

NORTHERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY 10 DECEMBER 2024

Present: Cllrs Richard Crabb (Chair), David Taylor (Vice-Chair), Barrie Cooper, Les Fry, Jack Jeanes, Sherry Jespersen, Carole Jones, Rory Major, Val Potheary, Belinda Ridout, James Vitali and Carl Woode

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

Lara Altree (Senior Lawyer - Regulatory), Steve Savage (Transport Development Liaison Manager), Hannah Smith (Development Management Area Manager (North)), Megan Rochester (Senior Democratic Services Officer), John Miles (Democratic Services Officer), Kirsten Williams (Lead Project Officer), Enrico Dimarino - Engineer (Development Liaison) and Jim Bennett (Senior Planning Officer).

23. Apologies

No apologies for absence were received at the meeting.

24. Declarations of Interest

No declarations of disclosable pecuniary interests were made at the meeting.

25. Minutes

The minutes of the meeting held on 5th November 2024 were confirmed and signed.

26. Registration for public speaking and statements

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.

27. P/FUL/2024/00246, Fordington Farm, Alington Avenue, Dorchester, Dorset

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members. He included photographs of the application site, the site location plan and proposed access, proposed block plan of the site and Housing types were shown. There were no objections from the Highway Authority on highway grounds. The principle of residential development was considered acceptable and, in its design, scale and layout and landscaping. There would be no significant harm to residential amenity and no material considerations that would warrant refusal.

Public Participation

Mr Barker spoke in objection to the proposal and had collaborated with his neighbours. He raised access issues and risks and explained that the fundamental problem and main objection was regarding the risk to personal safety and property created by allowing access for building and use of proposed houses through the bottleneck between Nos 15 and 17 Armada Way. He explained that there were concerns related to building machinery and vehicles and the daily access by occupants, visitors, deliveries, mail, maintenance, and other services present which would increase the volume of traffic through a restricted access with poor visibility. The people living in 15 and 17 access would be located by the bottleneck between both houses which would be constricted further when they used their parking spaces. Drivers exiting through the new site access would be unable to see any vehicles, cyclists or pedestrians until they were clear of the walls on either side. Emergency vehicles would have to negotiate the additional parked and moving traffic in a limited space, and would be adding to the risk to people, property and vehicles. He also spoke about the implications on Armada Way, which already had a significant passage of people, regularly young children for school and sports. Congestion would worsen the risk to these people and with the added construction and crossing the pavement and many vehicles would need to reverse crossing the pavement and the increased temporary parking of visitors, delivery vehicles, site maintainers and others. He explained that there were no concessions, or risk controls to minimise or mitigate the considerable impact on the quality of life for the adjacent residents due to noise, dirt, dust, waste, general building detritus and access denials, especially at busy times of the day. Nor were there any apparent risk controls to minimise the likelihood of any damage to utilities, road surfaces and adjacent property in this confined area. The root cause of all of the above risks and concerns is access to the proposed development across the pavement and through the bottleneck via Armada Way. All of these risks and concerns could be alleviated by singular vehicular access from the North, with access via Armada Way provided to pedestrians/cycles only.

Ms Farniloe spoke in objection to the impact of the proposed development on neighbouring properties. She raised concerns that the highway department had not done their job to the fullest extent and had concentrated on the collection of refuse off the development which would not happen and was not needed. She wished the highway department looked into more detail at the impact of exiting the new development instead of accessibility. She explained that widening of the gateway by 300 mm would not resolve the problem of visibility for any of the residents and would be extremely difficult for all concerned. The 6' high wall which enclosed the development and existing parking area obstructs the view completely on both sides of the gateway. There would be potentially 27 vehicles using the same pinch point and not one of them had a good view of approaching cars leaving the premises at the same time. She added that no one had reached out or spoken to the residents or their families who were directly involved with how the development would impact their ability to safely exit from their premises. There was a resident who relied on a mobility scooter, and often drove past the gate way every single day. As well as people who walked, cycle or put their bins out that

need to navigate the pinch point area. Also, a new gateway was being built placed at the side of property and what is to stop the public using this as a shortcut ignoring the existing public pathway, this would potentially increase the footfall therefore potential accidents at the pinch point.

