

Public Document Pack



NORTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY 23 MARCH 2021

Present: Cllrs Sherry Jespersen (Chairman), Mary Penfold (Vice-Chairman), Jon Andrews, Tim Cook, Les Fry, Matthew Hall, Brian Heatley, Carole Jones, Emma Parker, Val Potheary and Belinda Ridout

Apologies: Cllrs David Taylor

Also present: Cllr David Walsh and Cllr Molly Rennie

Officers present (for all or part of the meeting):

Jennie Roberts (Senior Planning Officer), Andrew Collins (Principal Planning Officer), Hannah Smith (Planning Area Manager), Philip Crowther (Legal Business Partner - Regulatory), Steve Savage (Transport Development Manager), Simon McFarlane (Area Lead Planning Officer, Gillingham), Huw Williams (Lead Project Officer - Corporate Projects), George Dare (Democratic Services Officer) and Fiona King (Senior Democratic Services Officer)

38. Apologies

An apology for absence was received from Cllr David Taylor.

39. Declarations of Interest

Cllr Potheary disclosed a pecuniary and personal interest in Item 5c (Minute 45) because she lives opposite the development and she led the campaign to save St Martin's House before it was demolished. Cllr Potheary withdrew from the meeting for this item.

Cllr Heatley disclosed an interest in Item 5f (Minute 48) due to a family member living at 58 West Street, Fontmell Magna. Cllr Heatley did not take part in this item.

40. Minutes

The minutes of the meeting held on 16 February 2021 were confirmed and would be signed at a later date.

41. Public Participation

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

42. **Planning Applications**

Members considered written reports submitted on planning applications as set out below.

43. **P/FUL/2021/00063, Land East of the B3092 South of the River Lodden, Gillingham**

The Area Lead (Gillingham) introduced the application to form a floodplain compensation area as part of land adjacent to the Gillingham Principal Street. The Committee were shown plans of the proposed floodplain compensation area and were advised that it would be a gentle depression in the land which would flood on occasion.

The Transport Development Manager advised the Committee that the Highway Authority had no comments on the application.

Cllr David Walsh, Ward Member for Gillingham

The Local Member urged the Committee to support the application. The Council had secured money from the Government to build the Gillingham Principal Street and, with this money and the plans, the construction should not be delayed. Supporting the application would help to demonstrate that the southern extension of Gillingham was deliverable.

Members' Questions and Comments

In response to a question, the Area Lead (Gillingham) advised that: the entirety of the floodplain compensation area could flood in extreme weather; the majority of the year the area would remain dry; and the floodplain would be created almost immediately.

Proposed by Cllr Ridout and seconded by Cllr Potheary.

Decision

That authority be delegated to the Head of Planning to grant permission subject to the prior completion of a Section 106 obligation to address:

- Access to the land for monitoring and maintenance of the flood storage area

and the conditions (and their reasons).

44. **P/FUL/2020/00282, Land at E 382085 N 125405, Shaftesbury Road, Gillingham**

The Area Lead (Gillingham) introduced the application for the formation of a temporary access for the construction of the Gillingham Principal Street. The Committee were shown plans and photographs of the site. Members were informed that some hedgerow would be removed, the temporary access would be one-way with a barrier requiring a passcode to open, and

construction traffic would temporarily exit by turning right onto Cole Street Lane until the western end of the street was completed. The Update Sheet, which is attached as an annexure to these minutes, outlined revised conditions to allow for an agricultural access when the temporary road was no longer needed.

The Transport Development Manager reiterated that the access was one-way and would be for construction vehicles. He also reiterated that when the temporary access was no longer needed, it would be modified to become a smaller agricultural access. The Highway Authority had no objections to the application.

There were no written representations received for this application.

Cllr David Walsh, Ward Member for Gillingham

Cllr Walsh stated that his statement on the previous item also applied to this application.

Member's Questions and Comments

There were no questions or comments from members of the Committee.

Cllr Fry felt that the application was much needed and proposed that the application be approved, subject to the conditions. Cllr Ridout seconded the proposal.

Decision

That the application be approved, subject to the conditions.

45. 2/2018/1437/FUL, St Martin's, Queen Street, Gillingham, SP8 4DZ

The Committee considered an application to erect an extra care residential building comprising 55 No. residential units, shared communal areas and ancillary facilities. To modify vehicular accesses, form pedestrian accesses, parking, servicing, courtyard and landscaping, and carry out associated works.

The Area Lead (Gillingham) gave a presentation on the application. The presentation included various plans and images of the proposed development. Members heard that the site was adjacent to a conservation area and several listed buildings, however there were no objections from Historic England or the Conservation Officer. The proposed development would cause less than substantial harm to the adjacent heritage asset Lime Tree House. However, the public benefits of the proposal would outweigh the harm. The Section 106 agreement and the benefits of the proposal were outlined. The recommendation would be to delegate authority to the Head of Planning to grant planning permission, subject to a Section 106 agreement and the conditions.

The Transport Development Manager outlined the access to the proposed development. The northern access to the development would be for refuse

collection and service vehicles whereas the southern access would be used for parking, visitors, and would include 5 disabled parking spaces. It was expected that there would be no more than 22 two-way trips to and from the flats per day. The Committee heard that Queen's Street was traffic calmed and there was good visibility for pedestrians crossing the southern access. The Highway Authority supported the recommendation.

A number of written representations were received, and these are attached as an annexure to these minutes.

Cllr David Walsh, Ward Member for Gillingham

The Local Member for Gillingham informed the Committee that residents had not always been supportive of this application as two buildings were demolished on this site. He stated that the applicant had done everything to make the proposed plans acceptable and there would be several social and economic benefits. He recognised that the applicant was a registered housing provider and that they would aim for this development to be 100% affordable housing. He also acknowledged that the Council could not demonstrate a 5-year housing land supply and that there would be no material planning reasons to refuse the application.

