



Chapter 3 – Description of Development

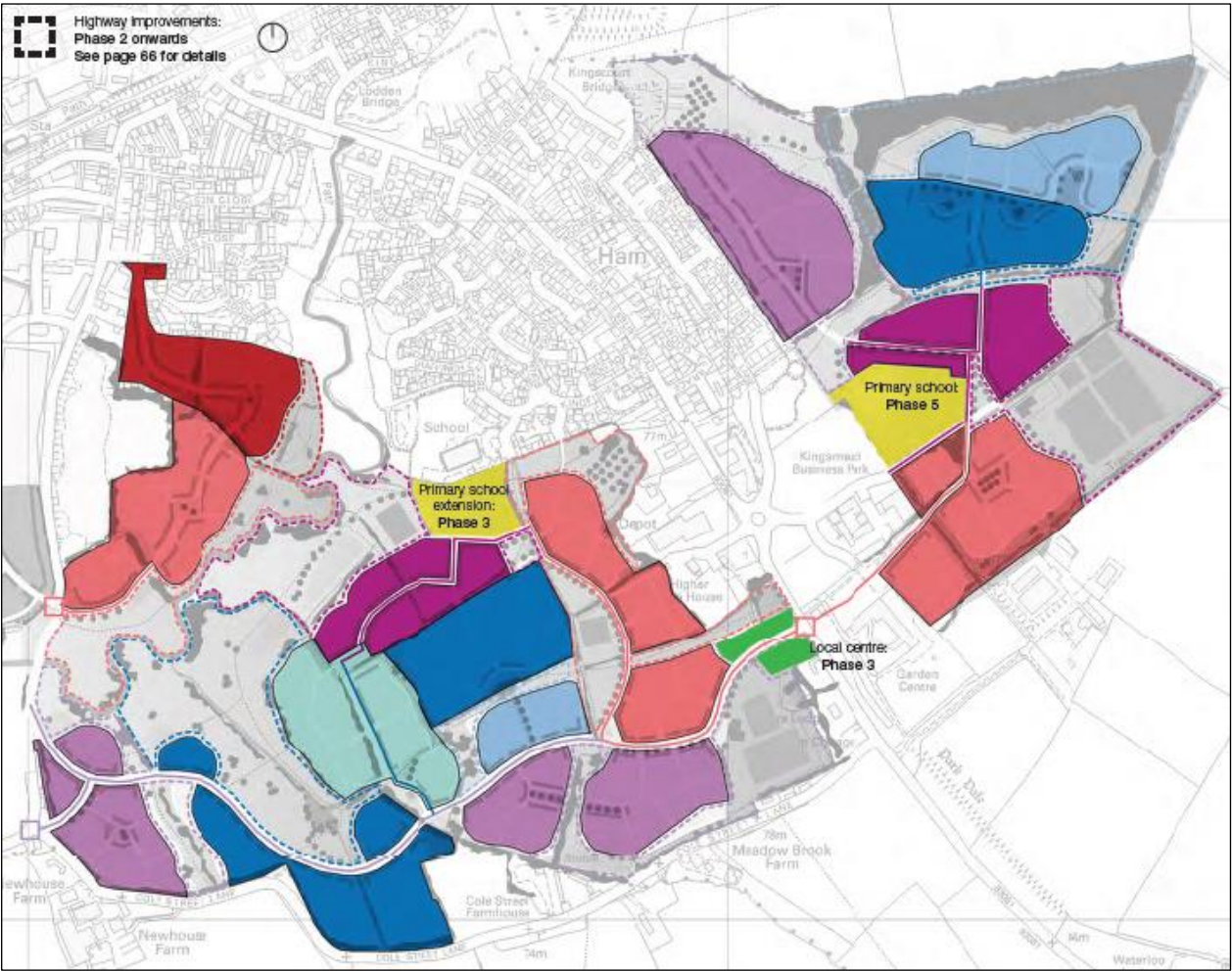


Figure 3.17 - Indicative phasing plan

	Residential	Landscape	Strategic site roads	Off site highway	Community
Phase 1					
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					