Mr Nock represented the applicant. He explained that the subject of the application was to demolish the existing dairy farm building and erect 6 new dwellings. The application followed a detailed pre-application consultation for 7 new dwellings and the planning officer's comments were taken on board, reducing the unit numbers and rearranging the site to provide additional landscaping. During the planning application he consulted with the case officer, making changes to the proposal to address consultee comments and concerns. He added that subsequently, the proposals had been recommended for approval and he understood the application was in due to an objection from the Town Council. He clarified that for overdevelopment, the case officer had confirmed that the layout of the development was acceptable and not overdeveloped. Mr Nock and the applicant agreed that the proposal was well designed with a far lower density than all surrounding developments, on Armada Way and Sandringham Crescent. The Neighbouring areas had approximately 52 dwellings per hectare, whereas the proposal had a density of around 30 dwellings per hectare. He also informed that for vehicle access Dorset Council Officers had no objections with the proposals and the case officer was satisfied that access for a further 5 dwellings did not constitute a significant level of additional vehicular use, considering the level of current use. The access served 11 parking areas as well as a legal right of way for vehicle access to the agricultural farmyard for tractors and lorries. For Bins there were only two additional dwellings that relied upon the roadside of Armada Way for bin collection and the Council's waste policy manager had no concerns. Landscaping- the landscaping plan showed that the hedging along the border with the footpath would be reinforced and it was in the applicant's interest to do so for privacy of the gardens to units 05 and 06. With the addition of six new heavy standard trees, the footpath would become higher quality, well maintained green corridor, more so than it was previously. The application also proposed the replacement of poor quality lleyandii hedging, around the farmhouse curtilage, with pleached limes and walling, lending a more verdant backdrop to the proposed development and local setting. He summarised that the proposal was safe, a well-designed scheme, one recommended for approval by the case officer following statutory consultations.

Members questions and comments

- **Questions regarding possible archaeology on the site and pertained future works as the development is on a prominent site of Dorchester. Members also asked if the footpath would be open and accessible at all times.**
- **Queried about waste collections for dwellings 3, 5 and 6.**
- **Clarification about the condition of lowering the wall and who owns the access to the site.**

- It was queried if alternative accesses to the site had been considered as well as mitigation measures.
- Issues with the access were raised particularly with larger vehicles accessing the site. Concerns about pavement across access and if it should be removed to show designated vehicle use so that pedestrians did not have right of way.
- Queried where dwellings 21,17 and 11 would put their bins on bin day

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** planning permission as recommended, was proposed by Cllr Major, and seconded by Cllr Rideout.

Decision: To grant planning permission subject to conditions set out in the officer's report and the additional condition set out below:

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 approved plans:

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

3. Prior to development above damp-proof course level, details and samples of all external facing materials for the wall(s) and roof(s) shall be 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. Before the development hereby approved is occupied or utilised the turning/manoeuvring and parking shown on Drawing Number 02 must have been constructed. Thereafter, these areas, must be permanently 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.

5. Prior to commencement of development hereby approved a Construction Traffic Management Plan and programme of works shall be submitted to and approved in

writing by the Local Planning Authority. The Plan shall include construction vehicle details (number, size, type and frequency of movement), vehicular routes, delivery hours and contractors' arrangements (compound, storage, parking, turning, surfacing, drainage and wheel wash facilities). The development shall thereafter be carried out strictly in accordance with the approved Construction Traffic Management Plan.

Reason: In the interests of road safety.

6. The detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the approved Biodiversity Plan certified by the Dorset Council Natural Environment Team on 16th January 2024 must be strictly adhered to during the carrying out of the development. The development hereby approved must not be first brought into use unless and until: i) the mitigation, compensation and enhancement/net gain measures detailed in the approved biodiversity plan have been completed in full, unless any modifications to the approved Biodiversity Plan as a result of the requirements of a European Protected Species Licence have first been submitted to and agreed in writing by the Local Planning Authority, and ii) evidence of compliance in accordance with section J of the approved Biodiversity Plan has been supplied to the Local Planning Authority. Thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

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

7. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation Page 33 scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), no additional windows or other openings permitted by Class A of Schedule 2 Part 1 of the 2015 Order shall be constructed at first floor level in any elevation of the dwellings hereby approved.

Reason: To protect amenity and the character of the area.

9. The hard and soft landscaping works detailed on approved drawing numbers 07 Rev A - Landscape Plan and 08 Rev A - Boundary Treatment Plan must be carried

out in full during the first planting season (November to March) following commencement of the development or within a timescale to be agreed in writing with the Local Planning Authority. The soft landscaping shall be maintained in accordance with the agreed details and any trees or plants which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the satisfactory landscaping of the site and enhance the biodiversity, visual amenity and character of the area.