Members' Questions and Comments

Members of the Committee asked questions and commented on the proposal.

In response to the questions, the Area Lead (Gillingham) advised that: there was a sufficient amount of car parking spaces; there is a minimum age requirement of 55 years old, with the average age more likely to be 80; three flats would be available for younger people in need of care; Dorset residents would be given priority to move to the flats; the trees and landscape would be well kept, but the types of trees and plants were not yet known; and the bin store would be internal.

In response to questions raised on the environment, members heard from the Area Lead (Gillingham) that: 50% of parking spaces had the infrastructure to implement charging points in the future; there would be charging points for mobility scooters; and the applicant has considered different types of technology for energy and has chosen the most appropriate types.

There were some concerns on the location of the sub-station and any noise it might create. The Committee heard that this was the most suitable place for the sub-station, it would be enclosed in brick with a slate roof, and the applicant was confident that there would be no adverse noise.

A member felt that the addition of privacy screens on the balconies would be beneficial to protecting residential amenity. Members also felt that maintaining the soft landscaping for 15 years would be more beneficial than the 5 years that were in the conditions.

As the development was a key site next to the conservation area, the Committee felt that the quality of the design, materials, and detailing was very important. The Committee would not like to see a reduced quality of the

design, materials, and detailing, and it was important that the development was built as approved.

Proposed by Cllr Ridout and seconded by Cllr Cook that the committee approve the recommendations as set out in the report, and with the addition of a balcony privacy screen condition, and the extension of the soft landscaping condition to 15 years.

The vote was carried.

Decision

That the committee approve the following recommendations, with the addition of a balcony privacy screen condition, and the extension of the soft landscaping condition to 15 years.

A) That authority be delegated to the Head of Planning to grant permission subject to a Section 106 agreement to address:

- 25% affordable housing
- Community facilities
- Informal outdoor space

and the conditions (and their reasons).

B) That permission be refused for failing to secure the obligations above if the agreement is not completed by (23 September 2021) or such extended time as agreed by the Head of Planning.

46. **WD/D/20/001203, Land Adjacent to Piddlehinton Enterprise Park, Church Hill, Piddlehinton**

The Committee considered an application to create a temporary gypsy and traveller transit site for 3 years for 25 caravans to start 1 April 2020 and end 31 August 2023 inclusive for five months a year.

The Lead Project Officer – Corporate Projects introduced the item to the Committee and gave a presentation on the proposed temporary gypsy and traveller transit site. He showed the location plan, access to the site, and various photographs of the site. The key planning issues were highlighted to the Committee. The recommendation would be to grant permission, subject to conditions.

Cllr Jill Haynes, Ward Member for Chalk Valleys

A statement received from the Local Member was read to the Committee and it is attached as an annexure to these minutes.

Members' Questions and Comments

The Lead Project Officer – Corporate Projects responded to Member's questions and advised that: The Gypsy and Traveller Liaison Officer would be

responsible for the management of the site; the photographs shown in the presentation were taken in February while it was wet; the access into the site had firm ground; the site had been used in various summers since 2012; and it was unknown what the occupancy of the site would be.

There were several questions raised on CCTV and security. The Committee was advised that there were several CCTV cameras in the area with two being operated by Dorset Council. An officer would also regularly visit the site and security would be based on the site depending on how many caravans were present.

There was a proposal by Cllr Fry to add a CCTV condition to the application, however this proposal was withdrawn.

It was proposed by Cllr Fry and seconded by Cllr Andrews that planning permission be granted, subject to the conditions.

The vote was carried.

Decision

That planning permission be granted, subject to the conditions.

47. **WD/D/20/002427, St Osmund's Church of England Middle School, Barnes Way, Dorchester, DT1 2DZ**

The Area Manager introduced the proposal to replace the existing boundary in wire with associated access gates and widening of footpaths. A new modern fence would be constructed around the school which would not affect any hedgerows or trees. The Committee were shown various plans for the fence, which included a site plan, areas for wildlife access, and the design of the fence. Members were informed that on Standfast Walk, the height of the fence would be reduced to 1.8 metres and would be set back 0.5 metres from the path, which was for amenity reasons.

The key planning matters were highlighted to the Committee:

- Amenity
- Character and appearance of the area
- Highway safety
- Secure design
- Landscaping and tree protection
- Biodiversity

The recommendation was to grant permission, subject to conditions. Members were also asked to include a soft landscaping condition if permission was granted.

A number of written representations were received, and these are attached as an annexure to these minutes.

Members' Questions and Comments

There were no questions or comments from members of the Committee.

It was proposed by Cllr Fry and seconded by Cllr Andrews that the application be approved, subject to conditions, and with the inclusion of the soft landscaping condition.

Decision

That the application be approved, subject to conditions, and the inclusion of the soft landscaping condition.

48. P/HOU/2020/00139, 54 West Street, Fontmell Magna, SP7 0PF

The Senior Planning Officer introduced the application to erect a rear single storey extension and form a pitched roof over the existing single storey extension. The Committee were shown the plans for the development, which displayed that the proposed development would not be out of context with the current surroundings. Members were advised that there were no material considerations that would warrant refusal and the recommendation was to grant permission, subject to the conditions. The application was before Members in the interests of transparency, as the applicant was an employee of Dorset Council.

The two key planning matters were highlighted:

- Design and Conservation Area
- Residential Amenity

A written statement was received from Fontmell Magna Parish Council and it is attached as an annexure to these minutes.

Members' Questions and Comments

There were no questions or comments from members of the Committee.

It was proposed by Cllr Andrews and seconded by Cllr Fry that planning permission be granted, subject to conditions.

Decision

That planning permission be granted, subject to conditions.

49. Urgent items

There were no urgent items.

