

Application Number – 2/2018/0036/OUT

Site address - West of Shaftesbury Road at Land South of Gillingham, Shaftesbury Road, Gillingham, Dorset.

Proposal - Develop land by construction of an urban extension to the south of Gillingham between Shaftesbury Road (B3081) and New Road (B3092). The urban extension would comprise up to 961 dwellings. Up to 2,642 sq. m. in a new local centre providing retail, community, health and leisure uses, new and enhanced pedestrian/cycle routes, open spaces, roads, car parking and vehicular access. To include all ancillary works and associated infrastructure (Outline application to determine access only).

1.0 PROPOSED ADDITION TO THE SECTION 'ARCHEOLOGY'

The significance of non-designated heritage assets (archaeological remains) have been taken into account in proposing this recommendation (NPPF Para 197). The scale of the harm/loss has been taken into account and regard has been given to the desirability of preserving these features of interest. Officers are satisfied that the proposed mitigation 'preservation by record' involving excavation, recording, production of a site archive and publication of the excavation results, secured by planning condition would provide sufficient mitigation. The benefits of the proposed development (set out under 'Planning Balance') would also weigh heavily in a balanced judgement in this regard.

2.0 PROPOSED CHANGE TO THE RECOMMENDATION

Recommendation A

Delegate authority to the Head of Planning to grant conditional planning permission subject to, no adverse comments being received from Environmental Health and the addition of any conditions they consider reasonably necessary, and the completion of a Section 106 legal agreement, as specified in The Town and Country Planning Act 1990 (as amended), in a form to be agreed by the legal services manager to secure the following:

- 50/50% tenure split for all affordable housing
- Minimum of 10% affordable housing in the first phase of development
- A viability review 'mechanism'/clause to review development viability in subsequent phases, seeking to secure policy compliant 25% affordable housing across the development as a whole
- Provision of transport infrastructure compliant with Local Plan Policy
- 21 requirements
- Provision of green infrastructure compliant with Local Plan Policy 21 requirements

- Provision of Social infrastructure (including education, health, community hall, household recycling, sports field and leisure and library) compliant with Local Plan Policy 21 requirements

And the conditions (and their reasons) listed at the end of the report.

Given the current difficulties being presented with COVID-19 with regard to travel, meeting persons from outside your household, the possible delays in the purchase of the Manse, and in the spirit of a positive working relationship with the applicants, it is recommend that part B) is amended as follows;

Recommendation B

If the Section 106 legal agreement is not completed by 14 November 2020 or such extended time as agreed by the Head of Planning, refuse permission for failing to secure the planning obligations (as set out above) which have considered to be necessary to mitigate the adverse impacts, and secure an adequate provision of affordable housing, of the proposed development.

3.0 PROPOSED CHANGES TO CONDITIONS

(Conditions 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 17, 19, 20, 21, 23, 25, 26, 27, 30, 31, 33, 34 remain unchanged.)

Conditions

Time Limits

1. ~~Approval of d~~Details of the layout, scale, appearance and landscaping (“the reserved matters”) for each development phase (or a parcel or parcels therein) shall be submitted to and approved in writing by the Local Planning Authority before development on that phase begins.

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

Trees/Landscaping

8. The reserved matters for each phase (or a parcel or parcels therein) of the development shall include an updated Arboricultural Impact Assessment for that area. This document shall include details of how the existing trees are to be protected and managed before, during and after development. The development shall thereafter be carried out in accordance with the approved Assessment.

Reason: To ensure retention and appropriate protection of trees and other vegetation that are important to the character of the proposed development.

16. Prior to submission of any Reserved Matters (RM) application on any phase of development, and prior to any application to discharge condition (17),

finalised and detailed designs for necessary crossing(s) of any Ordinary Watercourses (including details of culverts, structures, road height and embankments), required by the Principal Street, must be submitted to and approved by the local planning authority. These crossings must be designed such that;

- a. They remain fully operational and safe during a 1 in 100-year fluvial flood event (Flood Zone 3/ 1% Annual Exceedance Probability).
- b. They are passable by emergency vehicles during a 1 in 1000-year fluvial flood event (Flood Zone 2 / 0.1% Annual Exceedance Probability).
- c. Make necessary allowances for Climate Change.
- d. Be acceptable in wider planning terms i.e. scale, appearance and height.