10. Before any equipment, materials or machinery are brought onto the site for the purposes of development, a pre-commencement site meeting between the Tree Officer, Arboricultural Consultant and Site Manager shall take place to confirm the protection of trees on and adjacent to the site in accordance with the Arboricultural Impact Appraisal and Method Statement prepared by NB Tree management, ref: Arboricultural Method Statement Fordington Farm – dated 22.9.23. The tree protection shall be positioned as shown on the Tree Protection Plan, ref: TPP1 dated Nov 2020 TC1 dated 22.09.2023. All tree protection shall be retained until the development is completed and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority. This condition shall not be discharged until an arboricultural supervision statement, the contents of which are to be discussed and agreed at the pre-commencement meeting, is submitted to and approved in writing by the Local Planning Authority on completion of development.

Reason: To ensure the avoidance of damage to existing trees and natural features during the construction phase.

11. Prior to commencement of works samples of the cellular confinement system to be used, including the samples of the cell infill aggregate, which shall not be of a calcareous nature rather a 4-20mm clean angular granite or flint shall be submitted and approved in writing by the Local Planning Authority.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

12. No works shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant to and approved by the Local Planning Authority. This scheme shall cover archaeological fieldwork together with post-excavation work and publication of the results.

Reason: To safeguard and/or record the archaeological interest on and around the site.

13. The development shall be implemented in full accordance with the drainage mitigation and maintenance details outlined in the Surface Water Drainage Strategy and Flood Risk Assessment Prepared for J & F Properties (Southern Ltd.) by Godsall Arnold dated September 2023 revised: August 2024.

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

14. No development shall commence until the necessary nutrient mitigation credits to mitigate the impacts of the development on the Poole Harbour Special Protection Area (SPA) and Ramsar have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Poole Harbour SPA and Ramsar.

15. Details of measures to limit the water use of the dwellings in accordance with the optional requirement in regulation 36(2)(b) and the Approved Document for Part G2 of the Building Regulations 2010 (or any equivalent regulation revoking and/or re-enacting that Statutory Instrument) shall be submitted to and approved in writing by the Local Planning Authority before the dwellings are occupied. The submitted details shall include a water consumption calculation to demonstrate for each dwelling in accordance with the Approved Documents referred to above. The approved measures shall be implemented prior to occupation and maintained in accordance with the approved details thereafter. The measures will need to demonstrate that the development will secure a higher level of water efficiency than a figure of 110L/person/day and shall be implemented prior to occupation and maintained in accordance with the approved details thereafter.

Reason: To ensure nutrient neutrality in the Poole Harbour catchment in the interests of protected habitats.

16. Before the development hereby approved is first occupied, the applicant shall have first submitted to and had approved in writing by the Local Planning Authority, details of a scheme to lower and shorten the lengths of walling either side of the egress from the site onto the shared access to Armada Way. Thereafter the development shall be implemented in accordance with the agreed scheme and shall be retained, maintained and kept free from all obstruction in accordance with the agreed details.

Reason: In the interest of highway safety.

28. **WD/D/19/001344, Land at, Littlefield, Sherborne**

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members. Proposed typical floor plans and photographs of the views from

Littlefield, Noake Road and the entrance to Littlefield were shown. The Location plan showed the site boundary with the garage plots, site context was given showing the surrounding building types. There would be an erection of 10 dwellings in the development boundary of Sherborne and sufficient parking for each property with amenity areas and the proposal meets parking standards. Additional parking spaces had been added since the proposal was deferred. The proposal would be 100% affordable housing. The committee was shown a list of key planning considerations, conditions and recommendations.

Public Participation

There was no public participation.

Members questions and comments

- Asked if access points on the verges would get blocked by parked cars
- Around the rear boundary from 1-5 of the proposed layouts, there is access to the rear gardens. Maintenance of the rear boundary was queried and if fences could be added to both sides of the path.
- Questions asked about the amount of parking spaces and if this would be enough for resident's family to park.
- Queried how parking would be enforced
- Concerns about the new road layout not being adopted.
- 2 areas of concern about the alleyway created which could potentially be a security risk and whether there would be lockable gates and high gates. Mentioned the lack of visibility in the alleyway, created a space there with lack of oversight and visibility.
- Queried about the access road on Littlefield which is too narrow for access vehicles, parked vehicles to get by and lots of retirement people live there and 2 vehicles unable to pass at the same time. The narrow road could create additional risk for accidents.
- Commented that there were no electric vehicle chargers, heat pumps or solar panels.
- Cllr Les Fry requested a condition to light the rear as highways at the back of the properties.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** planning permission as recommended, was proposed by Cllr Jones, and seconded by Cllr Taylor.

