

# Notice of Planning Committee



Date: Thursday, 9 January 2020 at 1.00 pm

Venue: Council Chamber, Civic Offices, Bridge Street, Christchurch BH23 1AZ

---

## Membership:

### Chairman:

Cllr S Bull

### Vice Chairman:

Cllr S McCormack

Cllr S Bartlett

Cllr S Baron

Cllr M Davies

Cllr B Dunlop

Cllr P R A Hall

Cllr P Hilliard

Cllr T Johnson

Cllr D Kelsey

Cllr M Le Poidevin

Cllr D Mellor

Cllr T O'Neill

Cllr A M Stribley

Cllr T Trent

---

All Members of the Planning Committee are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to attend.

If you would like any further information on the items to be considered at the meeting please contact: Chris Harrod 01202 633036 or email [chris.harrod@bcpcouncil.gov.uk](mailto:chris.harrod@bcpcouncil.gov.uk)

Press enquiries should be directed to the Press Office: Tel: 01202 454668 or email [press.office@bcpcouncil.gov.uk](mailto:press.office@bcpcouncil.gov.uk)

## Note for Members of the Planning Committee

Members are asked to bring their copies of the Development Plans for BCP Council to the meeting for reference purposes.

This notice and all the papers mentioned within it are available at [democracy.bcpCouncil.gov.uk](http://democracy.bcpCouncil.gov.uk)

GRAHAM FARRANT  
CHIEF EXECUTIVE

31 December 2019



Available online and  
on the Mod.gov app



# AGENDA

Items to be considered while the meeting is open to the public

## 1. **Apologies**

To receive any apologies for absence from Members.

## 2. **Substitute Members**

To receive information on any changes in the membership of the Committee.

Note – When a member of a Committee is unable to attend a meeting of a Committee or Sub-Committee, the relevant Political Group Leader (or their nominated representative) may, by notice to the Monitoring Officer (or their nominated representative) prior to the meeting, appoint a substitute member from within the same Political Group. The contact details on the front of this agenda should be used for notifications.

## 3. **Declarations of Interests**

Councillors are required to comply with the requirements of the Localism Act 2011 and the Council's Code of Conduct regarding Disclosable Pecuniary Interests.

Councillors are also required to disclose any other interests where a Councillor is a member of an external body or organisation where that membership involves a position of control or significant influence, including bodies to which the Council has made the appointment in line with the Council's Code of Conduct.

Declarations received will be reported at the meeting.

## 4. **Confirmation of Minutes**

To confirm and sign as a correct record the minutes of the Meeting held on 21 November 2019.

7 - 16

## 5. **Public Issues**

To receive any requests to speak on planning applications which the Planning Committee is considering at this meeting.

The deadline for the submission of requests to speak is 12 noon on Wednesday 8 January 2020. Requests should be submitted to Democratic Services using the contact details on the front of this agenda.

Further information is contained in the Protocol for Public Speaking at Planning Committee which is available on the Council's website at the following address:

<https://democracy.bcpccouncil.gov.uk/documents/s2380/Protocol%20for%20Public%20Speaking%20at%20Planning%20Committee.pdf>

## 6. Schedule of Planning Applications

To consider the planning applications as listed below.

See planning application reports circulated at **6a to 6c**, as updated by the agenda addendum sheet to be published on Wednesday 8 January 2020.

The running order in which planning applications will be considered will be as listed on this agenda sheet. Timings shown are approximate and included as a guide only.

The Chairman retains discretion to propose an amendment to the running order at the meeting if it is considered expedient to do so, but applications will not be considered earlier than the published time.

Members will appreciate that the copy drawings attached to planning application reports are reduced from the applicants' original and detail, in some cases, may be difficult to read. The submitted drawings can be viewed on the application file at the relevant local planning office or by using the relevant planning register for this meeting, online at:

<https://planning.christchurchandeastdorset.gov.uk/search.aspx?auth=1&AspxAutoDetectCookieSupport=1>

<https://www.bournemouth.gov.uk/planningbuilding/CurrentPlanningApplications/PlanningApplicationRegister.aspx>

<https://www.poole.gov.uk/planning-and-building-control/planning/planning-applications/find-a-planning-application/>

Councillors are advised that if they wish to refer to specific drawings or plans which are not included in these papers, they should contact the Case Officer at least 24 hours before the meeting to ensure that these can be made available.

Development Plans for the BCP Council area are available to view online at:

<https://www.bournemouth.gov.uk/planningbuilding/PlanningPolicy/Local-Plan-Documents/Local-Plan-Documents.aspx>

<https://www.poole.gov.uk/planning-and-building-control/planning-policy-and-guidance/>

<https://www.christchurch.gov.uk/planning-buildings-land/planning-policy/christchurch/christchurch-borough-council-local-plan.aspx>

**The following applications 6a to 6c will be considered from 1.00pm**

- a) **193 Churchill Road, Poole BH12 2JD**  
(Newtown and Heatherlands Ward)

Remove roof and reconfigure creating rooms in the roof.

**Recommendation: Grant permission with the conditions set out in the report, which are subject to alteration/addition by the Head of Planning Services provided any alteration/addition does not go to the core of the decision.**

b) **John Reid and Sons Ltd, Reid Steel StrucSteel House, 3 Reid Street, Christchurch BH23 2BT**

27 - 92

(Portfield Ward – pre May 2019)

8/18/3532/OUT

Demolition of existing Industrial Building and residential development of up to 170 units (mix of 2 & 3 bed houses and 1 & 2 bed flats) with associated access and car parking.

**Recommendation: Approve subject to completion of s106 with the following Heads of Terms:**

1. SANG – contribution of £5348.00 per dwelling
2. SAMM Strategic Access Management and Monitoring Contribution - the sum of £263 x house and £179 per flat Index Linked to be paid by the Owner towards Strategic Access Management and Monitoring which avoid or mitigate against any adverse effect on the Dorset Heathlands in accordance with the Dorset Heathlands Planning Framework SPD 2015-2020
3. Additional SANG measures;
  - Signage directing local people to the new SANG in a consistent manner.
  - A visitor information sign at Town Common detailing the requirement to keep dogs under control and remove dog litter. - A leaflet for new residents showing routes to walk and drive to the SANG.
4. Financial Viability to provide on-site affordable housing or a contribution towards affordable housing and or an education contribution. To be reassessed within 24 months of the date of the reserved matters decision or after 5.5 years following commencement if the development has not been completed within 5.5 years.
5. To deliver a pedestrian crossing (details and location to be agreed), which should be either a Zebra crossing or Signalised crossing, across Fairmile Road between Mill Road and Portfield Road and to enter into a S278 for delivery of the works associated with the crossing.
6. To give over land to the Highway Authority & S38 agreement for adoption the roads, footways highway lighting and drainage and through the site and linking to Fairmile Road (the small access).
7. A £5000 contribution towards future Traffic Regulation Orders (signs, road markings, legal orders etc.) within site will also be required.



**8. A Travel Plan to secure the promotion of sustainable modes of travel amongst residents.**

**9. If the section 106 legal agreement in recommendation A) above is not completed within 6 months from 9th January 2020, the application be refused due to the detrimental impacts of the scheme on the integrity of the protected heathlands and the lack of highway improvements to ensure the safety of pedestrians. And conditions as set out in paragraph 257.**

- c) **88 Glenville Road, Walkford, Christchurch BH23 5PY**  
(Highcliffe and Walkford Ward)

93 - 112

8/19/1282/FUL

Demolition of the existing building and construction of a pair of semi-detached units with gardens and parking.

**Recommendation: Approve subject to conditions and completion of s106 to secure SAMM contribution**

## **7. Dates of meetings**

The Council has previously agreed the following dates for meetings of the Committee for the remainder of the Municipal Year 2019/20:

2020:

30 January  
20 February  
12 March  
2 April  
30 April

The Council at its meeting on 17 December 2019 agreed the following dates for meetings of the Committee for the Municipal Year 2020/21:

2020:

21 May  
11 June  
2 and 23 July  
13 August  
3 and 24 September  
15 October  
5 and 26 November  
17 December

2021:

14 January  
4 and 25 February  
18 March  
8 and 29 April

The Committee is asked to consider its venue for the above meetings.

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

This page is intentionally left blank

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL**  
**PLANNING COMMITTEE**

Minutes of the Meeting held on 21 November 2019 at 1.00 pm

Present:-

Cllr S Bull – Chairman

Cllr S McCormack – Vice-Chairman

Present: Cllr S Bartlett, Cllr S Baron, Cllr M Davies, Cllr P R A Hall,  
Cllr T Johnson, Cllr D Kelsey, Cllr M Le Poidevin, Cllr T O'Neill,  
Cllr A M Stribley and Cllr T Trent

Also in attendance: Cllr M Earl, Cllr K Rampton and Cllr P Parrish

89. Apologies

Apologies were received from Cllr B Dunlop and Cllr P Hilliard.

90. Substitute Members

There were none.

91. Declarations of Interests

There were no declarations of disclosable pecuniary interest.

In relation to item 6a Cllr T Trent declared that he had attended residents meeting where the state of the site and security issues had been discussed.

In relation to item 6g Cllr S Bartlett declared that as he was related to the objector he would not speak or vote and he left the meeting room when the application was considered.

In relation to items 6k and 6l which he had called in and requested a site visit, Cllr P Hall declared that that he had not predetermined the applications.

In relation to item 6h which she had called in and requested a site visit, Cllr M Le Poidevin declared that she had not predetermined the application.

92. Confirmation of Minutes

The minutes of the meeting held on 31 October 2019 were confirmed and signed as a correct record.

93. Public Issues

There were a number of requests to speak from members of the public, applicants and their representatives, and ward councillors, which were received when each application was considered.

94. Schedule of Planning Applications

The Committee considered planning application reports, copies of which had been circulated and which appear as Appendices A – L to these minutes in the Minute Book. Further to this the Committee received an update sheet in relation to the applications, a copy of which had been circulated and appears as Appendix M to these minutes in the Minute Book. The Committee considered the planning applications as set out in Minutes 95 to 106 below.

95. Parrs Quality Confectionery, 26 Alder Road, Poole, BH12 2AQ

(Branksome West Ward – now Alderney and Bourne Valley)

APP/18/00551/F

Development considered:

The demolition of vacant existing buildings, and the erection of a Class A1 discount foodstore (1,801 sqm gross) and a Class A1/A3 coffee shop (195 sqm gross) with associated access, car parking and landscaping.

**Representations at meeting:**

In Objection: None

In Support: Lee McCandless, on behalf of the applicant, and Barbara Bayliff, local resident

Ward Councillors: Application called in by former councillors pre May 2019 for the reasons specified in the report.

**RESOLVED that the application be REFUSED for the reasons set out in the recommendation within the report.**

Voting: For – 7, Against - 5

96. The Fountain, 1 High Street, Christchurch BH23 1AE

(Christchurch Town Ward)

8/19/0990/FUL

Development considered:

Proposed construction of a 2/3 storey building comprising a ground floor commercial unit (A1, A2 or A3) with six apartments and a coach house style building with two apartments over, together with parking and landscaping.

**Representations at Meeting:**

In objection: Susan Suliman, on behalf of Christchurch Conservation Trust  
In support: Matt Holmes, Spruce Town Planning, on behalf of the applicant  
Ward Councillor: Cllr P Hall (Committee member) called in the application for the reasons specified in the report

**RESOLVED that the application be**

- (A) **GRANTED permission with the conditions set out in the report, which are subject to alteration/addition by the head of planning services provided any alteration/addition does not go to the core of the decision and the completion of a Section 106 agreement with the following terms:**

**SAMM Strategic Access Management and Monitoring Contribution - the sum of one thousand four hundred and thirty two (£1,432) Pounds Index Linked to be paid by the Owner towards Strategic Access Management and Monitoring which avoid or mitigate against any adverse effect on the Dorset Heathlands in accordance with the Dorset Heathlands Planning Framework SPD 2015-2020**

**and**

- (B) **if the section 106 legal agreement in recommendation A) above is not completed by 31 January 2020, the application be refused due to the detrimental impacts of the scheme on the integrity of the protected heathlands**

Voting: For – 9, Against – 3

Cllr P Hall and Cllr S McCormack asked to be recorded as voting against the decision to grant the application.

