*

This condition (common to all three applications) should now state

15. Unless otherwise approved in writing by the Mineral Planning Authority each area of the site shall be planted with trees and shrubs during the first planting season (November to February) following completion of its restoration in accordance with the Site Wide Woodland Planting Plan and associated planting schedule (drawing number 2655\_L\_SWWP\_0\_01 Rev A dated 3/01/19) and the Site Wide Habitat Planting Plan and associated planting schedule (drawing number 2655\_L\_SWHP\_0\_01 Rev A dated 10/01/19)

Conditions 17, 18, and 19 for each of Planning Applications WD/D/18/002145, WD/D/18/002258 & WD/D/18/00259 (ie 9 conditions) refer to the “Landscape and Ecological Management Plan (LEMP) Version 1 – 2018”.

These 9 conditions should now refer to the “Landscape and Ecological Management Plan (LEMP) Part 1 version 2.0 dated 16/01/2019 and Part 2 5-year Management Prescriptions version 2 dated 16/01/2019”

Officer comment:

Proposed change to conditions to reflect latest version of landscape planting schedule and the latest revision to the Landscape and Ecological Management Plan (LEMP)

## **Minute 81**

### **Application No. 6/2017/0732 - Furzeyground Ball Clay Pit, Furzebrook Road, Wareham, Dorset**

Update

Change to recommendation to make it more precise

Recommendation

As written in the published report

- 8.1 That the Mineral Planning Authority resolves to grant planning permissions 6/2017/0685 and 6/2017/0687, subject to the conditions set out in the condition schedules found in 8.3 and 8.4 and the heads of terms of the legal agreement set out in section 8.2 below.**
- 8.2 To mitigate against and compensate for the delay in restoration of the site, as detailed in paragraph 6.14 of this report the applicant has agreed to enter into a legal undertaking that would secure the long-term management of the site in accordance with the following Heads of Terms:**  
**The applicant shall secure the long-term management of the restored site following the aftercare period in accordance with a wildlife management plan submitted prior to the end of extraction. After the site has been restored, and before the end of the aftercare period, the applicant shall use its best endeavours to transfer the restored site to**

***a recognised nature conservation body approved by Natural England or the Local Authority.***

### **Revised Recommendation**

- 8.1 That the Mineral Planning Authority resolves to grant planning permissions 6/2017/0685 and 6/2017/0687, subject to the conditions set out in the condition schedules found in 8.3 and 8.4 and subject to the prior completion of a S106 obligation in accordance with the heads of terms set out in Paragraph 8.2 below.**
- 8.2 The applicant shall secure the long-term management of the restored site following the aftercare period in accordance with a wildlife management plan submitted prior to the end of extraction. After the site has been restored, and before the end of the aftercare period, the applicant shall use its best endeavours to transfer the restored site to a recognised nature conservation body approved by Natural England or the Local Authority.**

## **Minute 82**

**Planning application:** Magnox Nuclear Licensed Site, Winfrith Newburgh, DT2 8WG

Application No. 6/2017/0746

The development of a grout and concrete plant and an interim curing facility, including a perimeter fence and other associated infrastructure on land at Magnox Nuclear Licensed Site, Winfrith Newburgh, DT2 8WG.

### Update:

Condition 5. Protection of the water environment

Within six months of the demolition and removal of all temporary buildings and areas of hardstanding, as shown in approved drawing: GVA/SLP (Rev C) titled 'Red Line Plan', a remediation strategy to deal with the risks associated with contamination of the site has been 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 approved scheme shall be implemented as approved.

Condition 7. Protection of the water environment

Within twelve months of the demolition and removal of all temporary buildings and areas of hardstanding, as shown in approved drawing: GVA/SLP (Rev C) titled 'Red Line Plan', a verification report demonstrating the completion of works set out in the approved 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 the results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that site remediation criteria have been met.

Condition 9. Protection of biodiversity

Within three months from the date of this permission an Environmental Management Plan (EMP) and a Biodiversity Management and Enhancement Plan (BMEP) will have been submitted to and approved in writing by the Local Planning Authority. The EMP and BMEP shall be implemented as approved throughout the development.

Officer comment:

The applicant's agent informed Dorset County Council that the hardstanding for both buildings has already been constructed and would therefore require removal if the EA maintained their position of requesting a site investigation (inclusive of a remediation strategy and verification plan) prior to development commencing. Upon further consideration of the environmental risk of pollution to the water environment, at this location, the EA subsequently advised, in an email dated 17 January 2019 that they would be satisfied with the amendment of Condition 5 – Protection of the water environment and Condition 7 – Protection of the water environment to remove the requirement for a site investigation prior to the commencement of development and for a remediation strategy and verification plan to be submitted within 6 months of the facility being demolished and a verification report within 12 months of the facility being demolished.

The applicant has submitted sufficient detail about surface water management to remove Condition 8 – Protection of the water environment.

Since the report was published the applicant has submitted a BMEP to Dorset County Council's Natural Environment Team (NET) that once approved will remove the need for an EMP. Following the advice of the NET, the applicant is currently making minor amends to the BMEP and has requested that the recommended condition provides them with sufficient time to submit the final version for approval. This amendment would also remove the immediate breach in planning control because the development has already commenced.