Decision: To grant planning permission with conditions for the reasons set out in the officer's report.

- 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).
- The development hereby permitted shall be carried out in accordance with the following approved plans and documents: Location Plan - Drawing Number 2001 (May 2019) Proposed Site Plan - Drawing Number 2004 K (February 2021) Proposed Roof Plan - Drawing Number 2005 F (February 2021) Proposed Floor Plan Plots 1-5 - Drawing Number 2030 B (November 2020) Proposed Elevations Plots 1-5 - Drawing Number 2031 C (November 2020) Proposed Floor Plan Plots 6-8 - Drawing Number 2032 B (November 2020) Proposed Elevations Plots 6-8 - Drawing Number 2033 C (November 2020) Proposed Floor Plan Plots 9-10 - Drawing Number 2034 B (November 2020) Proposed Elevations Plots 9-10 - Drawing Number 2035 C (November 2020) Proposed Biodiversity Plan - Drawing Number 2007 B (April 2019) Proposed Drainage Strategy - Drawing Number A108246-1300 A (April 2019) General Arrangement of Surface Water Impermeable Areas - Drawing Number 103 P1 (January 2020) Affordable Housing Statement (May 2019) Biodiversity Mitigation & Enhancement Plan (February 2020) Biodiversity Mitigation & Enhancement Plan Certificate (February 2020) Design & Access Statement Part 1 (May 2019) Design & Access Statement Part 2 (May 2019) Ecological Impact Assessment (September 2018) Ground Condition Appraisal (August 2018) Soakaways 55SqM (August 2020) Soakaways 84SqM (August 2020) Soakaways 125SqM (August 2020) Soakaways 156SqM (August 2020) Soakaways 206SqM (August 2020) Soakaways 364SqM (August 2020) Soakaways 455SqM (August 2020) Statement of Community Involvement (May 2019) Statement of Compliance with DCLG Technical Housing Standards (May 2019) Transport Statement (May 2019)

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

- Prior to the commencement of the development, hereby approved, the necessary nutrient mitigation credits to mitigate the impacts of the development on the Somerset Levels and Moors Ramsar catchment have been secured from an accredited nutrient provider and a copy of the Nutrient Credit Certificate demonstrating that purchase, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that sufficient mitigation is provided against any impact which may arise from the development on the Somerset Levels and Moors Ramsar.

- The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:-

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway.
- Details of site operative parking areas, material storage areas and the location of site operatives' facilities (offices, toilets etc).
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.
- A highway condition survey, timescale for re-inspections, and details of any reinstatement. The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the Local Planning Authority.

Reason: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

- Prior to the commencement of works above ground/foundation level on the development, hereby approved, details of maintenance & management of both the surface water sustainable drainage scheme and any receiving system shall be 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. The details shall 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 in accordance with Policy ENV5 of the West Dorset, Weymouth and Portland Local Plan 2015.
- Prior to the commencement of works above ground/foundation level on the development, hereby approved, a detailed surface water management scheme for the site, which accords with the principles outlined in the following documents: • Drawing: General Arrangement of Proposed S104 Foul & Surface Water • Drainage – Littlefield Development, Barnaby Assoc. – Jan 2020 – Ref No: 191110-101-P3 • Report: Soakaway Ground Investigation Report – Proposed Development at Littlefield, Sherborne – TerraFirma (South) – Rev 00 (July 2020) – Ref No: 5075/SR, and is based upon the hydrological and hydrogeological context of the development and includes clarification of how surface water is to be managed during construction, has been submitted to, and approved in writing by the Local Planning Authority. The surface water scheme shall be fully implemented in accordance with the submitted details before the development is completed and retained as approved thereafter.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and to improve habitat and amenity in accordance with

Policies ENV2 and ENV5 of the West Dorset, Weymouth and Portland Local Plan 2015.

- Prior to the first occupation of the development, hereby approved, the turning and parking shown on the submitted plans must have been constructed. Thereafter, these areas must be permanently 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 in accordance with Policy COM7 of the West Dorset, Weymouth and Portland Local Plan 2015.