Note: A prior move to refuse the application was lost by 3 votes for and 9 votes against.

97. 1 Twynham Avenue, Christchurch BH23 1QU

(Christchurch Town Ward)

8/19/0026/OUT

Development considered:

Demolish existing chiropractic clinic and replace with a 3 storey development with 6.no flats with associated parking and vehicular access from Twynham Avenue.

**Representations at meeting:**

In objection: Philip Upton, local resident, and Susan Suliman

In support: Darryl Howells, Pure Town Planning, on behalf of the applicant  
Ward Councillors: Cllr M Cox and Cllr P Hall (Committee member) called in the application for the reasons specified in the report. A written statement objecting to the application was read out on behalf of Cllr Cox in his absence.

**RESOLVED that the application be REFUSED contrary to the officer's recommendation for the following reasons:**

1. **The proposals, by virtue of; the scale and layout of built form, would have an adverse effect upon the character of the area particularly in terms of the Twynham Avenue street scene. Thus the development would be contrary to the provisions of Policy HE2 of the Christchurch and East Dorset Local Plan, Part 1 - Core Strategy (2014) and Saved Policy H12 of the Borough of Christchurch Local Plan.**
2. **The proposed building by reason of its siting and built relationship would have a detrimental impact on the living conditions of the neighbouring property, 1A Twynham Avenue, by virtue of an overbearing impact and loss of outlook. As such the proposal would be contrary to Policy HE2 of the Christchurch and East Dorset Local Plan, Part 1 – Core Strategy (2014) and to Saved Policy H12 of the Borough of Christchurch Local Plan.**

Voting: For – 12, Against – 0

98. 13 Danecourt Road, Poole, BH14 0PG

(Parkstone Ward)

APP/19/00920/P

Development considered:

Demolish existing building and erect a new development of 9no flats with associated parking

**Representations at meeting:**

In objection: Jan Miller, on behalf of Viewpoint Residents Association and Neighbourhood Watch

In support: Darryl Howells, Pure Town Planning, on behalf of the applicant  
Ward Councillor: Cllr A Stribley (Committee member) called in the application for the reasons specified in the report

**RESOLVED that the application be REFUSED contrary to the officer's recommendation for the following reasons:**

**The proposal, by virtue of scale of the building and plot coverage, including the layout of car parking, would have a dominant**

**appearance which would be out of keeping with the established pattern of development in the street. The proposal would therefore be contrary to PP27 and PP28 of the Poole Local Plan (2018).**

Voting: For 7, Against – 3, Abstentions – 2

99. 15 Danecourt Road, Poole, BH14 0PG

(Parkstone Ward)

APP/19/01003/P

Development considered:

Demolish existing building and erect a new development of 9no flats with associated parking

**Representations at meeting:**

In objection: Jan Miller, on behalf of Viewpoint Residents Association and Neighbourhood Watch

In support: Darryl Howells, Pure Town Planning, on behalf of the applicant  
Ward Councillor: Cllr A Stribley (Committee member) called in the application for the reasons specified in the report

**RESOLVED that the application be REFUSED contrary to the officer's recommendation for the following reasons:**

**The proposal, by virtue of scale of the building and plot coverage, including the layout of car parking, would have a dominant appearance which would be out of keeping with the established pattern of development in the street. The proposal would therefore be contrary to PP27 and PP28 of the Poole Local Plan (2018).**

Voting: For – 6, Against – 4, Abstentions – 2

100. 76 Huntly Road, Bournemouth, BH3 7HJ

(Talbot and Branksome Woods)

7-2019-19052-E

Development considered:

Erection of two dwellinghouses – Reconsideration of an application that has been resubmitted.

**Representations at meeting:**

In objection: Sheila Warner, on behalf of Talbot and Branksome Woods Residents Association

In support: Darryl Howells, Pure Town Planning, on behalf of the applicant

Ward Councillor: Cllr K Rampton called in the application for the reasons specified in the report and spoke in objection at the meeting.

**RESOLVED that the application be GRANTED in accordance with the recommendation in the report.**

Voting: For – 11, Against – 0, Abstentions – 1

101. 88 Alma Road, Bournemouth, BH9 1AL

(Winton East Ward)

7-2019-19298-D

Development considered:  
Conversion of dwellinghouse into two flats

**Representations at meeting:**

In objection: Russell Bartlett, local resident

In support: None

Ward Councillor: Cllr C Rigby called in the application for the reasons specified in the report and a written statement objecting to the application was read out in his absence.

**RESOLVED that the application be GRANTED in accordance with the recommendation within the report.**

Voting: For – 6, Against – 4, Abstentions – 1

Note: A prior move to grant the application was lost by 5 votes for, 6 votes against (including the Chairman's casting vote) and 1 abstention. A subsequent move to refuse the application was lost by 4 votes for, 5 votes against, and 2 abstentions.

In accordance with his declaration of interest Cllr S Bartlett did not speak or vote and left the meeting when the above application was considered.

102. Land R/O 26 & 24 Brixey Road & Land R/O 89-93 Rosemary Road, 32 Brixey Road, Poole, BH12 3PD

(Newtown and Heatherlands Ward)

APP/19/00576/F

Development considered:  
Demolish existing dwelling and erect 6 x 2 bedroom and 6 x 3 bedroom houses with parking.

**Representations at meeting:**



In objection: None

In support: Darryl Howells, Pure Town Planning, on behalf of the applicant  
Ward Councillors: Cllr M Le Poidevin (Committee member) called in the application for the reasons specified in the report

**RESOLVED that the application be DELEGATED to the relevant Senior Planning Officer to APPROVE subject to the completion of a Section 106 agreement securing contributions towards Dorset Heathland SAMM; Poole Harbour Recreation SAMM; and Affordable Housing (if indicated by the outcome of the viability assessment) and subject to the conditions set out in the report and the update sheet, which are subject to alteration / addition by the head of planning services provided any alteration / addition does not go to the core of the decision.**

Voting: For – 10, Against – 0, Abstentions 2

Cllr D Kelsey left the meeting after the determination of this application.

103. The Emporium, Bridge Street, Christchurch, BH23 1DY

(Christchurch Town Ward)

8/18/2927/OUT

Development considered:

Outline application with access and scale for consideration for the demolition of the existing building and the erection of a three storey office (B1) building.

**Representations at meeting:**

In objection: None

In support: Giles Moir, Chapman Lily Planning Ltd, on behalf of the applicant

Ward Councillor: Cllr P Hall (Committee member) called in the application for the reasons specified in the report

**RESOLVED that the application be GRANTED subject to conditions in accordance with the details within the report**

Voting: For – 8, Against – 2, Abstentions – 1

Cllr P Hall and Cllr S McCormack asked to be recorded as voting against the decision to grant the application

Note: A prior move to refuse the application was lost by 3 votes for and 8 votes against.

Cllr M Davies left the meeting after the determination of this application.

104. 193 Churchill Road, Poole, BH12 2JD

(Newtown and Heatherlands)

APP/19/01199/F

Development considered:

Remove roof and reconfigure creating rooms in the roof.

**Representations at meeting:**

In objection – Michael Brooks, local resident

In support: None

Ward Councillor – Cllr M Earl called in the application for the reasons specified in the report and spoke in objection at the meeting.

**RESOLVED that the application be DEFERRED for a site visit to enable the Committee to view the impact of the proposals on 40 Southill Road and 7 Sunnyside Road, with cross sections north to south and east to west showing the relationship between the properties to be provided in the officer's report.**

Voting: For – 7, Against – 0, Abstentions – 3

Cllr S Baron left the meeting after the determination of this application.

105. 7 Watermead, 23 Willow Way, Christchurch BH23 1JJ

(Christchurch Town Ward)

8/19/1314/HOU

Front dormer to serve permitted loft conversion.

**Representations at meeting:**

In objection: None

In support: Kim Blunt, Southern Planning Practice Ltd, on behalf of the applicant, and Graham Lockyear, the applicant

Ward Councillor: Cllr P Hall (Committee member) called in the application for the reasons specified in the report

**RESOLVED that the application be GRANTED contrary to the officer's recommendation with the conditions set out below, as it is considered the proposals will enhance the character of the area in accordance with Policies H12 and HE2 of the Christchurch Local Plan:**

- **Standard commencement condition – 3 years**
- **Development to be built in accordance with approved plans**

- **Materials to match**

Voting: For – 9, Against – 0

106. 8 Watermead, 23 Willow Way, Christchurch BH23 1JJ

(Christchurch Town Ward)

8/19/1315/HOU

Front dormer to serve permitted loft conversion

**Representations at meeting:**

In objection: None

In support: Kim Blunt, Southern Planning Practice Ltd, on behalf of the applicant, and Graham Lockyear, local resident

Ward Councillor: Cllr P Hall (Committee member) called in the application for the reasons specified in the report

**RESOLVED that the application be GRANTED contrary to the officer's recommendation with the conditions set out below, as it is considered the proposals will enhance the character of the area in accordance with Policies H12 and HE2 of the Christchurch Local Plan:**

- **Standard commencement condition – 3 years**
- **Development to be built in accordance with approved plans**
- **Materials to match**

Voting: For – 9, Against - 0

The meeting was adjourned between 3.50pm and 4.00pm and 5.30pm and 5.45pm approximately.

The meeting ended at 7.22 pm

CHAIRMAN

This page is intentionally left blank



## PLANNING COMMITTEE

This application was first considered by the Planning Committee at its meeting on 21<sup>st</sup> November 2019 when it was **deferred for a site visit** to 'enable the Committee to view the impact of the proposals on 40 Southill Road and 7 Sunnyside Road', with 'cross-sections north to south and east to west showing the relationship between the properties to be provided'.

The site visit has been scheduled for the morning of 9<sup>th</sup> January 2020.

Application Address	193 Churchill Road, Poole, BH12 2JD
Proposal	Remove roof and reconfigure creating rooms in the roof.
Application Number	APP/19/01199/F
Applicant	Mr Short
Agent	Mr Richards
Date Application Valid	23 September, 2019
Decision Due Date	18 November, 2019
Extension of Time	
Ward	Newtown & Heatherlands
Report status	Public
Meeting date	21 November 2019
<b>Recommendation</b>	Grant permission with the conditions set out in the report, which are subject to alteration / addition by the Head of Planning Services provided any alteration / addition does not go to the core of the decision
Reason for Referral to Planning Committee	This application is brought before committee at the request of Councillor Ms. Earl because of concerns about overlooking and overshadowing.
Case Officer	Zelie Batchelor

## **DESCRIPTION OF PROPOSED DEVELOPMENT**

1. Planning consent is sought to replace and reconfigure the existing roof to creating rooms in the roof space.

## **KEY ISSUES**

2. The main considerations involved with this application are:
  - Impact on local patterns of development and neighbouring buildings.
  - Impact on amenity and privacy of neighbouring properties.