50. Exempt Business

There was no exempt business.

Duration of meeting: 10.00 am - 3.34 pm

Chairman

.....

Planning Committee Update Report

Application Number – [P/FUL/2020/00282](#)

Site address - land at E 382085 N 125405 Shaftesbury road Gillingham, Dorset.

Proposal - Form a temporary access for the construction of the Gillingham Principal Street.

1.0 REASONS FOR THE UPDATE

Since the publication of the committee report further discussions with the landowner have taken place. The landowner has requested that, rather than the access being closed up on completion of the Principal Street, the access is made available for use into and out of the land.

Therefore the plan illustrating the reinstatement of the access has been amended to provide a standard agricultural access. This involves retaining the internal haul road, providing appropriate visibility spays, a 6metre turning radii and a 6metre set back of the gate from the road. The conditions have been amended accordingly to reflect the revised plan and the retention of visibility spays. This has been discussed with the ecology and highways consultees who are both satisfied with this proposals.

2.0 PROPOSED AMENDED CONDITIONS

Time Limits

1. The development to which this permission relates must be begun 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 91 of the Town and Country Planning Act 1990 (as amended).

Access road construction

2. Before the temporary construction access hereby approved is utilised the geometric highway layout shown on Drawing Number HI1177/90/02/Orig must be constructed. Thereafter, this access must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site.

Partial closure of access

3. Upon the completion of the Principal Street the temporary access hereby approved shall be altered to provide a standard agricultural access, with any areas of redundant existing highway vehicular crossing expunged and reinstated as shown on Drawing Number HI1177/90/04/B.

Reason: To ensure the proper and appropriate reinstatement of the adjacent highway and formation of the retained access.

Visibility splays as shown

4. Before the agricultural access hereby approved is utilised the visibility splay areas as shown on Drawing Number HI1177/90/04/B must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

Ecology

5. The development shall be carried out in accordance with the mitigation and enhancement measures set out in the Danny Alder Ecological Report, Dated 09 September 2020.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

INFORMATIVE NOTE: Dorset Highways

The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

Northern Area Planning Committee

Written Submissions

Tuesday, 23 March 2021 – 10am

Item 5a – P/FUL/2021/00063, Land East of the B3092 South of the River Lodden, Gillingham

No statements received.

Item 5b – P/FUL/2020/00282, Land at E 382085 N 125405, Shaftesbury Road, Gillingham

No statements received.

Item 5c – 2/2018/1437/FUL, St Martin's, Queen Street, Gillingham, SP8 4DZ

Jim & Kate White – Against the application

We understand that the above application will come before Dorset Council Planning on Tuesday 23 March and, as owners of the adjacent property, Lime Tree House, we would be grateful if the committee could give consideration to our comments below.

We have reviewed the latest documentation and plans. Although we accept that the most recent plans are more sympathetic to the site than the previous design, there are still a number of important issues that we believe the committee should give serious consideration to.

1. The electricity sub station is currently positioned in the corner of the adjoining wall in close proximity to our house and abutting the boundary wall which is IN THE CONSERVATION AREA. From the site plan it looks as though it is approximately 4m x 4m which is very large: it is only 9 metres from the back corner of our Grade 2 Listed house. The substation would impinge on the view from our property and create

undue noise. Therefore, we would request that this be moved to an alternative site away from the listed house, wall, and the boundary of the conservation area.

2. We now realise why the proposed building seems smaller than before!

This is because the new plans have only two stories on the street side (west elevation), but three stories on the south side where it looks over our garden. This would have a detrimental impact on the current view from our garden and the view from the town centre. We would be grateful if consideration could be given to lowering the level of the eastern end of the development to avoid this. It could have a further advantage in that it reduces the number of steps from the building for elderly residents.

3. Document 6732/15 Senior Conservation Officer specifically mentions concern regarding the bricks and tiles to be used in the building's construction, and para. 3 mentions our boundary wall. (Please note that we already have a legal agreement on the repair of this wall, only part of which has been completed by Dorset Council). We were slightly alarmed to see the wall described on the site plan as being constructed of brick, when it is clearly constructed of stone and is an integral part of the historic fabric of the listed property at Lime Tree House.

This is a very large development, which we believe does not sit happily on this site, and we trust that the Planning Committee will ensure that every effort is made to protect St Martin's Square and the historic and listed buildings adjoining it.

Adam Fitzgerald, Programme Manager – Building Better Lives – Supports the application

The development of the St Martins Extra Care Housing Scheme has been consistently supported by Dorset Council Commissioners over the course of the last 4 years. This site offers an excellent location for Extra Care Housing, giving people an opportunity to live in the heart of their town in purpose-built accommodation designed to enable them to continue living independently as they age. Its proximity to the high street and other amenities is a great opportunity for people to keep active and engaged in life within the town.

Development of Extra Care Housing is a key strategic objective for Adult Services, as an alternative and replacement to more traditional and less enabling forms of care such as Residential Care Homes. The pressures that population growth of over 65-year olds and rising prevalence of dementia drives a need for more Extra Care Housing across Dorset. This would represent the first such scheme in Gillingham.

Daniel Knight, KSA Architects Ltd – Agent

Thank you Chair,

The proposal is for a 55-unit Extra Care scheme providing ‘desperately’ needed affordable elderly accommodation in Gillingham where an increase in those aged 65 and over is expected to rise by 47% between 2011-2035 (defined by Dorset CC in December 2018). The proposal is brought forward by Magna Housing, a registered social landlord, working with the Local Authority to address this need.

The redevelopment of this site has undergone significant change since its first submission in October 2018. The previous scheme comprised a part 2-3 storey building with linear facade fronting onto St Martins Square. The rear of the building was 3-storeys in height with a flat roof. This scheme was met with objections from both statutory consultees and members of the public concerning various technical issues and its relationship with the neighbouring Conservation Area.