- The development, hereby approved, shall be carried out in accordance with the external material details set out within Section 5.1 of the Design and Access Statement which was submitted with this application and dated May 2019. Reason: In the interest of visual amenity and ensuring high-quality design in accordance with Policies ENV10, ENV11 and ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015.
- In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). If any contamination is found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved by the Local Planning Authority in writing. On completion of the approved remediation scheme a verification report shall be prepared and submitted to the Local Planning Authority in writing for the approval of the Local Planning Authority within two weeks of completion.

Reason: To ensure risks from contamination are minimised.

- The measures of the Biodiversity Mitigation & Enhancement Plan signed by Mat Gee and dated 20/02/20, and agreed by the Natural Environment Team on 24/02/2020 shall be implemented in full prior to first occupation of the dwellings hereby approved.

Reason: In the interests of biodiversity mitigation and enhancement in accordance with Policy ENV2 of the West Dorset, Weymouth and Portland Local Plan 2015.

- Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), the first floor window on the side elevation of plot 6 hereby approved shall be permanently glazed and maintained thereafter with obscured glass of a minimum obscuration of Pilkington Level 3 or equivalent and non-opening up

to 1.7 metres above the finished floor level of the room before the dwelling house is first brought into use.

Reason: To protect amenity and privacy of the nearby neighbouring dwellings in accordance with Policy ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015.

- Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 as amended (or any order revoking and re-enacting that Order with or without modification), the first-floor window on the rear elevation of plot 9 hereby approved shall be permanently obscure glazed and maintained thereafter with obscured glass of a minimum obscurity of Pilkington level 3 or equivalent and a permanent fixed restrictor installed only allowing the window to be opened by 10cm at the bottom of the window before the dwelling house is first brought into use.

Reason: To protect amenity and privacy of the nearby neighbouring dwellings in accordance with Policy ENV12 of the West Dorset, Weymouth and Portland Local Plan 2015.

- The development hereby approved shall not be first occupied until a pedestrian dropped kerb located on the south side of Littlefield to be positioned as shown on the Proposed Site Plan, drawing number 2004 K shall first have been installed.

Reason: In the interests of highway safety.

- Prior to the first use of the site, details should be submitted to and approved in writing by the Local Planning Authority to confirm that all residential doors are dual certified for both security, smoke and fire, the doors should security standard PAS24:2022 or equivalent and have the appropriate fire rating.

Reason: To ensure that the proposed development provides an appropriate level of security in order to help design out crime.

- No demolition or construction works shall take place outside the hours of: 08:00-17:30 Monday to Friday; 09:00-13:00 Saturday; and No Activity on Sundays or Bank or Public Holidays.

Reason: In the interests of the amenity of the area.

- Full details of any soil or soil forming materials brought on to the site for use in garden areas, soft landscaping, filling and level raising shall be submitted to and approved in writing by the Local Planning Authority. Where the donor site is unknown or is brownfield, the material must be tested for contamination and suitability for use on site. Full donor site details,

proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) must be submitted to and approved in writing by the Local Planning Authority prior to import on to the site. The approved testing must then be carried out and validatory evidence (such as laboratory certificates) submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought on to site.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

29. **P/RES/2023/05868, West Of Shaftesbury Road At Land South Of Gillingham Shaftesbury Road Gillingham Dorset**

The Case Officer provided the members with the following updates to the proposed conditions which were not in the report:

8. The development hereby approved shall be undertaken in accordance with the detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the Biodiversity Mitigation and Enhancement Plan (BMES) & Biodiversity Construction Environmental Management Plan (BCEMP) (RSK Biocensus – 2485927 Rev 02 14/08/2024), subject to all new hedgerows to be species-rich native hedgerow that includes at least 5 woody species. Rev 02 14/08/2024.

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

9. Prior to the commencement of the development above damp course level, a scheme showing precise details of all external lighting (including appearance, supporting columns, siting, technical details, power, intensity, orientation and screening of the lamps) shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall reflect the need to assist public safety whilst adhering to standards set out in the approved Biodiversity Mitigation and Enhancement Plan (BMES) & Biodiversity Construction Environmental Management Plan (BCEMP) (RSK Biocensus- 2485927 Rev 02 14/08/2024. In particular that light spill within the dark corridor identified in Figure 2 of this document does not exceed 1 lux. The approved scheme shall be implemented before the development is occupied and shall be permanently maintained thereafter. No further external lighting shall be installed on site without the prior approval, in writing, of the Local Planning Authority.