## **PLANNING POLICIES**

Poole Local Plan (Adopted 2018)

PP01 Presumption in Favour of Sustainable Development

PP27 Design

2. National Planning Policy Framework (Adopted February 2019)

## **RELEVANT PLANNING APPLICATIONS AND APPEALS**

3. **2003:** Erect single storey extensions at the side and rear to form a lobby; bedroom with en-suite facilities; and a kitchen. Demolish existing garage and erect a detached pitched roof garage at the rear. **Approved** (APP/03/16462/F)

## **PRE-APPLICATION ADVICE**

4. None.

## **REPRESENTATIONS**

5. Letters were sent to neighbouring properties and the following concerns have been expressed
  - loss of neighbouring amenity associated with overlooking; overshadowing; and overbearing impact
  - not in keeping with characteristic roof design within the street scene.
  - highway obstruction and safety
  - plentiful room within existing property

## **CONSULTATIONS**

6. None.

## **CONSTRAINTS**

7. None.

## **SITE AND SURROUNDINGS**

8. The application site is on the north-west side of Churchill Road and is occupied by a detached bungalow set back from and lower than the street. The bungalow is within a residential area characterised by bungalows and two-storey houses of varying design and size. Nos. 189; 191; and 195 Churchill Road are raised above the application site, whilst 40 Southill Road to the rear and 7 Sunnyside Road to the south west are both below the level of the application site.

9. The garden slopes down to the rear and is enclosed by fencing. There are a range of garden rooms and a garage to the rear of the site adjacent to its boundary with 40 Southill Road.

## **PLANNING ASSESSMENT**

### Character and appearance of the area

10. The proposal would involve alterations to the roof of the property and would only be partly visible from the adjacent street due to the topography of the site and the position of the property set back from Churchill Road. The proposals would involve alterations to the existing hipped roof design to form a gable roof, raising the ridge height by a maximum of 1.7 metres. There would be no alterations to the existing footprint of the property.

11. Although the changed roof design would alter the appearance of the property, the set-back position of the site and the mixed streetscene are such that the developments would neither be visually prominent nor would it harm the existing character of the area. The proposed external materials would match the exterior in part; although the proposed gables would be clad with cement board 'timber' cladding and the existing roof tiles replaced. The proposals would not harm the existing character of the house or its surroundings.

### Neighbouring amenity and privacy

12. The scale; height; and position of the proposals would not lead to any material loss of neighbouring amenity in respect of daylighting or outlook. The dwelling at 40 Southill Road, to the north-west, is set below the application site. A separation distance of 8m between the bungalow at 40 Southill Road and the application property would ensure that the proposals would be neither overbearing nor materially harm their daylight.

13. The bungalow at 40 Southill Road has no windows to the roof space but there are ground floor windows in the south east elevation facing the application site. The northern most ground-floor window in this elevation is to a kitchen. It is not

however the only window to the kitchen, which also has a window in the north east elevation. As such, any increased shading or loss of light to this or other windows in the side elevation, because of the topography and orientation, would not be materially harmful to the amenities of the occupiers of no. 40.

14. The separation distance between the application site and the bungalow at 7 Sunnyside Road would preserve the occupier's privacy. Neighbouring properties to the north and east of the site are elevated above the application site and would not experience any harmful loss of daylighting or overbearing impact.
15. No windows are proposed on the roof slope facing 189 and 191 Churchill Road.
16. The three roof lights and an obscured glazed dormer window windows proposed on the north-west elevation facing 40 Southill Road would overlook only the roof slope of no. 40 and would not therefore give rise to any overlooking.
17. There would be a first floor 'Juliet balcony' in the south west facing gable elevation facing 7 Sunnyside Road. The separation distance of 23m would nevertheless preserve neighbouring privacy.
18. A first floor window in the north east elevation would have an outlook towards the frontage of 195 Churchill Road and oblique views towards the rear of no. 197. The separation distances and nature of the frontage uses at no. 195 are such that neighbouring privacy would be preserved.

## **SUMMARY AND PLANNING BALANCE**

- The proposals would preserve local patterns of development and neighbouring buildings.
- The proposals would also preserve neighbouring amenity and privacy.

## **RECOMMENDATION**

Grant permission with the following conditions which are subject to alteration / addition by the Head of Planning Services provided any alteration / addition does not go to the core of the decision

### **Conditions**

1. GN150 (Time Expiry 3 Years (Standard))
2. PL01 (Plans Listing)



3. AA01 (Non standard Condition)

The materials to be used for the external wall and roof shall be as specified on the approved plans and application form.

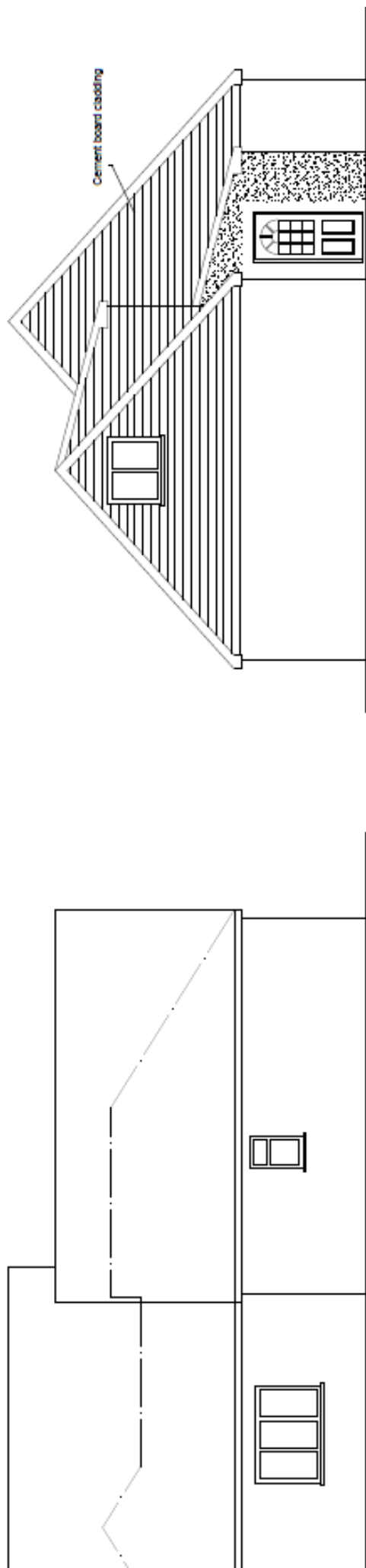
Reason -

To ensure a satisfactory visual relationship of the new development to the existing and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