In May 2019 a new scheme was commissioned to address these concerns. Comments from Historic England and the Conservation Officer were considered, and the design team worked with a Historic Buildings consultant to address these.

The latest proposal is a departure from the original scheme. The layout now follows a H-plan framing an area of open space at the front with the retained cherry tree as a focal point, similar to the original built form. To the rear, an open courtyard with views out over the Shreen Water and new wildflower meadow is proposed.

Technical issues around flood risk, drainage, highways and ecology have all been addressed. Following recent amendments to the front elevation, reducing the scheme from 60 to 55-units, the application is now supported by the Conservation Officer and Historic England.

It is noted that Gillingham Town Council have been consulted throughout the design process and resolved to support the earlier 60-unit scheme. Their latest objection has been raised on a proposal where the bulk and scale of the building has been significantly reduced and is at odds with the views of both Historic England and Conservation Officer.

Extra Care, with its associated communal facilities and level of support required, needs to achieve a critical mass in which to be financially viable in both capital delivery terms and in the on-going management / care provision for the scheme. The proposed 55-unit scheme is on the margins of viability but Magna remain committed to its delivery. A further reduction in units or continued delay to the project would cast doubt on the deliverability of this scheme.

We, therefore, respectfully ask members of this committee to take an 'on balance' view to this application, where high quality, sustainable, affordable and much needed elderly Extra Care accommodation is proposed, and following the Planning Officers Recommendation to approve this scheme.

Thank you.

Northern Area Planning Committee

Written Submissions

Tuesday, 23 March 2021 – 2pm

Item 5d – WD/D/20/001203, Land Adjacent to Piddlehinton Enterprise Park, Church Hill, Piddlehinton

Cllr Jill Haynes, Ward Member

This transit site was originally agreed as part of the organisation of the London Olympics in 2012 with Weymouth hosting the sailing. It was then for one year as a one off. The planning has been now renewed three times for three years because there has not been an appropriate review of alternative sites despite this being quoted as the reason that the planning would be need to be extended for one last time at each renewal application.

This is an entirely inappropriate location for a transit site. It is not in a sustainable location providing no shops, schools or public transport for those who are referred to the site. It is in close proximity to our stable permanent travellers site and incomers can cause major disruption. It is also next door to a thriving trading estate which means that the 24/7 security is an essential condition of the application to provide public confidence.

We are now developing a new Local Plan and it is essential that a review of appropriate transit sites and permanent sites for Gypsies and Travellers is included and agreed in that plan. Those new sites will need to be in sustainable locations going forward. I am not going to object to the renewal of this application today but the community should expect this to be the last renewal of a temporary site and that during this three year period applications are brought forward to provide alternative sustainable sites in Dorset for Gypsies and Travellers.

Item 5e – WD/D/20/002427, St Osmund’s Church of England Middle School, Barnes Way, Dorchester, DT1 2DZ

Cllr Robin Potter, Dorchester Town Council

The Town Council is grateful to the applicant for the amendments to the previous application and now has no objection to the proposal, though we would request some appropriate planting to help soften the impact of the fencing on neighbouring footpaths and residents.

Alex Alderton, Kendall Kingscott Ltd – Agent

The application is for the installation of a boundary fence to the school site to address the Safeguarding requirements and responsibilities of the school. The project is an Education, Skills & Funding Agency (ESFA) funded project through the Condition Improvement Fund (CIF). As part of the funding application the need was demonstrated in order to secure funding. Failure to obtain planning permission and make progress is presently at risk of losing the funding for the above, therefore time is now of the essence.

The complete lack of a secure boundary to the front of the academy including inadequate and poor fences and gates to the perimeters of the site is such that an entirely new physical barrier in the form of fences and pedestrian and vehicular gates are required to prevent breaches of the Academy’s boundaries.

The Safeguarding is a potential contravention of Regulation 25 of Part 5 of the Education (Independent Schools Standards, England) Regulations 2014 which require that

“...there are appropriate arrangements for providing outside space for pupils to play safely”

At present the school require a large contingent of staff to take station at their boundaries to keep pupils on-site and prevent members of the public entering the site at break times – this is extremely inefficient and not wholly effective. This also only partially addresses the issue as it provides no protection outside of timetabled break periods.

The application has been revised since initial submission in-keeping with the comments raised by stakeholders; these are as follows:

- Provision of wildlife passage at low level to gates and fencing
- Setting back of fencing 500mm from any public highway & alternate hanging of gate to the north.
- Reduction in height and revision of fencing route to the north of the site to address neighbour concerns.

With regard to the last point neighbours raised concerns via the Ward Councillors and directly through contact with myself regarding the height of fencing in the immediate proximity of the front elevations (and windows) to their properties. We have fully co-operated with this and proposed to match the existing (1990s) fencing height which is to be replaced due to dilapidation and provide a secondary fencing within the site to maintain the level of security achieved by a 2.4m ht. fence.

We understand the planning officer handling the case has recommended the application for approval and that we also have the support of a Ward Councillor following the revisions to the application. We trust this with the above will resolve the matter favourably.

Item 5f – P/HOU/2020/00139, 54 West Street, Fontmell Magna, SP7 0PF

Cllr Michael Humphreys, Fontmell Magna Parish Council – Against the application

The Parish Council considers that the revised elevations seem to have responded to some of the criticism of the original elevations and the pitched roof line may now comply with policy Fontmell Magna Neighbourhood Plan (FMNP) FM7: Conservation Area and Locally Important Features. It is noted that the drawings of the original elevations have been removed from the Dorset Council website, making comparison difficult.

However, it is not clear whether the planned parking space has been withdrawn, which would conflict with policy FM7, and there is no reference to any of the points raised as conflicts with policy FM9 of the FMNP.