Figure 3.18 - Phase 1

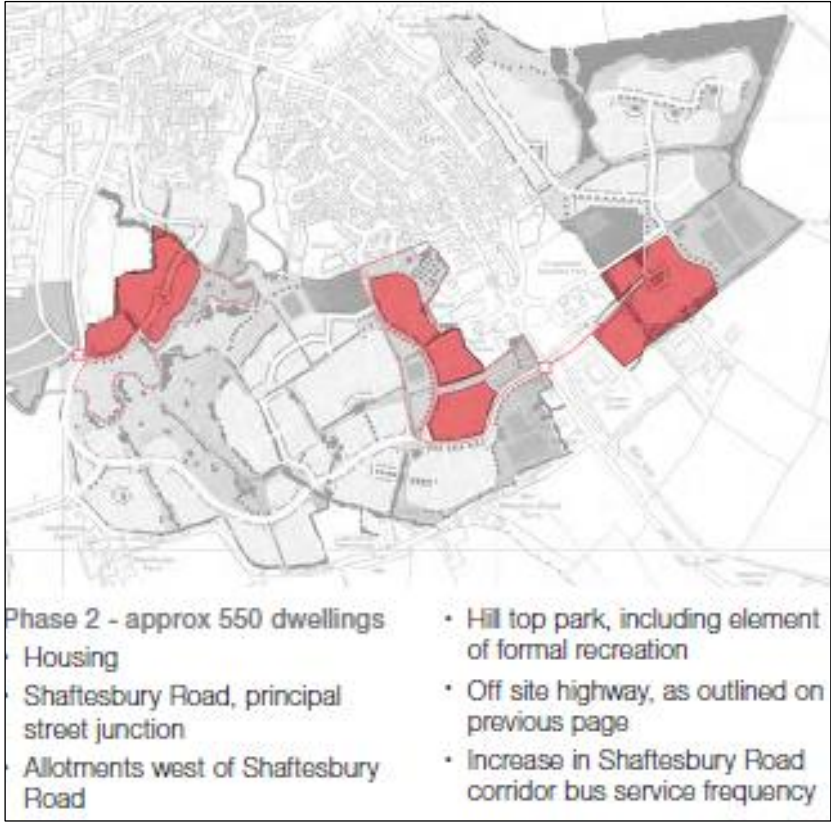


Figure 3.19 - Phase 2

3.5.7 Figures 3.18 to 3.24 illustrate the indicative sequence of housing delivery in more detail.



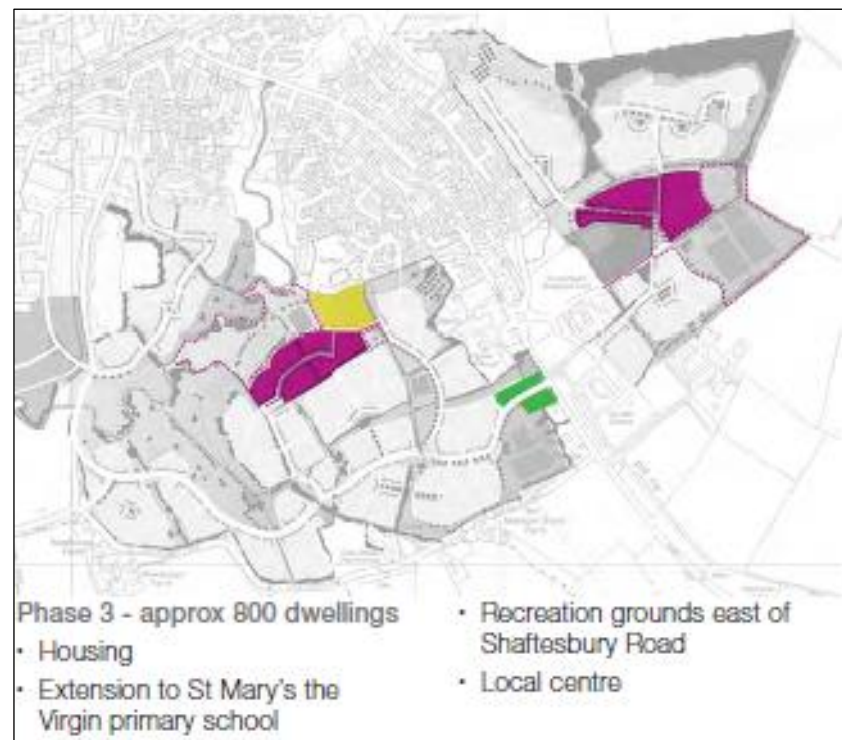


Figure 3.20 - Phase 3

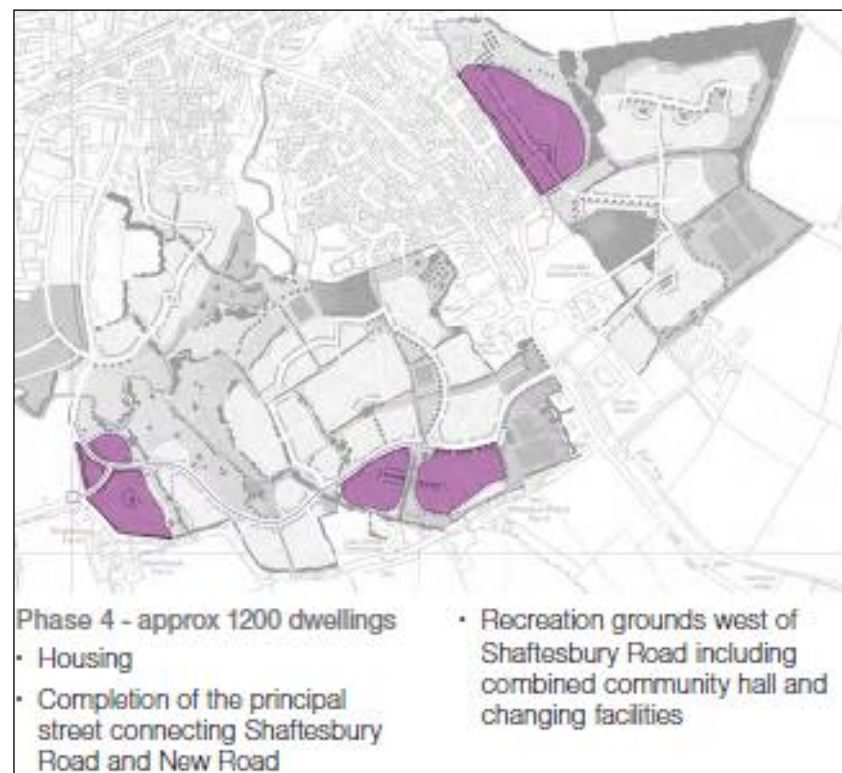


Figure 3.21 - Phase 4

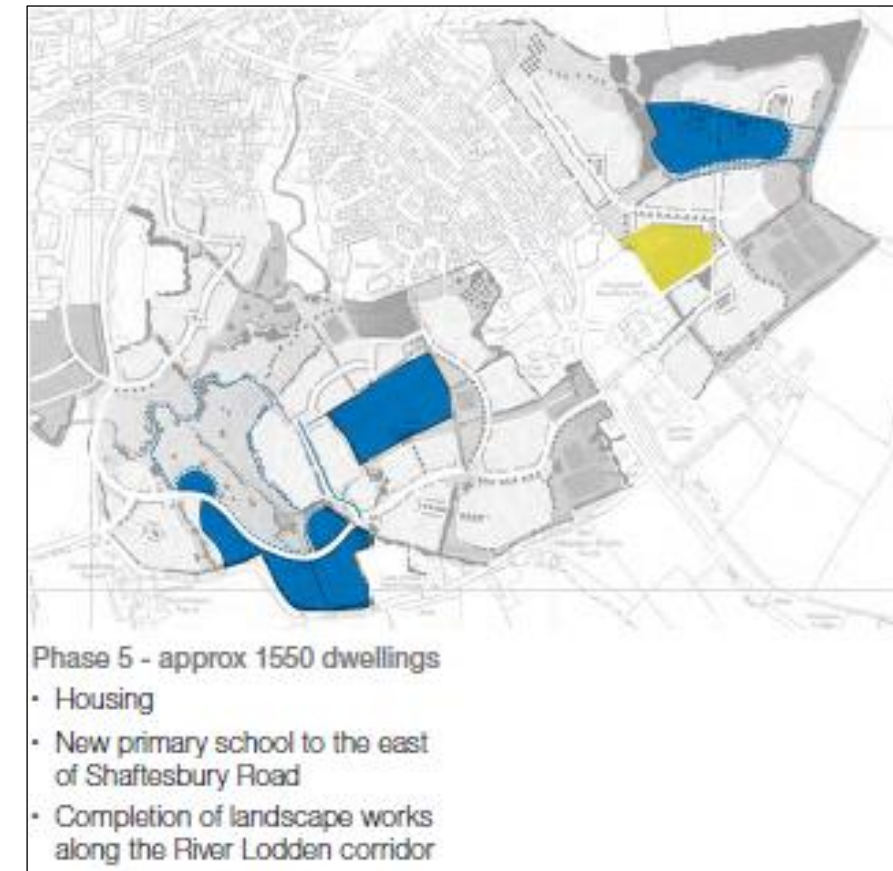


Figure 3.22 - Phase 5



Figure 3.23 - Phase 6



**Figure 3.24 - Phase 7**

### Infrastructure requirements

- 3.5.8 NDLP Policy 21 sets out the LPA's expectations with regard to the provision of supporting infrastructure and facilities at the southern extension, based on evidence collected as part of NDDC's plan making work. The IDS will progress those requirements, setting out more detail on the total infrastructure budget and on the triggers for delivery. The Consortium will work with stakeholders to seek to mitigate the effect of the southern extension on cemetery provision. The infrastructure that is addressed in the IDS includes the following:
- Transportation;
  - Green;
  - Education;
  - Health;
  - Social infrastructure;
  - Sport;
  - Public services;
  - Emergency services; and
  - Utilities e.g. water/electricity/telecoms/drainage.

### Transportation infrastructure

- 3.5.9 Discussions between the Consortium and the councils regarding transportation requirements have been ongoing for some time. As a consequence, the transportation infrastructure requirements are already well understood. The trigger points for delivering social and community infrastructure will be discussed further with NDDC, DCC and other stakeholders. The trigger points will be reflected in the IDS and appropriate trigger points will be included in the S106 agreements relating to individual planning applications.