**Informative Notes**

1. IN72 (Working with applicants: Approval)

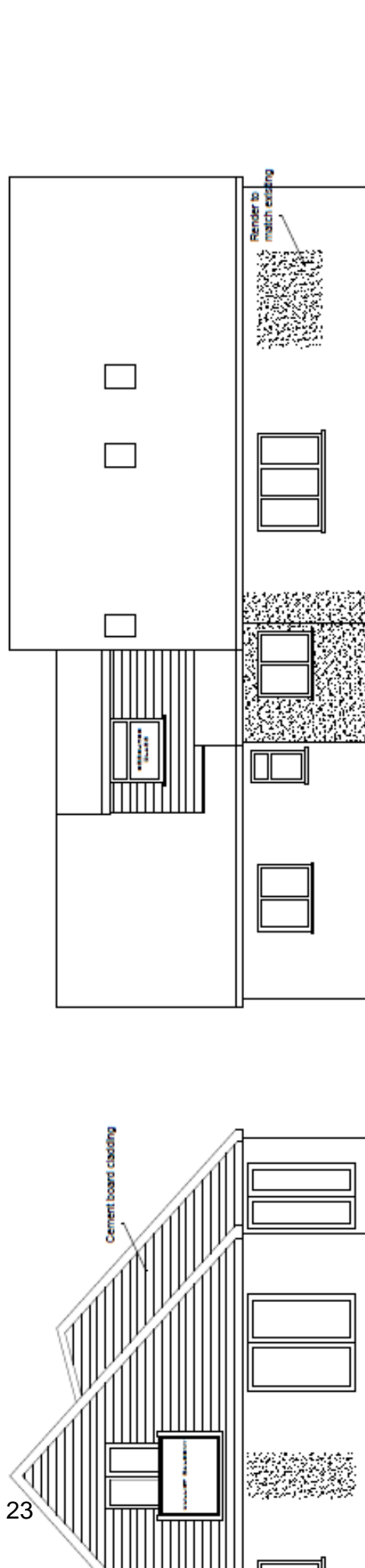
This page is intentionally left blank



PROPOSED SOUTH  
EAST ELEVATION



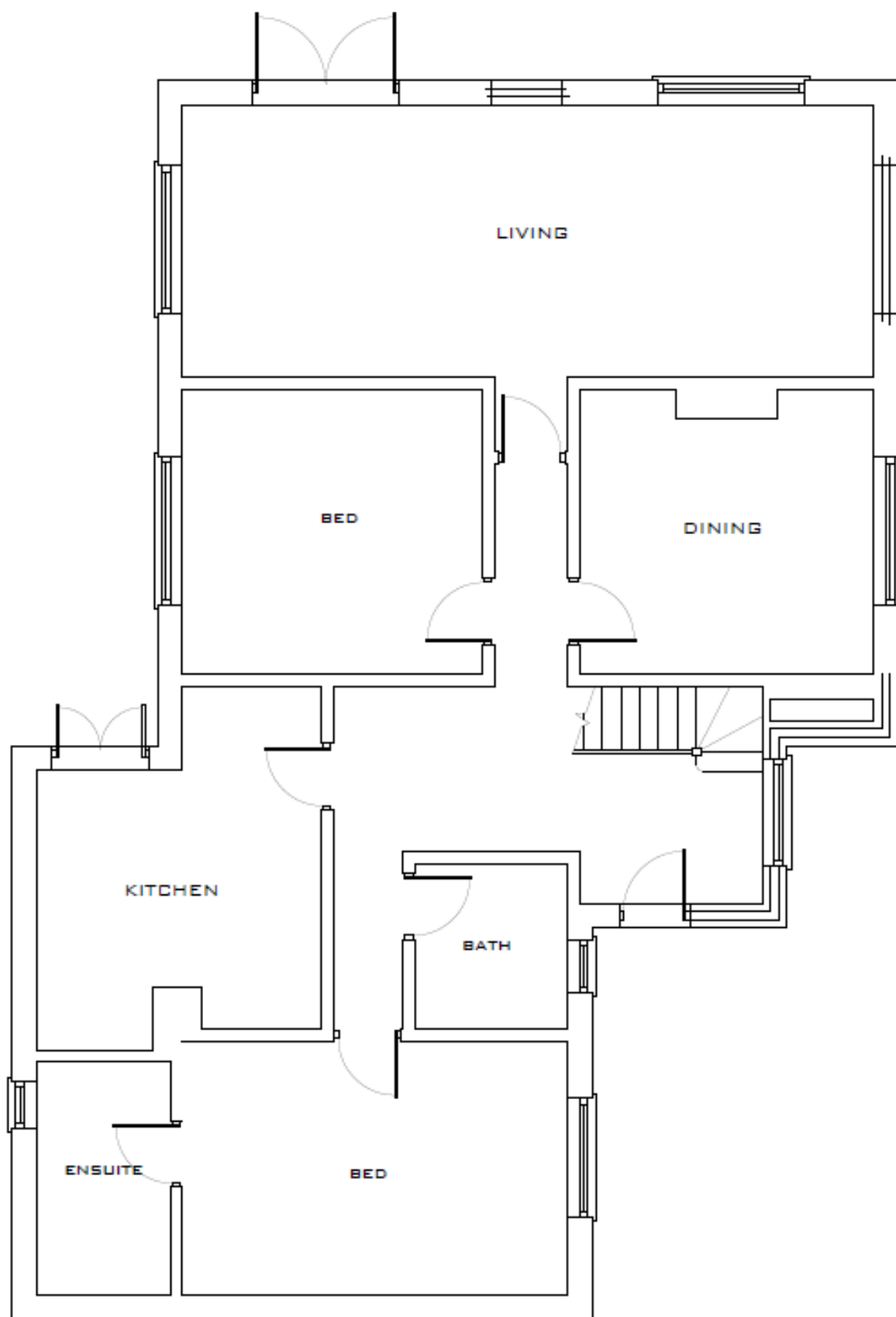
PROPOSED NORTH  
EAST ELEVATION



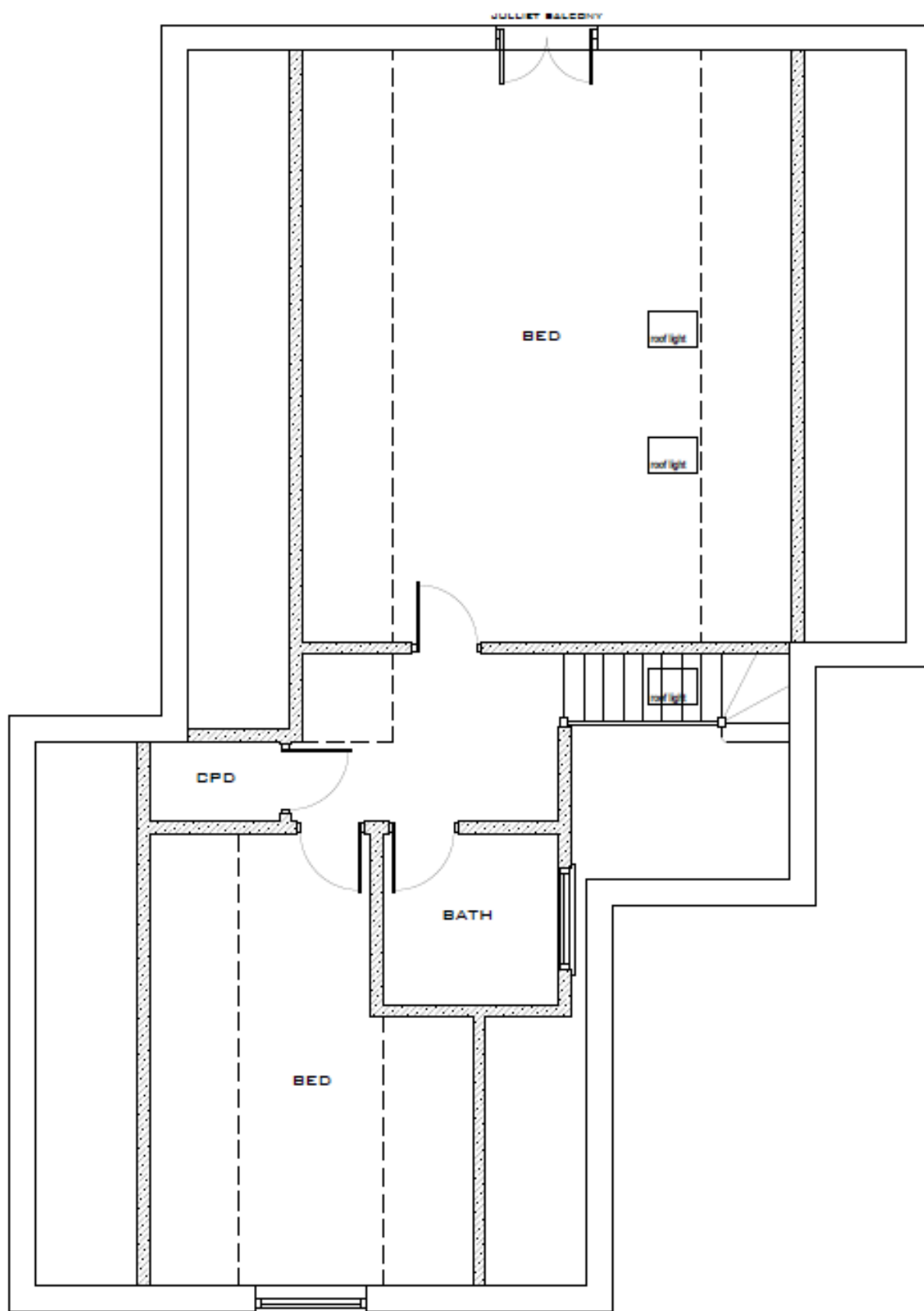
PROPOSED SOUTH  
WEST ELEVATION

PROPOSED NORTH  
WEST ELEVATION

Ground Floor Plan



First Floor Plan







## PLANNING COMMITTEE

Application Address	John Reid & Sons Ltd Reid Steel Strucsteel House 3 Reid Street Christchurch BH23 2BT
Proposal	Demolition of existing Industrial Building and residential development of up to 170 units (mix of 2 & 3 bed houses and 1 & 2 bed flats) with associated access and car parking
Application Number	8/18/3532/OUT
Applicant	John Reid & Sons (Strucsteel) Ltd
Agent	Mr Ken Parke
Date Application Valid	23 January 2019
Decision Due Date	24 April 2019
Extension of Time Date (if applicable)	31 July 2019
Ward	Portfield - pre May 2019
Report status	Public
Meeting date	9 January 2020
Recommendation	<p><b>Approve subject to completion of s106 with the following Heads of Terms:</b></p> <ol style="list-style-type: none"> <li><b>SANG</b> – contribution of £5348.00 per dwelling</li> <li><b>SAMM Strategic Access Management and Monitoring Contribution</b> - the sum of £263 x house and £179 per flat Index Linked to be paid by the Owner towards Strategic Access Management and Monitoring which avoid or mitigate against any adverse effect on the Dorset Heathlands in accordance with the Dorset Heathlands Planning Framework SPD 2015-2020</li> <li>Additional SANG measures; <ul style="list-style-type: none"> <li>Signage directing local people to the new SANG in a consistent manner.</li> </ul> </li> </ol>

	<ul style="list-style-type: none"> <li>• A visitor information sign at Town Common detailing the requirement to keep dogs under control and remove dog litter.</li> <li>• A leaflet for new residents showing routes to walk and drive to the SANG.</li> </ul> <ol style="list-style-type: none"> <li>4. Financial Viability to provide on-site affordable housing or a contribution towards affordable housing and or an education contribution. To be reassessed within 24 months of the date of the reserved matters decision or after 5.5 years following commencement if the development has not been completed within 5.5 years.</li> <li>5. To deliver a pedestrian crossing (details and location to be agreed), which should be either a Zebra crossing or Signalised crossing, across Fairmile Road between Mill Road and Portfield Road and to enter into a S278 for delivery of the works associated with the crossing.</li> <li>6. To give over land to the Highway Authority &amp; S38 agreement for adoption the roads, footways highway lighting and drainage and through the site and linking to Fairmile Road (the small access).</li> <li>7. A £5000 contribution towards future Traffic Regulation Orders (signs, road markings, legal orders etc.) within site will also be required.</li> <li>8. A Travel Plan to secure the promotion of sustainable modes of travel amongst residents.</li> <li>9. <b>If the section 106 legal agreement in recommendation A) above is not completed within 6 months from 9<sup>th</sup> January 2020, the application be refused</b> due to the detrimental impacts of the scheme on the integrity of the protected heathlands and the lack of highway improvements to ensure the safety of pedestrians.</li> </ol> <p><b>And conditions as set out in paragraph 257.</b></p>
Reason for Referral to Planning Committee	In the wider public interest



**Description of Development**

1. This Outline application seeks permission for the demolition of the existing industrial buildings and the residential development of up to 167 units (mix of 2 & 3 bed houses and 1 & 2 bed flats) with associated access and car parking.
2. Reserved matters include Scale, Layout, Appearance and Landscaping. An indicative site layout has been submitted to show how the development could be laid out on the site. However, it must be recognised that this detail would be subject to a reserved matters application.
3. The main access onto the site would be from Mill Road in the north west corner although there would be vehicular access to a number of units as well as pedestrian access directly onto Fairmile Road.
4. The indicative layout plans show the housing will be located within the north eastern part of the site with the taller blocks of flats located in the centre and towards the southern section. In terms of scale, the buildings are likely to range from two storey dwellings to five storeys for the flats in order to accommodate the proposed numbers.
5. A Screening Opinion request was submitted to the Council in September 2018 to determine whether the application was subject to an Environmental Impact Assessment under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The Screening Opinion concluded the following;
  - The development was not Schedule 2 development
  - The site was not within a sensitive area but is in close proximity (approximately 35-40 metres away) from a sensitive area;
  - The development does not exceed the applicable threshold in Schedule 2
  - The development is considered to have potentially significant environmental impacts, specifically with regard to contaminated land, on nationally and internationally designated sensitive areas in close proximity to the site.

‘On balance of considerations, it is considered that the issue of contaminants on the development site and the relationship with the local hydrological and designated riverine environments, and suitable mitigation, can be established outside the context of an Environmental Statement. Therefore, the development is not EIA development and an Environmental Statement is not required with the planning application’.

6. Therefore, it was the view of the former Christchurch and East Dorset Council that the proposed development was not an EIA development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

### **Key Issues**

7. Principle of development
8. Loss of employment land
9. Layout, form and visual amenity
10. Access, parking and impact on local transport network
11. Affordable housing and S106 contributions
12. Biodiversity
13. Residential Amenity
14. Flood risk and surface water management
15. Contaminated land

### **Planning Policies**

16. Christchurch and East Dorset Core Strategy 2014
  - KS1: Presumption in favour of sustainable development
  - KS2: Settlement Hierarchy
  - KS4: Housing Provision
  - KS5: Provision of Employment Land
  - KS9 Transport Strategy and Prime Transport Corridors
  - KS11: Transport and Development
  - KS12: Parking Provision
  - HE1: Protecting and Conserving our Historic Environment
  - HE2: Design of New Development
  - HE3: Landscape Quality
  - LN1: Size and type of new dwellings
  - LN2: Design, Layout and Density of New Housing Development
  - LN3: Provision of affordable housing
  - ME1: Safeguarding Biodiversity and Geodiversity
  - ME2: Protection of Dorset Heathlands
  - ME3: Sustainable Development Standards for New Development
  - ME6 Flood Management, Mitigation and Defence
  - H12: Infill development
  - PC1: Christchurch and East Dorset Employment Land Hierarchy

PC2: Alternative uses for Employment Land where justified by market evidence

17. Supplementary Planning Documents and other Evidence:

Dorset Heathlands Planning Framework SPD 2015

Housing and Affordable Housing SPD 2018

Five year housing land supply 2019

Workspace Strategy 2016

Christchurch Borough-wide Character Assessment 2003

**The National Planning Policy Framework (2019)**

18. Paragraph 11 sets out the presumption in favour of sustainable development.

Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF. The relevant sections are;

Section 2 Achieving sustainable development

Section 5 Delivering a sufficient supply of homes

Section 6 Building a strong, competitive economy

Section 9 Promoting sustainable transport

Section 11 Making effective use of land

Section 12 Achieving well-designed places

Section 14 Meeting the challenge of climate change, flood risk and coastal change

Section 15 Conserving and enhancing the natural environment

Section 16 Conserving and enhancing the historic environment

19. Section 2 Achieving sustainable development

*For **decision-taking** this means:*

*c) approving development proposals that accord with an up-to-date development plan without delay; or*

*d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date<sup>7</sup>, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>6</sup>; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

### **Relevant Planning Applications and Appeals**

20. None relevant to this application

### **Representations**

21. In addition to letters to neighbouring properties, a site notice was posted outside the site on 28 January 2019 with an expiry date for consultation of 18 February 2019 and a press advert was publicised on 29 January 2019.
22. Following the change in the access arrangements, a re-consultation process took place in October and November for local residents and consultees.
23. 50 letters of objection have been received on the following grounds:
- Increase in traffic congestion
  - Volume of traffic in Mill Road is unacceptable – accessing Fairmile Road will be extremely difficult
  - Gridlock on roads in peak hours already
  - Parking in Mill Road will become impossible. Workers and visitors from and to neighbouring businesses use road for parking.
  - Mill Road already has single lane access in some places due to on street parking
  - Visibility, turning, parking, safety already issues on Mill Road – development make the road very hazardous
  - Already been accidents on roads
  - Parking on Mill Road already difficult for disabled residents
  - Use of Mill Road as main access will decrease quality of life for Mill Road residents
  - Limited access for emergency vehicles on Mill Road
  - Mill Road already in poor state of repair
  - Further assessment of use of Mill Road required
  - Use of Reid Street more appropriate access
  - Width of access road onto Fairmile insufficient
  - Insufficient visibility splays at Fairmile Road junction
  - Existing disruption from large lorries is minimal
  - Bin storage taking place on Fairmile Road having negative effect on amenities