FMNP Policy FM9: Building Design states:

New construction and alterations to buildings should respect the local rural character of the area in terms of scale, form, materials and layout, with an appropriate level of detailing to add interest and reinforce local character...

The Parish Council considers that the revised building design may not comply with policy FM9 in that:

- a) The proposed extension at 4.7m x 4.1m is large in relation to the original building;
- b) The space between the end of the proposed extension and the west wall will be very narrow for meaningful access to the garden;
- c) The space between the extension and the timber-clad wall of No.55 West St. at 300mm will leave little room for maintenance for either the applicant or for the neighbouring property.

The Parish Council therefore continues to object to this application.

As a footnote the Parish Council is concerned that soil has been dug out from the base of the School wall exposing its foundations and possibly making it vulnerable to potential collapse in poor weather. Perhaps the applicants could be requested to reinstate this soil.

Northern Area Planning Committee

23 March 2021

Decisions List

APPLICATION NUMBER: P/FUL/2021/00063

APPLICATION SITE: Land East of the B3092 South of the River Lodden, Gillingham, Dorset

PROPOSAL: Form a floodplain compensation area as part of land adjacent to Gillingham Principal Street

DECISION: That authority be delegated to the Head of Planning to grant permission subject to the prior completion of a Section 106 obligation to address:

- Access to the land for monitoring and maintenance of the flood storage area

and the conditions (and their reasons).

CONDITIONS:

Time Limits

1. The development to which this permission relates must be begun 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 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - HI1177/82/01/Orig – Gillingham Principal Street Floodplain Compensation Area Location and Site Plan
 - HI1177/82/02/Orig – Gillingham Principal Street Floodplain Compensation Area Plan and Long Section
 - HI1177-81-02-Orig – Gillingham Principal Street Floodplain Compensation Area Swale Discharge

Reason: For the avoidance of doubt and in the interests of proper planning

Ecology

3. development shall be carried out in accordance with the mitigation and enhancement measures set out in the Danny Alder Ecological Report, Dated 25 November 2020.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

INFORMATIVES:

Environmental Permit

An Environmental Permit may be required from the EA, as relevant regulator for all works to a designated Main River that take place in, under or over, or as prescribed under relevant byelaws in accordance with section 109 of the Water Resources Act 1991. To clarify the Environment Agency's requirements, the applicant should contact the relevant department by emailing floodriskpermit@environment-agency.gov.uk

APPLICATION NUMBER: P/FUL/2020/00282

APPLICATION SITE: Land at E 382085 N 125405, Shaftesbury Road, Gillingham, Dorset

PROPOSAL: Form a temporary access for the construction of the Gillingham Principal Street.

DECISION: Approved, subject to the conditions.

CONDITIONS:

Time Limits

1. The development to which this permission relates must be begun 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 91 of the Town and Country Planning Act 1990 (as amended).

Access Road Construction

2. Before the temporary construction access hereby approved is utilised the geometric highway layout shown on Drawing Number HI1177/90/02/Orig must be constructed. Thereafter, this access must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site.

Partial Closure of Access

3. Upon the completion of the Principal Street the temporary access hereby approved shall be altered to provide a standard agricultural access, with any areas of redundant existing highway vehicular crossing expunged and reinstated as shown on Drawing Number HI1177/90/04/B

Reason: To ensure the proper and appropriate reinstatement of the adjacent highway and formation of the retained access.

Visibility Splays as Shown

4. Before the agricultural access hereby approved is utilised the visibility splay areas as shown on Drawing Number NI1177/90/04/B must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

Ecology

1. The development shall be carried out in accordance with the mitigation and enhancement measures set out in the Danny Alder Ecological Report, Dated 09 September 2020.

Reason: To mitigate, compensate and enhance/provide net gain for impacts on biodiversity.

INFORMATIVES:

Dorset Highways

The vehicle crossing serving this proposal (that is, the area of highway land between the nearside carriageway edge and the site's road boundary) must be constructed to the specification of the Highway Authority in order to comply with Section 184 of the Highways Act 1980. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway.

APPLICATION NUMBER: 2/2018/1437/FUL

APPLICATION SITE: St Martin's, Queen Street, Gillingham, SP8 4DZ

PROPOSAL: Erect extra care residential building comprising 55 No. residential units, shared communal areas and ancillary facilities. Modify vehicular accesses, form pedestrian accesses, parking, servicing, courtyard and landscaping, carry out associated works.

DECISION:

A) That authority be delegated to the Head of Planning to grant permission subject to a Section 106 agreement to address:

- 25% affordable housing
- Community facilities
- Informal outdoor space

and the conditions.

B) That permission be refused for failing to secure the obligations above if the agreement is not completed by (23 September 2021) or such extended time as agreed by the Head of Planning.

CONDITIONS:

Time Limit

1. The development to which this permission relates must be begun 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 91 of the Town and Country Planning Act 1990 (as amended).

Age Restriction

2. The residential accommodation hereby approved shall only be occupied as extra care accommodation and such occupation shall be limited to persons over 55 years old (with the exception of three flats, which can be occupied by persons under 55 who are in need of care).

Reason: to ensure that the proposals are retained as extra care dwellings and so that the impacts of the proposal are acceptable in highway terms and planning obligations.