- 3.5.10 The following transportation infrastructure is to be delivered as part of the Southern Extension.
- 3.5.11 A phased increase in the bus service frequency on the Gillingham to Shaftesbury corridor will be implemented at 300 dwellings and 750 dwellings.
- 450 dwellings:
- B3081 Shaftesbury Road / B3092 New Road junction improvement scheme;
  - B3081 Shaftesbury Road / Newbury (High Street) junction improvement scheme;
  - Provision of SCOOT UTC on B3081 / B3092 corridor at the following junctions:
    - B3081 Le Neubourg Way / Station Road
    - B3081 Le Neubourg Way / Newbury (High Street)
    - B3081 Shaftesbury Road / B3092 New Road
    - B3081 Shaftesbury Road / King John Road
    - B3092 Le Neubourg Way / B3081 Wyke Road
- 1,100 dwellings:
- Principal street (a new road link between the B3081 Shaftesbury Road and B3092 New Road).
- 3.5.12 As agreed with DCC, the phasing of the sustainable transport strategy will be determined by the location of the development parcels that come forward first, i.e. to ensure adequate pedestrian/cycling/bus infrastructure is provided to serve those areas.
- 3.5.13 As noted above, the total infrastructure budget associated with the Southern Extension will be established through the IDS. This will include evidentially supported infrastructure sought by the NDLP Policy 21 and additional infrastructure required to support the Southern Extension such as utility connections and improvements. The IDS will be finalised prior to the submission of OPAs.
- 3.5.14 The IDS will also establish the trigger points for delivering infrastructure. Again, these will be established prior to the submission of outline planning applications, noting that the trigger points for the delivery of transportation infrastructure have been established in order to provide certainty at the outset. The IDS will play a co-ordinating role by ensuring that the proposed triggers can be readily translated into individual section 106 agreements as described below.
- 3.5.15 The MPF and IDS will provide the framework for infrastructure delivery. The delivery of infrastructure and supporting facilities will then be secured within each OPA area through legal agreements under section 106 of the Town and Country Planning Act 1990, relating to each outline planning application. The individual section 106 agreements will progress the MPF and IDS by identifying the specific type and scale of infrastructure to be delivered within each OPA area. The triggers for delivery set out in the IDS will be translated into the section 106 agreements. The objective is to secure the comprehensive delivery of infrastructure across the entire Southern extension.
- 3.5.16 One characteristic of the Consortium-controlled land is that infrastructure requirements for each land interest are broadly self-contained. However, it may well be that some of the land holdings (likely OPA areas) appear to deliver more infrastructure than would normally be required on that site if the proposal was a stand-alone scheme. This is commonplace in major strategic developments and reflects the