- Insufficient parking on site
- Safety impacts for school children, cyclists and other pedestrians
- Harm caused by height and density of development
- Overdevelopment of the site
- Development looks cramped in
- Loss of privacy to residents in Mill Road
- Proposed entrance opposite busy garage forecourt
- Loss of natural light to neighbours
- Additional noise and disturbance
- Proximity of new dwellings to existing industrial unit to rear of 10 Mill Road
- No regard to nesting Herring Gull population
- Health and education already at capacity
- Schools, nurseries, surgeries and dentists have no spaces and no explanation of how this will be overcome.
- Proposed 5 storey blocks of flats out of keeping with area
- Increased pollution within area and especially on Fairmile Road and Bargates
- Air pollution and proximity to local schools
- Light pollution
- Site is close to environmentally sensitive areas that we should be protecting
- Are houses carbon neutral?
- Need more greenspace, recreation area and trees
- Poor design and height of apartments
- Intrusive and out of character with the street scene
- Development contrary to policies H12 and HE2
- Quality of building materials
- Negative cumulative impact with development on former Police site
- Access for businesses on Avon Trading Park must be maintained
- Loss of employment land
- No provision for affordable housing
- New homes close to flood zones

- Development is not sustainable
- Development is not in accordance with Development Plan
- No evidence there is a lack of demand for employment land – contrary to employment policies
- Impact of adjacent B2 uses close to future occupiers

24. 5 letters of comment have been received on the following grounds:

- Volume of traffic on Mill Road and Fairmile
- Impact on health of school children
- Capacity of doctors surgeries

### **Consultations**

#### **Sembcorp Bournemouth Water Ltd**

25. *6/02/2019 09:19 - From the initial information provided the highlighted areas in and adjacent to Reid Street, Christchurch BH23 2BT appear to have sufficient water infrastructure in place. However we would have a strong interest in this planning application/development as we have a number of PVC water mains in the area. Please note offsite reinforcement, network extension or protection/diversion works may need to be carried out to our distribution network but this can only be confirmed on receipt of comprehensive onsite proposals including new road layouts and numbers of actual plots/units with their flow requirements/water supply demands. Any specific onsite main laying works would need to be applied for once the designated site has been approved.*

#### **Dorset Wildlife Trust**

26. None received

#### **SGN (web consult only)**

27. On the mains record you may see the low/medium/intermediate pressure gas main near your site. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes. A colour copy of these plans and the gas safety advice booklet enclosed should be passed to the senior person on site in order to prevent damage to our plant and potential direct or consequential costs to your organisation. Safe digging practices in accordance with HSE publication HSG47 “Avoiding Danger from Underground Services” must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided

to all relevant people (direct labour or contractors) working for you on or near gas pipes.

### **Wessex Water**

28. Holding Objection - Proposed layout conflicts with public sewers crossing the site

The site is crossed by the following critical public sewers: 450mm foul sewer, 1050mm surface water sewer, 300mm surface water sewer. Wessex Water require unrestricted access to maintain and repair the sewers. Public sewers must be located in highways or public open space areas and building in proximity of the sewers is restricted. Proposals for the north of this site, in particular Block A flats and house plots 24-30, conflict with the existing 1050mm public surface water sewer. The applicant's site layout places enclosed private gardens across the line of the public 1050mm surface water sewer which will prevent Wessex Water from carrying out our statutory duties. Furthermore the proposed buildings are positioned too close to the sewer. The minimum stand-off distance is 5m either side of the sewer for a critical sewer of this diameter (a total easement width of 11.05m). There must be no building within statutory easements (including changes to ground levels) and no tree planting within 6 metres.

29. Subject to engineering agreement and application, it may be possible to divert this sewer at the developer's cost. It remains our preference to retain current location and easements where possible as diverting sewers can reduce hydraulic capacity where pipe gradients are affected.

30. We wish to place a holding objection - the proposed site layout is unsatisfactory by not observing statutory easements and there is currently no agreement to divert the public sewer. This holding objection is deemed necessary to protect the public sewer and ensure Wessex Water maintains access to carry out statutory duties and that development does not increase the risk of sewer flooding.

31. Proposed Sewerage - The site shall be served by separate systems of drainage. Foul Sewers - Connections to the local foul sewer network can be agreed to discharge foul only flows from this development. The downstream sewer network and Mill Road pumping station has limited capacity, and upon grant of planning, Wessex Water may need to plan design and construct any necessary improvements to accommodate permitted development. Prioritising and programming these works will require consultation with all stakeholders to ensure that our capacity improvements can be delivered to match the rate of development. Please keep us informed of your proposals so we may review the foul sewer network as necessary.

32. Surface Water Sewers - The Surface water drainage strategy (GAP Ltd 04/12/2018) proposes discharge via infiltration. However, the strategy notes

that a desktop Contaminated Land and Geotechnical Report was undertaken and due to the history and current usage of the site the report indicates that subsoils may contain contaminants which could be mobilised if groundwater infiltration techniques are used. The strategy advises that should a future ground investigation indicate the presence of contaminants in the soils, or a high groundwater level, then the use of soakaways may not be feasible and if this is found to be the case, then it is proposed that surface water from roofs and hard landscaped surfaces would be discharged into existing surface water sewers that cross the site at rates to be agreed with Wessex Water.

33. In this circumstance, a connection to the public surface water sewer network can be considered where the use of soakaways is proven not viable. The discharge rate will be restricted and sufficient attenuation must be provided within the proposed surface water system.
34. The drainage strategy advises that an area to the north east corner currently connects to the 300mm SW sewer crossing the site. For the north east corner we would expect to see proof of a positive connection and details of existing discharge rates compared to proposed with a 40% betterment for climate change. With regards the remainder of the site which currently uses soakaways, Wessex Water would need to undertake further network appraisal to determine capacity and suitable points of connection for the additional flows. The maximum discharge rate from the site must be agreed with the Lead Local Flood Authority in consultation with Wessex Water.
35. Any redundant on site sewers will require sealing at the point of connection to the public sewer system. If there are any existing surface water connections to the existing foul drainage system these should be redirected upon re-development. Land drainage run-off shall not be permitted to discharge either directly or indirectly to the public sewerage system.

**Amended WW Comments on 02/10/2019 following amended indicative site layout**

36. The site is crossed by public sewers and we previously raised concerns that the illustrative layout was in conflict with the public sewers and that any proposals should demonstrate satisfactory easements or arrangements for relocating the sewers.
37. It would appear from the attached drawing extract that the applicant has amended their illustrative layout to show that statutory easements will be observed and that any intended sewer diversion routes can be achieved with minimum offsets from buildings and manholes located in open access area. On this basis, we can remove our objection to the layout in respect of building in proximity of public sewers.
38. We are aware that the Dorset Council Flood Risk Team have requested the applicant demonstrates a viable alternative surface water strategy if infiltration



is not possible. In accordance with the SuDS drainage hierarchy a connection to the public surface water sewer will be considered in those circumstances, at a restricted discharge rate with attenuation on site. The maximum discharge rate will need to be agreed with the LLFA and then sewer capacity checked with Wessex Water. Our regional engineer is liaising with the engineering consultant regarding the principle of a contingency drainage strategy, but as this is a high density site the applicant is being asked to demonstrate how they can achieve the necessary storage volume within the illustrative layout. Whilst we can confirm a surface water connection in principle, we support the LLFA approach that the storm water storage arrangements must be shown to be achievable when submitted as a contingency scheme.

#### **Local Lead Flood Authority (Dorset Councils)**

39. The site is seen to fall entirely within Flood Zone (FZ) 1 (low risk of fluvial flooding) in accordance with indicative flood modelling published by the Environment Agency (EA). The site is however in relatively close proximity to the (undefended) extent of FZ 2 & 3 (medium & high risk of fluvial flooding) and alignment of the Main River Avon. Although the footprint of the proposed (re)development falls only within FZ 1 it would be prudent to consult the EA in this matter, with regard to the accuracy of the indicative fluvial modelling and consideration of projected flood levels i.e. climate change and tidal influence.
40. The site is shown to be at some theoretical risk of surface water flooding by relevant mapping, with isolated ponding seen to develop during severe rainfall events (1:100/1000yr). BGS data suggests that the site sits above bedrock of a Branksome Sand Formation of sedimentary sand, with a superficial overburden of River Terrace Deposits of sand & gravel. Therefore, the prevailing ground conditions may support the incorporation of infiltration methodologies as a means of managing surface water, but this would be subject to a robust consideration of anticipated fluctuations in ground water levels.
41. In accordance with the requirements of the recently revised National Planning Policy Framework (NPPF - July 2018), all (major) development proposals must take due account of any prevailing flood risk and offer a drainage strategy that is both viable & deliverable. As such the necessary drainage strategy should demonstrate that the proposed scheme and (re)development of such a Brownfield site will not generate risk to the scheme, new dwellings, or result in offsite / downstream worsening.
42. To this end we acknowledge that the current (Outline) proposals are supported by a site specific Flood Risk Assessment (FRA) document compiled by GAP Ltd (ref: 17606 - Rev 3, dated Dec 2018), which clarifies the existing drainage arrangements via the Site Drainage Survey forming Appendix B of the FRA, an outline of a preferred surface water drainage strategy via infiltration / soakaways and a contingency arrangement of discharge to existing surface water sewers. However, we retain some concern that neither

the preferred strategy (infiltration) or alternative scheme (via sewers) are viable or deliverable, pending further investigation, substantiation and preliminary consultation with the operator of the receiving sewer system (Wessex Water).

43. Accordingly, we recommend that a (Holding) Objection be applied, pending the supply of further details and verification of the alternative surface water management strategies that have been outlined.
44. If subsequent site investigation does identify the presence of contaminants, or elevated ground water levels that will impede the use of infiltration, it will be necessary to implement the alternative drainage strategy with sufficient attenuation and SuDS infrastructure to comply with relevant design criteria (i.e. 1:100yr plus a 40% allowance for climate change). The supporting FRA document does not clarify how or where the required attenuation will be achieved, should infiltration not be viable. Equally, whilst we acknowledge that the proposed scheme relates to the extensive (re)development of a brownfield site, said to be currently 100% impermeable (FRA s4.3), all schemes of this nature should endeavour to match corresponding Greenfield runoff rates, or to offer significant betterment, where feasible to do so.
45. Within section 4 (Existing / Proposed Surface Water Drainage Arrangements) of the supporting FRA document the proposed use of infiltration and potential need to adopt a strategy that connects to existing surface water sewers is discussed. However, the FRA fails to acknowledge that we (DCC/FRM) act as relevant LLFA and statutory consultee for surface water, and infers that discharge rates are to be agreed (only) with Wessex Water (WW). Whilst we would encourage the applicant to liaise with WW regarding the proposed connections, and to seek clarification of any available capacity within the existing sewers, it is the LLFA that will need to approve the detailed design via subsequent planning conditions, if the Outline scheme is approved.
46. It would not be appropriate for us (DCC/FRM) to recommend approval, or the attachment of relevant planning conditions to the current application, until we are confident that the proposed strategy/s for surface water management are viable & deliverable and will not exacerbate offsite risk. As such, we are unable to accept the current submission, in accordance with the Ministerial Statement 'Sustainable Drainage System' 2014, the NPPF (July 2018) and the revised Planning Policy Guidance.
47. As relevant LLFA in this matter, DCC is therefore not able to comment on whether Defra's technical guidance has been met, or to assess that the minimum standards of operation are appropriate for the proposed development. Our recommended (Holding) Objection may be overcome via the submission of further details and clarification.
48. We ask to be re-consulted regarding surface water management if further information or revised scheme/s are duly supplied. Our objection will be

maintained until an adequate and deliverable surface water scheme has been approved in-principle. We may at that stage request suitable planning condition/s and informative/s to cover detailed design, future maintenance, and any other relevant permissions.