Approved Plans

3. The development hereby permitted shall be carried out strictly and only in accordance with the following approved drawings and details:

- Location Plan; S001 Rev B, Dated 03/10/18
- Site Plan; 1182 PD002, Rev G, Dated 15/01/21
- Ground Floor Plan, 1182 PD100, Rev G, Dated 23/06/20
- First Floor Plan, 1182 PD101, Rev G, Dated 23/06/20
- Second Floor Plan, 1182 PD102 Rev G, Dated 23/06/20
- Roof Plan, 1182 PD103, Rev D, Dated 15/01/21
- West Elevation, 1182 PD301, Rev F, Dated 15/01/21

- East Elevation, 1182 PD303, Rev D, Dated 26/06/20
- North Elevation, 1182 PD302, Rev F, Dated 15/01/21
- South Elevation, 1182 PD304, Rev E, Dated 15/01/21
- Courtyard Elevations, 1182 PD305, Rev F, Dated 15/01/21

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

Material Samples

4. Prior to development above damp proof course, samples of materials to be used in the construction and finish of all brick types, roof tiles, hips and ridges, slates, stone and cappings; shall be made available on site and retained in that location thereafter for the inspection and approval of the Local Planning Authority. Any such samples shall require approval to be obtained in writing from the Local Planning Authority prior to any development above damp proof course and the development shall thereafter accord with the approved materials.

Reason: To safeguard the character of the locality.

Sample Panels

5. Prior to development above damp proof course, a sample panel measuring at least 1 metre by 2 metres, using the approved stone and /or brick and demonstrating the proposed coursing, mortar mix and pointing detail, shall be constructed on site. Construction of the development hereby permitted shall not commence above damp proof course until a sample panel of the stonework has been approved in writing by the Local Planning Authority, thereafter, the stone panel shall remain on site until the external walls of the dwelling have been constructed to eaves height.

Reason: To safeguard the character of the locality.

Dormers and South Elevations Foyer Entrance

6. Prior to development above damp course level, details of all dormers and the south side foyer entrance to include detailed annotated drawings (at a scale of not less than 1:20 elevations and 1:5 cross-sections) showing the design, materials, finish, construction specifications, profiles, eaves overhangs shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter accord with the approved scheme.

Reason: To safeguard the character of the locality.

Chimneys, Balconies, balustrading, Railings

7. Prior to development above damp course level, details of all chimneys, balconies, balustrading, railings, to include detailed annotated drawings (at a scale of not less than 1:20 elevations and 1:5 cross-sections) showing the design, materials, finish, construction specifications, profiles shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter accord with the approved scheme.

Reason: To safeguard the character of the locality.

Windows and Doors

8. Prior to development above damp course level, detailed annotated drawings (at a scale of not less than 1:20 elevations and 1:5 cross-sections) showing the design, materials, finish, construction specifications, and depth of reveal of external doors and windows

shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter accord with the approved scheme.

Reason: To safeguard the character of the locality.

Window Reveals

9. Notwithstanding the details shown on the submitted plans, all windows shall be installed with their frames inset not less than 75mm from the outer face of the wall.

Reason: To safeguard the character of the locality.

Brick detailing and profiles

10. Prior to development above damp course level, details showing the brick detailing for window heads and aperture surrounds; quoins; string courses; plinths; sills shall be submitted to the Local Planning Authority. Any such scheme shall require approval to be obtained in writing from the Local Planning Authority and the development shall thereafter accord with the approved details.

Reason: To safeguard the character of the locality.

All rooflights or patent glazing

11. All new and replacement rooflights and patent glazing shall be conservation style with vertical glazing bar(s) and fitted flush to the roof plane.

Reason: To safeguard the character of the locality.

Vents and flues

12. Prior to development above damp course level, details of all extractor vents, soil vent pipes (including any means of alleviating and/or filtering fumes and odours) shall be submitted to and approved in writing by the Local planning Authority. The approved scheme shall be implemented before the development is occupied and shall be permanently maintained thereafter.

Reason: To safeguard the character of the locality.

Boundary walls, Substation and Bin stores:

13. Prior to development above damp course level, details of all boundary walls and enclosures, substation and bin stores, to include detailed annotated drawings (at a scale of not less than 1:20 elevations and 1:5 cross-sections) showing the design, materials, finishes, construction and acoustic soundproofing or mitigation specifications, profiles shall be submitted to and approved in writing by the Local Planning Authority and the development shall thereafter accord with the approved scheme.

Reason: To safeguard the character of the locality.

Soft Landscaping

14. Prior to the commencement of any development hereby approved, above damp course level, a soft landscaping and planting scheme shall be submitted to, and approved in writing, by the Local Planning Authority. The approved scheme shall be implemented in full during the planting season November - March following commencement of the

development or within a timescale to be agreed in writing with the Local Planning Authority. The scheme shall include provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 15 years.

Reason: In the interest of visual amenity.

Hard Landscaping

15. Prior to the commencement of any development hereby approved, above damp course level, full details of hard landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interest of visual amenity.

Tree Protection

16. The development hereby approved shall proceed only in accordance with the details set out in the Kingfisher Ecology Ltd Arboricultural Method Statement dated July 2019 setting out how the existing trees are to be protected and managed before, during and after development.

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

Foul Drainage

17. Prior to the commencement of development details of foul drainage for the site shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented prior to the completion of the development.

Reason: To ensure adequate facilities are provided in the interests of flooding and pollution.

Surface Water Drainage

18. Prior to commencement of development details of the surface water drainage works, based upon the hydrological and hydrogeological context of the development, and including clarification of how surface water is to be managed during construction shall be submitted to and approved in writing by the Local Planning Authority and the approved drainage scheme shall be completed before occupation of the development.

Reason: To avoid drainage problems as a result of the development with consequent pollution or flood risk. Reason: To avoid drainage problems as a result of the development with consequent pollution or flood risk.

Surface Water Drainage Maintenance

19. 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.

Flood Risk

20. The development permitted by this planning permission shall only be carried out in accordance with the following measures:

1. Finished floor levels must be set no lower than 73.20m above Ordnance Datum (AOD).
2. There shall be no structures, ground-raising or other encroachment into the floodplain on existing land below the level of 72.06mAOD. Any ground raising or encroachment on land below this level must be fully compensated for on a level-for-level basis within the site.

Reason: To reduce the risk of flooding and prevent flooding elsewhere.