Construction of the Principal Street must incorporate the necessary crossings and must be built in strict accordance with the approved design(s). The development shall be carried out in accordance with the agreed designs.

Reason: To ensure that the design of the road meets national planning policy requirements and that culvert designs can be incorporated into any modelling required under condition (20).

22. Prior to the commencement of any phase of the development, or a parcel or parcels therein (excluding the Principal Street), no construction or clearance works shall take place within 50 metres of the River Lodden until a plan detailing the protection to populations of water voles and otters and their associated habitats within the site, during construction works through to completion has been submitted and agreed in writing by the local planning authority. Details shall include a timetable for implementation and mitigation of any potential damage. The development shall be carried out in accordance with the agreed details.

Reason: To protect the river corridor habitat from potentially severe impacts of the development.

Highways/Transport/Construction

24. Prior to the commencement of any development, (excluding the Principal Street) of each phase of the development (or a parcel or parcels therein), details of the access, geometric highway layout, turning and parking areas for each phase (or part therein) shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: To reduce the risk of accidents

28. No more than 252 dwellings shall be occupied unless and until the following works off-site highway works Before the 253rd dwelling is occupied the following works must have been constructed;

- The B3081 Shaftesbury Road/B3092 New Road junction improvement scheme, as shown on Dwg No ITB4057-GA-027 Rev G (scheme to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council).
- A scheme to ~~convert~~improve the existing mini-roundabout at the B3081 Le Neubourg Way/Newbury (High Street) ~~to a signalised junction, as shown on Dwg No ITB4057-GA-066 Rev E~~ (scheme to be submitted and agreed in writing with the Local Planning Authority or implemented directly by Dorset Council).
- The implementation of a SCOOT (Split Cycle Offset Optimisation Technique) urban traffic control (UTC) system on the central section of the B3081/B3092 corridor (scheme to be submitted and agreed in writing with the Local Planning Authority, or implemented directly by Dorset Council).

The development shall be carried out in accordance with the agreed schemes.

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

29. No more than 691 dwellings shall be occupied unless or until Prior to the occupation of the 692nd dwelling the following works must have been constructed to the specification of the Local Planning Authority:

- The provision of the Principal Street, linking the B3081 Shaftesbury Road to the B3092 New Road.

Reason: These specified works are seen as a pre-requisite for allowing the development to proceed, providing the necessary highway infrastructure improvements to mitigate the likely impact of the proposal.

Construction

32. Prior to the commencement of each phase of the development (or a parcel or parcels therein), a Construction Environmental Management Plan (CEMP) for that phase shall be submitted to and approved in writing by the local planning authority. The CEMP shall detail the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment will be protected during the works. The CEMP shall include details of the following:

- details of the layout of the site including generators, pumps, silos, site office, staff car parks and storage;
- storage of plant, materials and waste;
- the erection and maintenance or security hoarding;
- details of a scheme for the prevention of disturbance/nuisance caused by noise, vibration, dust and dirt to sensitive properties during construction;
- a scheme for recycling/disposing of waste resulting from construction works;
- the operation of plant and machinery associated with engineering operations;
- site security;
- fuel, oil and chemicals storage, bunding, delivery and use;
- how both minor and major spillage will be dealt with; containment of silt/soil contaminated run-off;
- disposal of contaminated drainage, including water pumped from excavations;
- site induction for workforce highlighting pollution prevention and awareness;
- a scheme to dispose of surface water run-off during the construction phase;
- construction operating hours;
- details of intrusive construction practices and methods such as piling and the subsequent control measures that will be implemented;
- the type of plant to be used;
- details of construction methods
- 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
- a framework for managing abnormal loads
- contractors' arrangement plan showing; compound, storage, parking, turning, surfacing and drainage
- wheel cleaning facilities
- vehicle cleaning facilities
- Inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
- 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 works-development shall be carried out in accordance with the agreed CEMP.

Reason: To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site.