With the aid of a visual presentation including plans and aerial photographs, the Case Officer identified the site and explained the proposal and relevant planning policies to members. The proposal was for the erection of 155 houses and was a

reserved matters application. The Case Officer showed the strategic allocation plan- Gillingham Southern Extension, as well as the land use plan and an illustrative masterplan and photographs of Principal Street- Western Junctions with B3092 New Road. Additional street parking, and traffic calming had been implemented. The Officer went through the summary which informed that the proposal had been through several reiterations to address concerns, the principle of residential development on this site had already been established, the proposal was acceptable in layout, scale, appearance and landscaping and the development would not lead to any material harm to residential amenity and there are no material considerations that would warrant refusal of this application.

Public Participation

Mr Jackson spoke in support of the application on behalf of the applicant. This was now the fourth major Redrow application on this site and the fifth overall. He thanked the officers and the team for their work in getting to this stage and for the recommendation for approval. He urged that positive discussions continue, and the constructive discussions would ensure that they brought proposals that reflect the original ambitions of the site and the aspirations of the local authority. He added that the layout had been well considered, consistent with the previously approved applications which contribute towards sustainable development and wider town scape. The proposals would deliver 155 new family homes, including affordable housing making an important contribution to meeting the housing needs of Gillingham as well as securing the delivery of open space and connections to the wider locality. As a team they had engaged positively with officers and other key stakeholders.

Members questions and comments

- Queried objections from Gillingham Town Council regarding the flooding.
- Clarified over words used for heat pump installations in all homes and if they would be installed.
- Comments about flooding and attenuation ponds and the minimal space standards of homes.
- Queried the potential primary school extension.
- Queried if the committee was able to mandate for the affordable housing to be disabled friendly.
- Question asked about the long-term viability and commitment to providing affordable housing.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, a motion to **APPROVE** the officer's recommendation to **GRANT** planning permission as recommended, was proposed by Cllr Rideout, and seconded by Cllr Val Potheary.

Decision: To grant planning permission with conditions for the reasons set out in the officer's report.

1. The development to which these reserved matters and accompanying details relates shall be begun not later than two years from the date of this permission. Reason: To comply with the provision of Section 92(2) of the Town and Country Planning Act 1990 (as amended).

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

- Location Plan (STEN Architecture, Ref: 2346.02.B Location Plan)
- Planning Layout Plan (STEN Architecture, Ref: 2346.01.X Location Plan)
- Planning Layout Plan A0 (B&W) (STEN Architecture, Ref: 2346.10.N Location Plan) • Materials Plan (A0) (STEN Architecture, Ref: 2346.03.H Materials Plan)
- Storey Heights Plan (STEN Architecture, Ref: 2346.06.G Storey Heights Plan)
- Affordable Location Plan (STEN Architecture, Ref: 2346.09.L Affordable Location Plan) • Boundary Treatment Plan (STEN Architecture, Ref: 2346.05.H Boundary Treatment Plan)
- Parking Plan (STEN Architecture, Ref: 2346.08.G Parking Plan) • Cycle Storage Plan – (STEN Architecture, Ref: 2346.12)
- Street Scenes (STEN Architecture, Ref: 2346.04.H Street Scenes)
- Wider Planning Layout Plan (STEN Architecture, Ref: 2346.11.G Planning Layout)
- Landscape Strategy Plan 1 of 3 (RPS Ref: JSL4949_100 D Landscape Strategy Plan 1 of 3)
 - Landscape Strategy Plan 2 of 3 (RPS Ref: JSL4949_101 B Landscape Strategy Plan 2 of 3)
 - Landscape Strategy Plan 3 of 3 (RPS Ref: JSL4949_102 B Landscape Strategy Plan 3 of 3) • Landscape + Services Plan 1 of 2 (RPS Ref: JSL4949_110 B Landscape + Services Plan 1 of 2)
 - Landscape + Services Plan 2 of 2 (RPS Ref: JSL4949_111 A Landscape + Services Plan 2 of 2)
- Softwork Proposals Sheet 1 of 7 (RPS Ref: JSL4949_510A)
- Softwork Proposals Sheet 2 of 7 (RPS Ref: JSL4949_511) • Softwork Proposals Sheet 3 of 7 (RPS Ref: JSL4949_512A)
- Softwork Proposals Sheet 4 of 7 (RPS Ref: JSL4949_513A)
- Softwork Proposals Sheet 5 of 7 (RPS Ref: JSL4949_514)
- Softwork Proposals Sheet 6 of 7 (RPS Ref: JSL4949_515)
- Softwork Proposals Sheet 7 of 7 (RPS Ref: JSL4949_516)
- Drainage Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-51 G)
- Drainage Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-52 G)
- Drainage Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-53 I)
- General Arrangement Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-01 F)
- General Arrangement Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-02 F)
- General Arrangement Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-03 H)
- Long Sections Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-15 C)