Manoeuvring, parking and loading areas

21. Before the development is occupied or utilised the areas shown on Drawing Number 1182 PD002 Rev G for the manoeuvring, parking, loading and unloading of vehicles have been surfaced, marked out and made available for these purposes. Thereafter, these areas must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

Mobility scooter parking/storage

22. Before the development is occupied or utilised the mobility scooter storage/parking facilities shown on Drawing Number 1182PD100 Rev G must have been constructed. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper construction of the storage/parking facilities.

Cycle parking details

23. The development hereby permitted must not be occupied until a scheme showing precise details of the proposed cycle parking facilities is submitted to and approved by the Planning Authority. The approved scheme must be constructed before the development is occupied and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To encourage the use of sustainable transport modes.

Electric vehicle charging scheme to be submitted

24. Prior to the construction of any part of the development above damp proof course a scheme showing full details of the necessary underlying infrastructure for 16 car parking spaces to enable the installation and activation of electric vehicle charge points at a future date shall be submitted and approved by the Local Planning Authority. The approved scheme must be constructed before the development is occupied and, thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To ensure that adequate future provision is made to enable occupiers of development to be able to charge their plug-in and ultra-low emission vehicles.

No gates

25. There must be no gates hung so as to form obstruction to the vehicular access serving the site.

Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

Construction traffic management plan to be submitted

26. Prior to the commencement of development a Construction Traffic Management Plan (CTMP) must be submitted to and approved in writing by the Local Planning Authority. The CTMP must include:

- construction vehicle details (number, size, type and frequency of movement)
- a programme of construction works and anticipated deliveries
- timings of deliveries so as to avoid, where possible, peak traffic periods (also accommodating local schools' commencement and finishing times)
- a framework for managing abnormal loads
- contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
- wheel cleaning facilities
- vehicle cleaning facilities
- a scheme of appropriate signing of vehicle route to the site
- a route plan for all contractors and suppliers to be advised on
- temporary traffic management measures where necessary

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

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

Travel Plan

27. Before the development hereby approved is occupied or utilised, the submitted WYG Travel Plan Ref - A11424, dated July 2019, must be implemented and operational.

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.

Ecology

28. The biodiversity mitigation and enhancement measures set out in the Biodiversity Plan approved by the Natural Environment Team on 16/07/2019, shall be implemented in full, in strict 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. The site shall thereafter be maintained in accordance with the approved mitigation and enhancement proposals.

Reason: In the interests of protecting species protected by law

29. No development shall take place until a scheme for the provision and management of a 10 metre wide buffer zone alongside the Shreen tributary 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 could form a vital part of green infrastructure provision. The schemes shall include: - plans showing the extent and layout of the buffer zone. - details of any proposed planting scheme (for example, native species). - details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan. - details of any proposed footpaths, fencing, & lighting.

Reason: In order to conserve and enhance the natural and local environment by minimizing impacts on biodiversity and providing net gains in biodiversity.

Contamination

30. 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 until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

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 water pollution from previously unidentified contamination sources at the development site.

Privacy Screens

31. Prior to the first occupation of any part of the development hereby permitted, details of the balcony privacy screens to serve flats 25, 34, 44 and 55 (as illustrated on the approved first and second floor plans) shall be submitted to and agreed in writing by the Local Planning Authority. Prior to the occupation of those flats the approved details shall be fully installed and thereafter retained in perpetuity.

Reason: To protect residential amenity.

INFORMATIVES:

Informative:

All works offering an obstruction to flow within a channel with the status of Ordinary Watercourse are likely to require prior Land Drainage Consent from Dorset Council, as relevant Lead Local Flood Authority, in accordance with s23 of the Land Drainage Act 1991.

All works in, under, over or within (Byelaw) distance of the adjacent Main River Shreen, may require an Environmental Permit from the Environment Agency, in accordance with the Water Resources Act.

Informative:

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site.

Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at: <https://www.gov.uk/guidance/pollution-prevention-for-businesses>

Informative:

If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant require more specific guidance it is available on our website <https://www.gov.uk/how-to-classify-different-types-of-waste>

Informative:

Water efficiency measures should be incorporated into this scheme. This conserves water for the natural environment and allows cost savings for future occupants. The development should include water efficient systems and fittings such as: dual-flush toilets; water-saving taps; water butts; showers and baths. Greywater recycling and rainwater harvesting should also be considered.

APPLICATION NUMBER: WD/D/20/001203

APPLICATION SITE: Land Adjacent to Piddlehinton Enterprise Park, Church Hill, Piddlehinton

PROPOSAL: Create a temporary gypsy and traveller transit site for 3 years for 25 caravans to start 1st April 2020 and end 31st August 2023 inclusive for five months a year.

DECISION: Approved, subject to conditions.

CONDITIONS:

Time Limit – Commencement of Development

1. The development hereby permitted shall be begun no later than 30th August 2023.

Reason: In accordance with the application proposal for the temporary use of land within the application site and in accordance with section 91 of the Town and Country Planning Act 1990 (as amended).

Commencement of Use of the Application Site as a Caravan Site

2. The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 as a caravan site shall not commence until arrangements have been made to secure the implementation of a scheme of mitigation for the potential adverse impact of that use on the Poole Harbour Special Protection Area that scheme to have been approved in writing by the local planning authority and having been prepared in accordance with the Nitrogen Reduction in Poole Harbour Supplementary Planning Document (April 2017).

Reason: To mitigate for the potential for adverse impact on the Poole Harbour Special Protection Area in accordance with the application proposal and having regard to policy ENV2 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policy 3 of the made Piddle Valley Neighbourhood Plan 2018-2038.