49. **Local Lead Flood Authority** –updated comments received 04/11/2019 following submission of a revised FRA, revised foul & surface water strategy and alternative drainage layout plan.
50. These documents provide the further clarification and inclusion of a contingency arrangement that we have previously requested, should the adoption of infiltration methodologies / soakaways not prove viable within the detailed design.
51. On this basis, we (DC/FRM) have no in-principle objection to the conceptual scheme that has been set out within revised supporting documents, subject to relevant planning conditions, and therefore withdraw our earlier request for a (holding) objection

#### **BCP Trees and Landscape**

52. There are no significant trees or shrubs in and/or near the proposed development site. However, there is an opportunity to enhance the area with some appropriate tree and shrub planting. This vegetation would help break up the built form and provide the known benefits of living near greenery. The Officer would welcome a landscaping scheme that includes the following tree species: such as *Alnus glutinosa* 'Lacinata', *Crataegus x prunifolia* and/or *Tilia cordata* (Rancho).
53. There is vegetation growing in the neighbouring gardens on the western boundary of the proposed development site. The Officer is concerned about root damage of these trees/shrubs, if planning is approved. Therefore, the applicant is advised to seek independent Arboricultural advice, in how to safeguard the rooting area of this vegetation.

#### **BCP Environmental Health**

54. Noise
55. The proposed residential development is very close to several premises with industrial use. A noise impact assessment is required to determine if noise from surrounding businesses will have an adverse impact on the proposed residential development. The assessment needs to take into account the activities of all the surrounding businesses separately and in combination. The activities of these businesses might be sporadic and a worst case scenario assessment is required in relation the noise that might be emitted from these businesses. The exact methodology of the assessment needs to be agreed in writing with the LPA.

Contaminated land

56. I have taken a look at the: *Desk study, contaminated land and geotechnical report* by ACS (dated September 2018). I agree with the conclusion that an intrusive investigation is required. This is due to the current use as a steel works with multiple above ground tanks and refuelling, combined with the historic uses of the site (boat building yard, filled gravel pits and works), and the sensitive proposed end use. As a result I would recommend the following as a pre-commencement condition (Condition #17 below).

## **BCP Planning Policy**

### **Housing Delivery / Mix:**

57. The application is in outline and at this point the principle of residential development and quantum of development is being established. However, an indicative housing mix for market housing has been identified at this stage as follows:
- 21 x 3 bed houses (12%)
  - 83 x 2 beds (70 flats and 13 houses) (50%)
  - 63 x 1 bed flats (38%)
58. In terms of market housing the 2015 SHMA identifies greatest need for 2 and 3 bed properties. This scheme provides a SHMA compliant mix of 2 bed properties but a lower proportion of 3 bed properties and larger proportion of 1 bed flats. Policy LN1 of the Core Strategy requires housing developments to reflect the needs of the latest published SHMA. However, this location in close proximity to the town centre and public transport services is appropriate for a higher density scheme with a larger proportion of flats.
59. There is currently no affordable housing provision within the scheme, and the applicant's viability appraisal has concluded that affordable provision would make the scheme unviable. The applicant's viability appraisal has been reviewed by the DVS and there is capacity for limited on site provision for a small number of units or a financial contribution of c£385,000. I understand that securing limited affordable housing provision / financial contribution may be dependent on whether the scheme also provides an education contribution as provision of an education contribution will make affordable housing provision unviable.
60. The preference for Core Strategy Policy LN3 is for on-site provision for greater certainty of delivery. I would expect the scheme to also investigate the delivery of other forms of affordable housing including low cost homes for rent and starter homes where viability is marginal.
61. There is a difficult balance to make here between limited affordable provision and meeting the educational needs of the development. Subject to viability evidence it may be appropriate to meet the educational requirements of the

scheme given the very limited level of affordable provision that may be achievable even without the education contribution.

## **1. Loss of Employment Land:**

62. Avon Trading Park including the Reid Steel site is covered by policies PC1 and PC2 of the adopted Core Strategy (2014). Avon Trading Park is identified in the PC1 employment land hierarchy and Policy PC2 which sets the framework for considering non employment uses.
63. The Bournemouth, Dorset and Poole Workspace Strategy (2016) identifies projected employment land requirements to 2033 which is balanced against available supply. For the Eastern Dorset Housing Market Area there is a projected demand for B1, B2 and B8 employment land of 222.7ha to 2033 which is balanced against a supply of 276ha of employment land for this area. Therefore, there is some flexibility for change of use to non-residential uses for some employment sites where appropriate.
64. The Christchurch Local Plan Review 'Options' consultation (2018) identified Knap Mill and Avon Trading Park as an 'area of search' for residential development. This is considered a sustainable location for residential development and important element of housing land supply to address the objectively assessed housing need identified through the government's standard methodology. This 'area of search' for housing will be considered through the emerging BCP Local Plan. Housing delivery in this location also assists delivery against the adopted Core Strategy housing requirement (Policy KS4).
65. Reid Steel have identified that their site is no longer fit for purpose in terms of large vehicle movements and is not compatible with their plans for expansion. Reid Steel is seeking to re locate to the Bournemouth Airport Business Park which would enable their business to remain in the local area and also to facilitate expansion and the creation of more employment opportunities. A separate planning application is also being considered by the council for the proposed relocation site at the airport. I consider that there is sufficient confidence in the relocation to the airport given that the relocation site is allocated for this purpose in the Local Plan.
66. I consider that Policy PC2 is satisfied as there is a surplus of employment land and Reid Steel would be staying in the local area with more employment opportunities created. The relocation would also enable residential development to come forward in a sustainable location which is being considered in the BCP Local Plan preparation process.

## **2. Highways:**

67. The proposed site access in the submitted scheme is via Reid Street which is accessed from Fairmile Road. BCP Highways have commented that the proposed access from Reid Street is inappropriate due to issues associated with pedestrian and cyclist safety. BCP Highways have identified that Reid Street does not provide a safe route for pedestrians, or cyclists, including the more vulnerable highway users, such as children. The applicant does not have control of Reid Street and the highway authority is unable to adopt the proposed development's roads and footways accessed from Reid Street as they have no connection to the adopted highway to guarantee highway authority access. Therefore, it is currently not possible to implement the necessary measures that would effectively address issues with pedestrian and cyclist safety with Reid Street as the site access.
68. In response to comments made by BCP Highways the applicant has undertaken a capacity assessment for Mill Road as an alternative site access. The applicant's assessment concludes that the current scheme of 167 units would result in no capacity issues in either the baseline or with development scenarios and minimal increase in delays. It is also concluded that access via Mill Road does not present pedestrian or cyclist safety issues with the existence of lit pedestrian footways and Mill Road being a relatively straight road with good forward visibility.
69. BCP Highways have reviewed the Mill Road capacity work undertaken by the applicant and concluded that the Mill Road / Fairmile Junction can accommodate the currently proposed 167 dwellings referred to in the transport assessment and that the junction could accommodate more units and remain within capacity. BCP highways have advised that the development at Reserved Matters stage the proposed development should be limited to 170 units off Mill Road to encourage a layout which allows space for a more pedestrian supportive environment in accordance with national policy.
70. Given the consideration of the revised site access through Mill Road and the evidence provided through the TA I can see no reason to raise an objection on highways grounds and I defer to BCP Highways to provide detailed advice on this matter.

### **3. Heathland Mitigation:**

71. The adopted Core Strategy (2014) Policy ME2 requires that development between 400m and 5km provide mitigation to avoid adverse impacts on the heathland. For residential development of over 40 units the Core Strategy sets out a requirement to provide Suitable Alternative Natural Green Space. However, through the adopted Heathlands SPD there is flexibility on town centre sites to deliver an appropriate package of heathland infrastructure projects subject to agreement with the council and in consultation with Natural England.

72. The Adopted Heathland SPD sets out in paragraph 5.5 that,

*‘within the built up area brownfield sites are unlikely to be able to accommodate the scale of space required for a SANG and would therefore make a contribution through either S106 or CIL towards HIPs provision. It is expected that HIP provision should be delivered in advance of occupation of dwellings, as is reasonably possible, to ensure that there is no likely adverse effect on the Dorset Heaths’.*

73. It is therefore a requirement that the scheme identifies either suitable SANG provision or a package of Heathland Infrastructure Projects (HIPs) to be agreed with the Council. It is necessary for heathland mitigation to be secured in perpetuity to mitigate the impact of the development. As established through the pre – application process mitigation provision should be secured through S106.
74. As part of the pre app process the proposed scheme has been linked to the Two Riversmeet / Stanpit Marsh SANG which is being brought forward by BCP Council as a strategic SANG. This SANG has a minimum capacity of 400 dwellings which has been confirmed by Natural England. There is currently sufficient capacity remaining in this SANG to mitigate the impact of the Reid Steel development. A contribution of £5,348 per unit has been agreed with the applicant which secures SANG provision in perpetuity (to be secured through the S106 legal agreement). The Council has produced a SANG management plan for this SANG and a legal agreement is being signed by the Council and Natural England to secure SANG provision, management and maintenance in perpetuity.
75. I consider that the proposed SANG provision satisfies the requirements of Policy ME2 of the adopted Core Strategy (2014).

**4. Open Space:**

76. In addition to requirements for heathland mitigation and HIPs provision, Policy HE4 of the adopted Core Strategy sets out requirements for on-site open space. As part of the submitted scheme there is no identifiable open space to address Local Plan requirements. If the approach is to utilise or enhance off site provision in this town centre location then this needs to be made clear.

**5. Flood risk:**

77. I have reviewed the 2019 Christchurch Level 2 SFRA and the Reid Steel site is located in flood zone 1. The adjacent site immediately to the east is affected by flood zone 3 and 2 when considering the impact of climate change to 2033 but this does not affect the Reid Steel site.

## **6. Education:**

- 78. I understand that a contribution towards education provision is currently being negotiated with the involvement of BCP officers and this will need to be secured through the S106 legal agreement. The proposed development of up to 170 units is generating a need for school places for early years, primary, secondary and Post 16. The final agreed contribution has yet to be agreed and will need to meet the CIL tests.
- 79. There's an expectation from the Department for Education that developers mitigate the costs of the school places for which they generate a need. The Department for Education have published guidance, 'Securing developer contributions for education' (April 2019). Policy LN7 of the adopted Core Strategy also identifies a need for community infrastructure needs including education to be addressed.
- 80. Therefore, there is a policy basis for seeking a contribution subject to scheme viability.

## **7. Health:**

- 81. A contribution towards health has been sought from Dorset NHS / CCG towards local health services. This request for a S106 contribution is not supported by any evidence related to the impact of the scheme to address the CIL tests. There is also no established Local Plan policy or planning framework / SPD for seeking these types of contribution towards health infrastructure.
- 82. The viability appraisal prepared for this scheme has been scrutinised by the DVS and there is no remaining viability in the scheme to make a contribution towards health provision.
- 83. The improvement in health infrastructure is important for the local area and this will be addressed as part of the preparation of the BCP Local Plan, associated infrastructure planning and whole plan viability testing.