- Long Sections Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-16 D)
- Long Sections Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-17 C)
- Engineering Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-41 F)
- Engineering Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-42 F)
- Engineering Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-43 H)
- Materials Layout Sheet 1 (Abley Letchford Partnership Ref: A409-RM3-71 G)
- Materials Layout Sheet 2 (Abley Letchford Partnership Ref: A409-RM3-72 G)
- Materials Layout Sheet 3 (Abley Letchford Partnership Ref: A409-RM3-73 H)
- Amberley & Stamford Elevations - 2346.AMB&STA.01.C
- Amberley & Stamford Plans - 2346.AMB&STA.02.C
- Amberley & Stamford Elevations - 2346.AMB&STA.03.B
- Amberley & Stamford Plans - 2346.AMB&STA.04.B
- Amberley & Stamford Elevations - 2346.AMB&STA.05.B
- Amberley & Stamford Plans - 2346.AMB&STA.06.B
- Amberley & Stamford Elevations - 2346.AMB&STA.07.B
- Amberley & Stamford Plans - 2346.AMB&STA.08.B
- Amberley & Stamford Elevations - 2346.AMB&STA.09.B
- Amberley & Stamford Plans - 2346.AMB&STA.10.B
- Apartments Elevations - 2346.APA.01.C
- Apartments Plans - 2346.APA.02.D
- Apartments Plans - 2346.APA.03.D
- Apartments Plans - 2346.APA.04.D
- Buxton and Bakewell Elevations - 2346.BAK&BUX.01.B
- Buxton and Bakewell Elevations - 2346.BAK&BUX.02.C
- Buxton and Bakewell Plans - 2346.BAK&BUX.05.C
- Buxton and Bakewell Elevations - 2346.BAK&BUX.06.C
- Buxton and Bakewell Elevations - 2346.BAK&BUX.07.B
- Buxton and Bakewell Plans - 2346.BAK&BUX.08.B
- Buxton 3 Block Handing Elevations – 2346.BUX.01
- Buxton 3 Block Handing Plans – 2346.BUX.02
- Buxton 3 Block Handing Elevations – 2346.BUX.03.A
- Buxton 3 Block Handing Plans – 2346.BUX.04.A
- Cambridge Handing - 2346.CAM.01.B
- Cambridge Handing - 2346.CAM.02.B
- Dart and Spey Elevations - 2346.DAR&SPE.01.B
- Dart and Spey Plans - 2346.DAR&SPE.02.B
- Dart and Spey Elevations - 2346.DAR&SPE.03.A
- Dart and Spey Plans - 2346.DAR&SPE.04.A
- Dart Handing Elevations - 2346.DAR.03.A
- Dart Handing Plans - 2346.DAR.04.A
- Dart Handing Elevations - 2346.DAR.05.A
- Dart Handing Plans - 2346.DAR.06.A
- Ledbury Handing - 2346.LED.01.B

- Ledbury Handing - 2346.LED.02.B
- Letchworth Handing Elevations - 2346.LET.01.B
- Letchworth Handing Elevations - 2346.LET.02.B
- Letchworth Handing Plans - 2346.LET.03.B

- Marlow Handing - 2346.MAR.01.B
- Marlow Handing - 2346.MAR.02
- Overton Handing - 2346.OVE.01.A
- Oxford Lifestyle Handing - 2346.OXF.01.C
- Oxford Lifestyle Handing - 2346.OXF.02.C
- Single Garage Plans and Elevations – 2346.SG.01
- Stamford 4 Block Handing Elevations – 2346.STA.01.A
- Stamford 4 Block Handing Plans – 2346.STA.02.A
- Stratford Handing - 2346.STR.01.C
- Stratford Handing - 2346.STR.02.B
- Tavy and Spey Elevations - 2346.TAV&SPE.01.B
- Tavy and Spey Plans - 2346.TAV&SPE.02.B
- Twin Garage Plans and Elevations – 2346.TG.01.A
- Tweed Handing Elevations - 2346.TWE.01.B
- Tweed Handing Plans - 2346.TWE.02.B
- Warwick Handing - 2346.WAR.01.B
- Warwick Handing - 2346.WAR.02.B
- Windsor Handing - 2346.WIN.01.B
- Windsor Handing - 2346.WIN.02.B

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

3. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following first occupation of the development; and any trees or plants which, within a period of 10 years from the completion of this phase of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species,

Reason: In the interest of the amenity and appearance of the location.