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individual characteristics of individual sites and their differing roles in securing the comprehensive aims of the new development. Accordingly, the developers will enter into an agreement that secures “equalisation” payments to compensate those developers who shoulder a greater burden of infrastructure delivery to ensure that there is equal incentive for individual applications and developments to come forward. These agreements also include provisions to ensure that infrastructure critical to the Southern Extension as a whole (eg transportation and drainage) is delivered on all sites across the Southern Extension in accordance with the IDS even where the landowner or developer in question is for whatever reason not proceeding with development at the required pace.

- 3.5.17 The overarching aim is to ensure that the development of the Southern Extension takes place in a comprehensive and coherent manner and that it secures the objectives of NDLP Policy 21 and the MPF.

### Construction activities

- 3.5.18 It is assumed that the provision of the development taking into account the expected ground conditions will not require piled foundations. It is expected that traditional or gravity pad type foundations will be suitable.
- 3.5.19 In order to assess the worst-case scenario as part of the ES, assumptions have been made in terms of the plant that will be used on site.

**Table 3.3 Typical Plant List**

Phase Description	Activity
Groundworks and Site Establishment	Wheeled Mobile Crane
	Delivery Wagons
	Generator
	Tracked Excavators
	Hand Tools
	Dump Trucks
	Dozer (Towing Roller)
Construction of Proposed Development (including all ancillary works)	Dump Trucks
	Tracked Excavators
	Concrete mixer truck and pump
	Delivery Wagons
	Small cement mixer
	Wheeled mobile telescopic crane
	Lifting platform
	Telescopic handler
	Compressor for power tools

Phase Description	Activity
	Generator for Lighting
	Hand Tools
	Circular saw
	Road Planer
	Tipper lorry
	Asphalt paver
	Vibratory roller and plate

### Predicted traffic movements during construction

- 3.5.20 The main deliveries and Site traffic will be related to the following:

- Daily site staff and labour;
- Aggregate and concrete deliveries;
- Deliveries of building components and services equipment;
- Periodic inspections, visitors and inspectors; and
- Disposal of waste material.