## **8. CIL / S106:**

- 84. The proposed development is over 40 units and above the threshold where a SANG is required in accordance with Policy ME2 of the adopted Core Strategy. The adopted CIL charging schedule states that 'Residential on sites of 40 or more dwellings where on-site SANG is required by the local planning authority' are zero rated for CIL due to the viability implications of SANG



provision. Therefore all relevant financial contributions for this development should be secured through S106.

**Conclusions:**

85. The proposed scheme of up to 170 units provides the opportunity to deliver sustainable development and make a significant contribution towards the adopted Core Strategy housing requirement. The proposed mix of market housing will assist in meeting needs identified in Policy LN1 and the 2015 SHMA. A higher density scheme is appropriate in this location in close proximity to the town centre and local services.
86. The viability of the scheme for affordable housing appears marginal based on the DVS assessment of the applicant's viability appraisal. I would expect to see some level of affordable housing provision consistent with the requirements of Policy LN3 as I don't see that there are significant abnormal scheme costs.
87. The proposed development is located within Avon Trading Park which is established employment land and Core Strategy Policy PC2 applies. However, the latest available evidence from the Workspace Strategy identifies a surplus of employment land and the loss of this site would not prejudice the ability to meet future employment needs. The Reid Steel business is also planning to relocate to a site at the Bournemouth Airport Business Park which would retain the business and employment in the area. The Christchurch Local Plan Review (2018) and emerging BCP Local Plan is also considering Avon Trading Park as an area of search for housing in order to address the latest housing OAN based on the government methodology. Therefore, on balance I consider that the change of use to residential on this site is justified in relation to employment land need over the plan period and need for housing delivery.
88. BCP Highways have provided extensive advice on this scheme to date and I defer to them on this matter. The main issue relates to the site access and the appropriateness of the submitted scheme with access via Reid Street which generates safety issues for pedestrians and cyclists. BCP Highways have provided advice on a revised layout and replacement access via Mill Road which appears appropriate based on updated TA / capacity assessment and capable of satisfying Core Strategy Policy KS11.
89. The scheme of up to 167 units exceeds the threshold of 40 for where SANG provision is required in accordance with Policy ME2 of the Local Plan and the adopted CIL Charging Schedule. A contribution will need to be secured through S106 towards SANG and I understand this has been negotiated and agreed between the applicant and BCP. I am aware that SANG will be provided by the Two Riversmeet / Stanpit Marsh SANG which has remaining mitigation capacity to serve this development.

90. Policy HE4 of the Core Strategy identifies requirements for open space provision, and I would expect to see on site provision or an offsite contribution.
91. A contribution has been sought for education provision in accordance with Core Strategy Policy LN7 and the Department for Education's national guidance to local authorities. I understand this is currently being negotiated and will be subject to scheme viability alongside policy requirements for affordable housing.
92. A contribution has been sought toward health provision from Dorset NHS / CCG but this is not supported by evidence and lacks an agreed policy framework for collecting such a contribution. There is also no additional viability in the scheme for such a contribution based on the findings of the DVS report. Health provision is an important matter and this will be addressed through preparation of the BCP Local Plan and associated viability work.
93. As this scheme is over 40 units and providing SANG it will be zero rated for CIL in accordance with the adopted CIL charging schedule for Christchurch and all contributions sought through S106.

#### **NHS Dorset (DCCG)**

94. What provisions are in place for GP/Community services for the people who buy these properties?

#### **Dorset Police Crime Prevention Design Advisor**

95. None received

#### **Bournemouth Airport Safeguarding**

96. This proposal has been examined from an Aerodrome Safeguarding aspect and does not appear to conflict with safeguarding criteria.
97. Accordingly, Bournemouth Airport have no safeguarding objections to this development provided there are no changes made to the current application.

#### **BCP Education**

98. Accurate forecasting of the numbers of children requiring school places in the local authority area is key to the school place planning process. BCP school pupil forecasts are updated on an annual basis. There are five key factors that determine how many children there will be and the number that will require school places across the Primary and Secondary phases in the local authority area:
  1. Number of births
  2. Levels of migration
  3. Levels of new housing development
  4. Cross border flows of pupils, within Dorset and Hampshire in particular
  5. Parental expressions of preference in applications

99. To enable the Council to consider and plan for the impact of new housing development, a modelling tool is used by BCP Council to forecast the number of children that are likely to be generated from housing developments across the conurbation.
100. The catchment Secondary school for the site is Twynham School; this school is popular and oversubscribed. Housing development during the phase indicated for the proposed development will mean that further new Secondary phase school places would be needed in addition to the extra capacity needed to meet increased demand from the current population. The closest BCP Primary phase schools to the site are Christchurch Infant School, Christchurch Junior School and Twynham Primary School. These schools are also the catchment schools for the site. All three schools are generally popular and oversubscribed.
101. BCP Council has a statutory responsibility to ensure there are sufficient childcare places for children. Sufficient childcare means that families are able to find childcare that meets their child's learning needs and enables parents to make a real choice about work and training. This applies to all children from birth to age 14, and to children with disabilities. Sufficiency is assessed for different groups, rather than for all children in the local authority and is monitored annually.
102. School places are categorised as site-specific infrastructure to be funded through S.106 Obligations. Therefore, BCP Council will expect the developer to mitigate the full costs of all additional pupil places and Early Years provision that is required as a result of the proposed development, or by any variation to it, through S.106.

103.

Phase	Number of Places	Cost per Place	Total Cost
Early Years	7	£18,000	£126,000
Primary	14	£28,000	£392,000
Secondary	7	£32,000	£224,000
Post-16	2	£32,000	£64,000
<b>Total</b>			<b>£806,000</b>

### **Public Health Dorset (summary)**

104. The links between health and the built and natural environment are well established, and we welcome this opportunity to comment on the implications of the proposed development for public health. In doing so, I've drawn on a number of resources, in particular Public Health England's 'Spatial planning for Health – an evidence resource for planning and designing healthier places'.

Provision of affordable housing

105. The applicant proposes to provide exclusively market rate housing with no provision of affordable housing. If the site is to be developed for residential

use then it should contribute towards meeting the housing needs of the local community by providing affordable housing.

106. The provision of more affordable housing is central to the vision of the Christchurch and East Dorset Local Plan Core Strategy and Policy LN3 specifies that all residential developments should contribute to addressing Christchurch's need for more affordable housing.
107. I note that the applicant states that the redevelopment of the site is proposed to facilitate relocation of the existing business, and that a viability assessment has concluded that this would be unachievable if any affordable housing is provided on the site.
108. The applicant also argues that the relocation of the existing use of the site could offer other benefits including reduction of any disturbance to nearby residents associated with the current use of the site and opportunities to enhance on-site biodiversity.
109. Nonetheless, availability of high quality affordable housing is associated with numerous positive health outcomes for the general population and for people from vulnerable groups. The NPPF (paragraph 91) is clear that planning policy and decisions should 'aim to achieve healthy, inclusive and safe places' and, if the site is to be redeveloped for residential use, it offers numerous opportunities to meet this aim. One of the most significant of these is addressing local housing needs by providing affordable housing and, from a Public Health perspective, it should not be passed up.

Access to greenspace/public open space

110. Access to natural environments (including urban greenspace), is associated with numerous positive health outcomes. There is consistent evidence that having access to parks and playgrounds is associated with increased physical activity and reduced risk of obesity.
111. If the proposal progresses to a detailed application I would encourage increased provision of public open space. Doing so would help to secure the wider benefits that high quality and accessible public open space bring which are not provided by private gardens. These include opportunities for social interaction and enabling physical activity. Paragraph 127 (f) of the National Planning Policy Framework (NPPF) makes clear that planning decisions should 'create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users'.
112. Providing infrastructure (e.g. outdoor seating areas, shared growing space, play equipment) has been shown to facilitate engagement with outdoor spaces and we would encourage incorporation of these features into the proposed landscape plan.

Provision for walking and cycling

113. There is a wealth of evidence to show that investing in infrastructure to support walking and cycling can increase physical activity across all age groups. Prioritising active travel can deliver co-benefits for health and well-being by avoiding air pollution associated with motorised vehicles and encouraging social interaction. Paragraph 110 a) of the NPPF states that new development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.
114. We would encourage consideration of how the proposed development can enable people to access services and the wider area on foot and by bike. In particular, measures should be incorporated to enable people to access the nearby public right of way (PRoW) network (Avon Valley Path) through appropriate signage and infrastructure within the site, and/or through exploring the creation of a new footpath to directly link the proposed development to the PRoW network.
115. The application states that cycle storage will be provided for flats, but not for individual dwellings (other than reference to private gardens offering the possibility of cycle storage). As the applicant notes in the Transport Assessment submitted (Pg 8) Policy KS 12 of the Core Strategy states that adequate cycle parking facilities will be provided by the developer. I would encourage the inclusion of dedicated cycle storage to serve individual dwellings to enable travel by cycle.

#### **Environment Agency**

116. Comments received 15 February 2019 - We **object** to the application, as submitted, as the potential risks to groundwater from the development are unacceptable. The applicant has not supplied adequate information (i.e. investigative evidence and mitigation proposals) to demonstrate that the risks posed to groundwater can be satisfactorily managed.

Protection of Controlled Waters – updated comments on 12 September 2019

117. The current use of the proposed development site as steel frame manufacturing factory, combined with an industrial history which includes a boat yard presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled Waters are particularly sensitive in this location because the proposed development site is located upon superficial River Terrace Deposits, designation a Secondary aquifer A, which is likely to be in hydraulic. The report by ACS, '*Reid Steel Premises, Christchurch – John Reid & Sons (Strucsteel) Ltd. Site Investigation, Contaminated Land and Geotechnical Report. JULY 2019*', suggests that the redevelopment of the site poses a low risk to controlled waters; the report has been used to inform the recommended planning conditions. The site is in close proximity to and in hydraulic continuity with the River Avon (SSSI, SPA and SAC) and the underlying bedrock of the Branksome Sand Formation, also designation a Secondary aquifer A.

118. The application's site investigation report demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.
119. In light of the above, the proposed development will only be acceptable if planning conditions are included requiring the submission of a remediation strategy etc., carried out by a competent person, in line with paragraph 178 of the National Planning Policy Framework. Without these conditions we would object to the proposal because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

#### **EA Comments received 12 September 2019**

120. We have updated our Contaminated Land position in regard to the additional information submitted. We maintain our position that we ask to be consulted on the details submitted for approval to your Authority to discharge the conditions and on any subsequent amendments/alterations.

#### **Protection of Controlled Waters**

121. The report by ACS, 'Reid Steel Premises, Christchurch – John Reid & Sons (Strucsteel) Ltd. Site Investigation, Contaminated Land and Geotechnical Report. JULY 2019', suggests that the redevelopment of the site poses a low risk to controlled waters; the report has been used to inform the recommended planning conditions.
122. The site is in close proximity to and in hydraulic continuity with the River Avon and overlies Secondary Aquifer. The application's site investigation report demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.

#### **Natural England**

123. Objection, further information required
124. The application site is within the vicinity (within 5 km and beyond 400m) of Town Common which is notified as a Site of Special Scientific Interest (SSSIs) for the special interest of its heathland habitats and associated plant and animal species. Town Common is also part of the Dorset Heathlands Special Protection Area (SPA) and Dorset Heaths Special Area of Conservation (SAC) and Ramsar.