4. No development shall proceed beyond damp proof course level until full specification details of all external facing materials (including, walls, roofs and fenestration detail) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with the approved materials and shall also comply with the approved materials distribution plan (Drawing No. 2346.03L).

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

5. Before installation of any air source heat pumps or similar equipment, a noise report from a suitably qualified/experienced person shall be submitted to and agreed in writing by the Local Planning Authority. The written report shall follow the BS4142:2014 format and contain details of background sound measurements at times when the plant is likely to be in operation, against the operational plant sound level(s). The report shall predict the likely impact upon sensitive receptors in

the area and all calculations, assumptions and standards applied shall be clearly shown. Where appropriate, the report shall set out appropriate measures to provide mitigation to prevent loss of amenity and prevent creeping background noise levels.

The agreed mitigation measure shall be fully implemented and permanently retained thereafter.

Reason: In order to protect the living conditions of future occupiers of residential properties.

6. Prior to any occupation of development hereby approved, a final Acoustic Design

Statement shall be submitted to and approved in writing by the Local Planning Authority. This statement shall demonstrate how occupiers of the approved dwellings

will be protected from their noise climate, including anticipated traffic noise and where necessary, noise mitigation measures for the dwellings. Any such noise mitigation measures must be fully established, implemented, and maintained for the lifetime of the development, and avoid conflict with ventilation requirements.

Reason: In order to protect the living conditions of future occupiers of residential properties.

7. Prior to use or occupation of development hereby approved, the cycle parking facilities shown on Cycle Storage Plan – (STEN Architecture, Ref: 2346.12) shall be

constructed and made available. Thereafter, these shall be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure provision of adequate cycle parking to support sustainable transport; in the interests of highway safety and residential amenity.

8. The development hereby approved shall be undertaken in accordance with the detailed biodiversity mitigation, compensation and enhancement/net gain strategy set out within the Biodiversity Mitigation and Enhancement Plan (BMES) & Biodiversity Construction Environmental Management Plan (BCEMP) (RSK Biocensus – 2485927 Rev 02 14/08/2024), subject to all new hedgerows to be species-rich native hedgerow that includes at least 5 woody species. Rev 02 14/08/2024.

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

9. Prior to the commencement of the development above damp course level, a scheme showing precise details of all external lighting (including appearance, supporting columns, siting, technical details, power, intensity, orientation and screening of the lamps) shall be submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall reflect the need to assist public

safety whilst adhering to standards set out in the approved Biodiversity Mitigation and Enhancement Plan (BMES) & Biodiversity Construction Environmental Management Plan (BCEMP) (RSK Biocensus- 2485927 Rev 02 14/08/2024). In particular that light spill within the dark corridor identified in Figure 2 of this document does not exceed 1 lux. The approved scheme shall be implemented before the development is occupied and shall be permanently maintained thereafter. No further external lighting shall be installed on site without the prior approval, in writing, of the Local Planning Authority.

Reason: In the interest of the amenity of the area, public safety, protected species and biodiversity.

10. The development hereby approved shall be undertaken in accordance with the details set out in the submitted Tree Survey and Arboricultural Impact Assessment (JSL4949_770 Rev C May 2024). All trees and hedges shown to be retained in the Appendix B Tree Removal & Protection Plan (Dwg. No. 710 Rev C 22/05/2024) shall be fully safeguarded during the course of site works and building operations.

Reason: To ensure that trees and hedges to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of amenity.

11. The construction of the development hereby approved shall be limited to between the hours of 07:00hrs – 19:00hrs on Mondays to Fridays, 08:00hrs – 13:00hrs on Saturdays, with no activity on Sundays or Public Holidays.

Reason: To safeguard the amenity of the area and living conditions of any surrounding residential properties.

30. Urgent items

There were no urgent items.

31. Exempt Business

There was no exempt business.

Decision Sheet

Duration of meeting: 10.00 am - 12.45 pm

Chairman

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