### Working practices

- 3.5.21 Prior to the commencement of construction an adequately developed principal contractor's 'Construction Phase Plan' will be prepared including:
- Pre-construction Health and Safety Information as required by the CDM Regulations 2015. This is a requirement of the EIA Regulations which in Schedule 4, Part 1, Paragraph 3 require a description of the aspects of the environment likely to be significantly affected by the development (HMSO, 2011).
  - Pre-construction Site Waste Management Plan and Site Waste Management Plan (SWMP) as required by the SWMP Regulations 2008; and
  - Construction Environmental Management Plan (CEMP).
- 3.5.22 In addition, the following document will be prepared/revised as necessary by the CDM Co-ordinator:
- Construction Phase CDM Health and Safety Plan as required by the CDM Regulations 2015.
- 3.5.23 The construction works will be monitored by an Employers Agent or equivalent, who will also liaise with the various environmental and other advisers who will have input into the project.
- 3.5.24 The base environmental effects assessment reported within this ES assumes the project will be constructed in accordance with industry standard techniques and mandatory minimum standards, and assumes suitably experienced contractors will be appointed to design, construct and commission the development. A non-exhaustive list of key standard working techniques/practices taken into account in the base assessment is provided in the following sub-sections.



#### Construction Materials

- 3.5.25 No materials will be used in the Proposed Development that by their nature or application or use contravene any British Standard or Code of Practice, or which contravenes the recommendations of Good Practice in the Selection of Construction Materials (Ove Arup and Partners, 1997).

#### Construction Water Supply and Use

- 3.5.26 Water usage during construction will be used for the purposes listed below and will utilise where possible, local grid connections. If this is not possible, water will be supplied by bowser.
- 3.5.27 Water is expected to be used during construction in the following activities:
- Dust suppression;
  - Cleaning of ready mix concrete wagons (not occurring on the Site, but third-party wagon delivery chutes will require cleaning on-site);
  - High pressure cleaning (of machinery and constructed surfaces);
  - Wheel wash (expected to be required – additional mitigation to control deposition of mud on local roads);
  - Water use in welfare facilities; and
  - Commissioning / testing of operational water supply structures and services.

#### Construction compound

- 3.5.28 A contractor's working area will be made available, and the location will be clearly delineated on the Site and agreed with NDDC to ensure that no unnecessary disturbance is caused to any sensitive areas, and is located at least 25m from any surface water feature.
- 3.5.29 All security fencing and tree protection measures are likely to be covered in the CEMP.

#### Safe Storage of Fuel/Oil

- 3.5.30 Particular attention will be given to the storage and use of fuels for the plant on Site. Drainage within the temporary, secure, Site compound, where construction vehicles will park and where any diesel fuel will be stored, will be directed to an oil interceptor to prevent pollution if any spillage occurs. Diesel storage and refuelling will be within a designated area or self-bunded tank in accordance with the Environment Agency's Pollution Prevention Guidelines (PPG), as listed below:
- PPG 2 Above Ground Oil Storage Tanks; and
  - PPG 8 Safe Storage and Disposal of Used Oils.
- 3.5.31 This is regarded as industry standard practice and also includes mandatory legal requirements which are considered as integral to the development being assessed in this ES.

#### Construction Drainage

- 3.5.32 These potential pollution events will be managed by the principal contractor through the adoption of a Construction Drainage Management Plan, to be approved by the Environment Agency. This may include monitoring of identified watercourses and installation of containment features, including; bunds, ditches, booms and lagoons.

#### Construction Waste

- 3.5.33 The Proposed Development will actively seek to reduce the amount of waste sent to landfill during the construction phase through sustainable design and procurement together with the reuse or recycling of materials, wherever possible.