Management and Use of Land as a Transit Site for Gypsies and Travellers

3. The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 as a caravan site shall be managed as a local authority transit site for occupation by gypsies and travellers only and shall be limited to the period of 01 April to 31 August in each year the site is operational. For the purposes of this permission, the term "gypsies and travellers" shall be taken to mean persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Reason: To regulate the use of the site in accordance with the application proposal having regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

Maximum Number of Caravans

4. Not more than 25 caravans shall be stationed on the application site at any one time.

Reason: To regulate the use of the site in accordance with the application proposal and in the interest of amenity and the environment having regard to policies INT1, SUS2, ENV1, ENV2, ENV10, COM7 and COM10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

Stationing and Storage of Caravans

5. No caravan shall be stationed on the application site outside of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 and no part of the application site shall be used for the storage of caravans outside of the period 01 April and 31 August in any year.

Reason: To regulate the use of the site in accordance with the application proposal and in the interest of amenity and the environment having regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

Implementation of Biodiversity Plan

6. The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 shall be conducted in accordance with the biodiversity mitigation and net gain measures set out within sections D, E and H of the Biodiversity Plan submitted in support of the application and certified by Dorset Council's Natural Environment Team on 04 December 2020. The net gain biodiversity measures set out within section H of the Biodiversity Plan shall be implemented in accordance the certified arrangements within 12 months of the commencement of the use of the site as a caravan site.

Reason: In the interest of biodiversity and to secure net gain for biodiversity having regard to polices SUS2, ENV1, ENV2 and ENV10 of the adopted Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

Cessation of Use of Land as a Caravan Site

7. The use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 shall cease permanently not later than 31 August 2023.

Reason: To regulate the use of the site in accordance with the application proposal and in the interest of amenity and the environment having regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset, Weymouth and Portland Local Plan 2015 and Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

Clearance of Site

8. Within 3 months of the permanent cessation of the use of the land shown edged red on the application site plan titled 'Piddlehinton Transit Site' dated 23/10/2019 as a caravan site, all caravans and any vehicles, chattels, temporary structures, equipment and materials brought onto the land for the purposes of such use shall be removed from the land.

Reason: In the interest of landscape character and visual amenity having regard to policies INT1, SUS2, ENV1, ENV2 and ENV10 of the adopted West Dorset,

Weymouth and Portland Local Plan 2015 and to Policies 3, 7, 12 and 13 of the made Piddle Valley Neighbourhood Plan 2018-2038.

INFORMATIVES:

Statement of Positive Involvement

1. In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Dorset Council as local planning authority takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by:
 - (i) updating the applicant of issues as they arose in the processing of the application;
 - (ii) discussing possible solutions to material concerns raised; and
 - (iii) providing the applicant with the opportunity to address issues of concern with a view to facilitating a recommendation to grant permission.

Further Information

2. Further information relating to this decision may be viewed online through the application webpages accessible by entering the application details at <https://planning.dorset.gov.uk/public-access/>

APPLICATION NUMBER: WD/D/20/002427

APPLICATION SITE: St Osmund's Church of England Middle School, Barnes Way, Dorchester, DT1 2DZ

PROPOSAL: Replace existing boundary in wire with associated access gates and widening of footpaths.

DECISION: Approved, subject to conditions.

CONDITIONS:

1. The development to which this permission relates must be begun 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 91 of the Town and Country Planning Act 1990 (as amended).

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

191077 0503 P2 Location Plan (received 16/11/2020)
191077 0505 P1 Proposed Gate Details (received 10/02/2021)
191077 0504 P2 Proposed fencing details (received 10/02/2021)
191077 6003 P2 Proposed Site Plan (Extract 3) (received 15/03/2021)
191077 0506 P2 Proposed Site Plan (received 15/02/2021)
191077 6001 P2 Proposed Site Plan (Extract 1) (received 15/02/2021)
191077 6002 P2 Proposed Site Plan (Extract 2) (received 15/02/2021)
191077 0507 P2 Proposed Fencing (2 of 2) (received 02/03/2021)

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The development hereby approved shall proceed only in accordance with the details set out in the Arboricultural Method Statement dated 25th September 2020 setting out how the existing trees are to be protected and managed before, during and after development.

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

4. Prior to the commencement of the development hereby approved, a soft landscaping and planting scheme shall be submitted to, and approved in writing, by the Local Planning Authority. The approved scheme shall be implemented in full during the planting season November – March following the substantial completion of the development or within a timescale to be agreed in writing with the Local Planning Authority. The scheme shall include provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 15 years. The development shall be carried out in accordance with the approved scheme.

Reason: In the interests of visual amenity.

INFORMATIVES:

National Planning Policy Framework Statement

1. In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.
- The applicant was provided with pre-application advice.

The application was acceptable as submitted and no further assistance was required.

APPLICATION NUMBER: P/HOU/2020/00139

APPLICATION SITE: 54 West Street, Fontmell Magna, SP7 0PF

PROPOSAL: Erect rear single storey extension and form pitched roof over existing single storey extension.

DECISION: Approved, subject to conditions.

CONDITIONS:

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

Proposed ground floor layout - Rev A
Proposed Elevations - Rev B (Amended plan)
Site Plan - Rev B (Amended plan)
Location Plan

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The development to which this permission relates must be begun 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 91 of the Town and Country Planning Act 1990 (as amended).

3. Prior to development above damp proof course level, details (including colour photographs) of all external facing materials for the wall(s) and roof(s) shall have been submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

4. Prior to the digging of foundations for the proposed development, details of any retaining walls required as part of this proposal, including a timescale for their implementation, shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall proceed in strict accordance with the approved details.

Reason: In the interests of amenity.

5. All new and replacement roof lights shall be top hung and fitted flush to the roof plane.

Reason: To preserve or enhance the character and appearance of the conservation area.

INFORMATIVES:

National Planning Policy Framework Statement

1. In accordance with paragraph 38 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

This page is intentionally left blank