- 3.5.34 Waste will be managed in accordance with the Waste Hierarchy, and as such waste minimisation will be given the highest priority. The reuse and recovery of waste will be encouraged by proactively identifying opportunities for the on-site reuse of materials (for example in landscape contouring), and by appointing a waste contractor who can demonstrate high levels of recycling. Energy recovery will be the preferred option for managing residual waste from construction works and only residual waste which has no potential for energy recovery will be sent for landfill disposal. All reasonable measures will be taken to ensure that levels of residual waste sent to landfill are kept to a minimum.
- 3.5.35 It is an ambition to use resources which have been sourced locally, where these are available, and also to use sustainable means of transport (such as rail), where possible. Construction materials will be procured which have a high proportion of recycled material, where this is practicable and does not adversely affect the integrity and durability of the materials.
- 3.5.36 Modern methods of design and construction using pre-fabricated units will help keep waste arisings to a minimum. The frames and envelopes will be pre-fabricated with formwork remaining on site. All construction waste produced during the site preparation works that cannot be re-used on site will be segregated and recycled. Efficient building forms and services will be used that will minimise the volumes and numbers of on-site manufactured components required to reduce the potential for waste generation. Scaffolding, hoarding and shuttering will be disassembled and used on other phases of the project and then removed from site for use on subsequent construction projects.
- 3.5.37 Construction sites will be laid out to ensure that there is sufficient space for waste from the construction phase to be segregated into separate containers and stored prior to removal and off-site management. However, the regular removal of waste and recycling will minimise the amount of external space required for waste storage both in the construction and operational phases of the developments.
- 3.5.38 Under the Duty of Care Regulations producers of waste have a legal obligation to ensure wastes are handled responsibly and in line with relevant legislation and guidance. The strict management of waste during the construction phase of each development by site operatives Training sessions for relevant construction staff.

#### Construction Noise and Vibration

- 3.5.39 The main contractor will refer to the guidance provided within BS5228:2009+A1:2014 in order to minimise disruption during construction. Additionally, the principal form of noise control will comprise site working hours according to any conditions within the planning consent and avoiding unsocial working hours where possible. If there is the requirement to undertake 'noisy' work outside of the agreed hours, further consultation would be undertaken with North Dorset District Council to obtain prior agreement that the proposed works would be acceptable.
- 3.5.40 The Local Authority is provided with powers under the Control of Pollution Act 1974 to control noise and vibration from construction sites including, if necessary, serving notices under the Section 60 to specify working practices.
- 3.5.41 Further details regarding the likely noise and vibration effects of the Proposed Development are contained within Chapter 10 of this ES. This includes examples of noise control measures during the construction phase that should, as a minimum, form part of the CEMP.

#### Construction Air Quality and Dust

- 3.5.42 Particular care will be taken regarding dust emissions so that they are kept to a practicable minimum, especially when working in the vicinity of residential or commercial properties in the vicinity of the Site. Suppression and mitigation will be required during dry conditions with the following dust reduction measures being employed:
- Sheeting of vehicles transporting materials to and from Site;
  - Limiting the speed of general vehicles within the Site;



- Temporary surfacing to haul roads where possible within the programme;
- Haul roads to be regularly cleaned;
- Provision of wheel washing facilities at access points onto local roads; and
- Drop heights minimised and all skips enclosed where possible.

3.5.43 No materials arising from the demolition of existing structures on-site, the construction of the road or any material from incidental works will be burnt on the Site.

3.5.44 The main contractor will comply with the BRE Code of Practice to control dust from construction and demolition activities, unless agreed otherwise with the LPA. The requirements of the code will apply to all work at the Site, access roads and adjacent roads.

#### Construction landscape and visual impact

3.5.45 Prior to commencement of the construction works, the main contractor will be required to erect temporary protective fencing around Tree Protection Zones in accordance with the approved Tree Protection Plan. Construction works in the vicinity of retained trees within the Site and on adjacent land shall be carried out in accordance with recommendations in 'BS5837:2012 Trees in relation to design, demolition and construction' and approved Arboricultural Method Statement to safeguard trees and hedges. Landscape planting and topsoiling works within retained tree root protection areas shall be carried out in accordance with 'BS3998:2010 Recommendations for tree work' and generally.

3.5.46 All boundaries of the Site will be secured by means of temporary fencing and / or hoarding for safety and security reasons and to reduce the visual impact of the Site during the construction period.

3.5.47 Working hours are intended to be standard site working hours. There will be a requirement for temporary lighting to be provided to illuminate temporary car parking areas, site roads and the contractor's storage compound; and working areas for the late afternoons during the winter months only. The temporary lighting will be specific to the areas that require illumination during the night-time period to ensure both on site safety and security. All lighting for construction activities will be directed downwards and away from any residential areas to avoid light pollution as well as to reduce the detrimental effects on ecological receptors.

3.5.48 Further details of the visual impacts during the construction phase of the development are provided in Chapter 6 of this ES.

#### Construction Ecological Mitigation

3.5.49 Ecological tool box talks will be given to all construction staff prior to any works being undertaken on the site. These may initially take the form of an overview of the site and the potential ecological constraints that may be encountered during the construction operation. This will also provide the protocol in the event that a protected species is found, i.e. stop works, report incident and seek advice from an ecologist. Subsequently there may be specific tool box talks for specific operations such as works on or adjacent to water bodies or known bat roosts.

3.5.50 Ecological clerk of works will be available to assist site works where this is necessary.

#### Archaeology and Cultural Heritage

3.5.51 The study area for the archaeological assessment was agreed to be set at 750m radius of the Site. There are two Scheduled Ancient Monuments within the study area, Kings Court Palace and Gillingham Park boundary bank, to the north and south east of Park Farm respectively, 1 Conservation Area and 22 Grade II Listed Buildings, one of which is within the site itself.

3.5.52 Given this likelihood, it is considered that a programme of further archaeological work should be agreed with DCC to ensure the recording and protection of any archaeological value at the site.

3.5.53 Mature hedgerows on site will be retained and additional screening provided on the north-western boundary of Park Farm to ensure that the setting of Kings Court Palace is not adversely affected. New tree planting will continue an existing tree-planting programme by the Royal Forest Project in the Park Farm area, reflecting the historic usage of this area as a deer park.

3.5.54 It has been concluded that the Proposed Development will not physically impact upon any designated heritage assets.

#### Health and Safety

3.5.55 All work will be undertaken to relevant Health and Safety legislation. The project will be supervised in accordance with the revised Construction Design and Management Regulations 2015 (CDM). Risk Assessment will be undertaken for each work package prior to activities taking place. A CDM Health and Safety File will be prepared and, after completion of the construction works, will be handed over to the applicant.

### 3.6 Securing Environmental Management - The Environmental Management Plan

3.6.1 The applicant has identified environmental management practices through the iterative EIA process. It is expected that the environmental management practices identified in this ES will be secured via a planning condition should the application be approved. An Environmental Management Plan (EMP) would be prepared from the mitigation information provided within the topic chapters which form the preliminary EMP.

3.6.2 The following are expected to apply to ensure that the scheme is implemented throughout construction and operation.

#### Construction

3.6.3 The contract between the applicant and the company contracted to construct the development will specify the measures to be taken to reduce or mitigate the environmental effect of the construction process, to be agreed with the regulators within a CEMP. These measures will consist of three main types:

- Conditions to be adhered to under the planning permission;
- Any requirements of the Environmental Agency or any other regulatory organisation; and
- And other relevant mitigation measures identified in this ES.

3.6.4 The CEMP file will be prepared and, after completion of the construction works, handed over to the applicant.

#### Operation

3.6.5 The site will be managed by Employer's Agent or equivalent whose duties will include compliance with statutory environmental requirements.

3.6.6 Effective communication underpins the whole system of environmental management, ensuring appropriate information passes between the applicant, the contracted developer staff and the consultants and contractors whom they engage. This ensures that environmental considerations are fully integrated into the management of the development throughout construction, and during the operation phase.

### 3.7 Sustainability in Location and Design

3.7.1 The physical infrastructure needs of the project will be reviewed on a rolling basis as individual proposals are brought forward in future detailed planning applications. This will include energy, waste and other service infrastructure. Each reserved matters application and/or detailed application submitted will need to be considered in terms of its own infrastructure needs, where it fits into the phasing of the site.

3.7.2 There will be a requirement to re-model the needs and demands of the development at each detailed stage, bearing in mind the possibility that Government targets and legal requirements are likely to change



in the future. Therefore, the mitigation strategies presented herein set out a flexible approach to mitigation to allow these to respond to changes in standards in the future, but still ensure mitigation is currently specified in the ES.

### 3.8 References

- 3.8.1 South Gillingham Master Plan Framework (November 2017) prepared by the Consortium