125. Natural England's advice to the authority is that the proposal will have a Likely Significant Effect on the European and International wildlife sites arising from the increase in residential units and hence increase in urban related pressures, such as recreational access.
126. As an urban brownfield site, the application site has limited opportunity to provide onsite mitigation and therefore a contribution through either s106 or CIL towards Heathland Infrastructure Projects (HIPs) provision and the appropriate level of SAMM funding would be a suitable mechanism to enable mitigation to be provided for the proposal as per the Dorset Heathlands Planning Framework (2015 – 2020) SPD.
127. Section 6.32 of the Planning Statement indicates that the Council have plans to create a new Country Park at 2Riversmeet, which the development contribution could be put towards. Natural England request further information on the proposals for the country park/SANG at 2Riversmeet to ensure it can deliver the required mitigation. This information should include a proposed site plan, timeline for implementation and details of the current usage of the proposed HIP. In any case there will need to be a legally binding permission preventing occupation prior to the agreed package of measures being implemented and available for use.
128. From the application site its 1.8km walk to 2 Riversmeet, mainly along roads from the site, whereas the footpath link to Town Common is 1.6km from the rear of the site. The applicant will need to show that this quiet route is not available through design and layout as well as demonstrating that the capacity at the 2Riversmeet site is available from the Council.
129. In the light of the recent ECJ ruling (People Over Wind & Sweetman v Coillte Teoranta (Case C-323/17)) which concluded that the avoidance/mitigation, e.g. as set out in the Dorset Heathlands Planning Framework (2015 – 2020) SPD, cannot be taken into consideration when considering the Likely Significant Effects of proposals on European wildlife sites (and Ramsar sites as a matter of Government policy). Natural England advise your authority to undertake an Appropriate Assessment of the application as is required under Reg 63.

#### River Avon

130. The site is within 50m of the River Avon SSSI, SAC and the Avon Valley SPA. There are a number of potential impacts from the proposal which are covered in the below sections.
131. In the light of the recent ECJ ruling (People Over Wind & Sweetman v Coillte Teoranta (Case C-323/17)) which concluded that the avoidance/mitigation, e.g. as set out in the Dorset Heathlands Planning Framework (2015 – 2020) SPD, cannot be taken into consideration when considering the Likely

Significant Effects of proposals on European wildlife sites (and Ramsar sites as a matter of Government policy). Natural England advise your authority to undertake an Appropriate Assessment of the application as is required under Reg 63.

#### Nutrient Neutrality

- 132. Evidence suggests that the targets in the Hampshire Avon nutrient management plan are unlikely to be delivered by 2021. We are modelling what this means for the Nutrient Management Plan, and will be providing recommendations in March 2019.
- 133. We know that there will be new development and we advise that the new development within the catchment of the Hampshire Avon needs to be "phosphate neutral". We will work with you to help you demonstrate how that can be best achieved. A clear option for applicants in this location in the catchment will need to be established.

#### Contamination

- 134. The land has been in industrial use in recent history and has the potential to mobilise contaminants from the site into the River Avon. The Contaminated Land and Geotechnical Report, dated September 2018, concludes that there is a moderate/low – moderate risk of contaminants from the site entering the river system and that further intrusive investigation be carried out.
- 135. We advise that the Foul & Surface Water Drainage Strategy be updated once the intrusive investigation has been carried out. It may be that SUDs will not be appropriate in this location due to the risk to the River Avon and its designated features. Natural England recommend that implementation of a surface water strategy, which has been approved by Natural England, is conditioned to any permission.

#### Bird disturbance

- 136. The construction phase of the development may cause disturbance impacts to overwintering bird populations which are a feature of the Avon Valley SPA. Therefore Natural England recommend a Construction Environment Management Plan (CEMP) is produced and its implementation in full conditioned to any permission. Biodiversity Mitigation Protocol
- 137. Natural England note the submission of a Certificate of Approval (dated 24 October 2018) from the DCC NET, however the BMEP document and a signed certificate is not available on the planning portal. In this case we request for the BMEP to be uploaded on the portal so that we may consider it in our advice.

#### **Natural England revised comments (12/12/2019)**



138. Natural England previously advised that the risk to Town Common SSSI, SAC, SPA from increased recreation would be reduced if there was no direct pedestrian access to Mill Road at the north of the site, and suggested access is via Reid Street and into Fairmile Road. Natural England note the consultee response from BCP Highways in relation to access and the safety reasoning for the main access to be off Mill Road rather than Reid Street. In this case, provided the below mitigation measures can be secured, we advise that the provision of access from the development onto Mill Road would not cause a likely significant effect on the designated sites.
139. Your authority will need to carry out an appropriate assessment for the Reid Steel application which will need to confirm the proposed mitigation at 2 Rivers Meet as well as considering measures outside of the designated sites such as:
- Signage directing local people to the new SANG in a consistent manner.
  - A visitor information sign at Town Common detailing the requirement to keep dogs under control and remove dog litter.
  - A leaflet for new residents showing routes to walk and drive to the SANG.

#### Advice on 2 Rivers Meet SANG

140. It is Natural England's opinion that there is now sufficient information provided on the SANG at 2 Rivers Meet for your authority to conclude that there is sufficient available capacity to partially mitigate for the impacts of the increased population as a result of the Reid Steel proposal. We advise that the applicant should secure written agreement from the relevant team within the Council confirming that adequate capacity in the SANG has been allocated against the development.

#### Advice on SAMM

141. In addition Natural England understands that your authority will secure a contribution for Strategic Access Management and Monitoring (SAMM) through a suitable legally binding agreement with the applicant. Natural England confirm that this approach will allow your authority to conclude that the application is compliant with the requirements of the Habitats Regulations 2017 with respect to the Dorset Heathlands SPA, Dorset Heaths SAC and the government's policy on Ramsar sites.

#### **BCP Highways (comments received 07/05/2019)**

142. The visibility at the Mill Road / Fairmile Road junction and is below the standard required for 30mph road speeds. At a 2.4m "x" distance into Mill

Road the visibility available (without looking over 3rd party land) is 34m looking to the right for drivers exiting Mill Road. For 30mph road speeds the visibility should be 43m. The existing access adjacent to 55 Fairmile Road also has substandard visibility. The current proposed residential layout plan shows a limited amount of the new dwellings accessed off the Mill Road, existing Reid Steel access and utilising the access adjacent to No. 55 Fairmile Rd. These accesses currently provide vehicle access to areas of the Reid Steel site. Therefore I believe it could be argued that if the residential layout plan shown was implemented then there would probably be little increase in traffic at the accesses than what could occur at present. In the case of the access adjacent to No. 55, it maybe that there are highway safety gains in the proposal that would outweigh a limited number of dwellings utilising this access.

143. However, if we are to look at approving "Access" points only, i.e. no layout, I'd have a concern that we would not know the number of dwellings units that would be accessing and exiting the site from accesses which may have substandard visibility to that required for the main road vehicle speeds. It could be that the whole development is put forward as accessing the site from Mill Road as part of reserved matters and therefore there would be a significant increase in traffic exiting onto Fairmile Road, with potentially substandard visibility.
144. Therefore, I'd seek the applicant carry out a vehicle speed survey on Fairmile Road in the vicinity of Mill Road and then we can determine what visibility is required and fully assess this information against the proposal.

#### **BCP Highway (comments received 26/06/2019)**

145. Vectos Access Review (5/6/19) - This review seeks to address the concerns raised in the previous BCP Highway Authority comments and I respond as follows.
146. Reid Street Access – The review refers that there are existing pedestrian movements in the area. However, these movements will predominantly be from workers and visitors (adults) associated with industrial units along and accessed off Reid Street. Workers will be familiar with the industrial nature of the area, including likely larger vehicle movements. The proposal introduces a significant number of residential dwellings to be accessed off Reid Street. The dwellings will be occupied by various age groups including children and possibly older more elderly occupants. Reid Street does not provide a safe route for pedestrians or cyclists, including for the more vulnerable highway users, such as children.
147. The review refers that blocking footways is not uncommon in urban areas. Blocking of footways on Reid Street in this instance will result in pedestrians, including children having to use the unadopted carriageway. This would be

unsafe and further, the carriageway surface is not in great condition. The majority of Reid Street is un-adopted and therefore the Highway Authority has no control of parking controls in the area including to prevent parking on the footways or inconsiderate parking on the carriageway on Reid Street adjacent the site access. In urban areas where vehicle parking occurs on adopted highways and becomes a problem we can introduce controls to prevent such parking, this is not available in the vicinity of the access.

148. The fact that Reid Street is not adopted leads to many highway issues. There is no street lighting to the proposal end of Reid Street to assist pedestrian or cyclist safety in the evening. The surface condition of Reid Street cannot be guaranteed. As already referred, general highway parking in the area cannot be controlled and inconsiderate parking can lead to safety dangers, including for pedestrians and cyclists. The Highway Authority would be unable to adopt the development's roads and footways accessed from Reid Street as they have no connection to an adopted highway to guarantee highway authority access, appropriate surfacing drainage or lighting along the existing access roads.
149. The applicant has put forward a footway along part of the northern side of Reid Street but this does not connect with an existing footway (or adopted area). This would lead to pedestrians, including children, crossing Reid St at the end of this footway over the unadopted Reid Street (poor surface) and crossing onto a private forecourt/footway area which cannot be guaranteed to be available or not be blocked by vehicles. Further the route on this southern side of Reid St leads the pedestrian route along the industrial unit frontages which have vehicles manoeuvring across the private forecourt/footway and then to cross a wide industrial access further along Reid St. This would not be a safe attractive route for pedestrians, also noting that this route would be unlit in the evenings.
150. Considering the above and my previous report comments I do not agree with the Vectos review conclusion that the highway gain in a reduction of HGV movements along Reid Street (an established industrial area) outweighs the safety issues outlined above.
151. Mill Road Access – The revised drawing in the review shows 4 parking spaces accessed with reversing onto/off Mill Road. I note that the recently submitted revised general layout plans for the development show more than 4 parking spaces (6 spaces) with direct access onto/off Mill Road at this point. The review refers to other existing driveways on Mill Road with similar parking arrangements. However, these are existing long established parking arrangements. The proposal represents a complete new redevelopment and involves a large area of land being available for various housing layouts to come forward. Therefore, the proposal should be seeking to provide a highway layout which is safe and not replicating an existing arrangement

which is unsafe. Further, the new development parking is located on a bend in the road and opposite an existing industrial unit access, factors which differ from other properties on Mill Road.

152. Fairmile Road Access – The review has clarified that the industrial unit to the northern boundary of the site is accessed off Mill Road and not this access. There is therefore only 1 existing, relatively small, industrial unit to be access off this Fairmile Road access in addition to the 11 new dwellings and 1 existing dwelling. The layout of this access is therefore deemed acceptable. However, it should be noted that in my comments on the latest revised plans (see comments below) if I had been supporting the overall proposal I would be seeking a pedestrian link through this Fairmile Road access to connect into the main site (to run adjacent to Plot 5 perhaps) as this would assist permeability for pedestrians.
153. The review refers to "severe impact" including when referring to the pedestrian movement impact. However, the term "severe" within the NPPF refers to the residual impact of the development on the wider highway network (e.g. traffic congestion) and not more local safety issues associated with a proposal (this "severe" definition has been determined at Planning Inspectorate appeal). The Local Highway Authority are not objecting to the wider traffic impacts of the proposal on the highway network, it is the more local access safety issues including in the development layout that are objected to.
154. Revised Plans - Comments refer to revised plan Dwg No. 12 Rev A – Ground Floor plan
155. As referred to above as Reid Street is not adopted highway, the applicant cannot guarantee that the development access along Reid Street, at the immediate access, will not be congested with parked vehicles associated with adjacent industrial units. The surface of Reid Street is poor and cannot be guaranteed, there is no street lighting in this location and existing road drainage standard is unknown. Safe pedestrian links along Reid Street have not been demonstrated. The footways and carriageways accessed off Reid Street cannot be considered for highway adoption as they do not connect to an existing adopted highway. Therefore, appropriate safe access to the development cannot be demonstrated or be guaranteed to be available in the future.
156. Parking bays are still shown accessing directly off Mill Road. The proposal represents a complete new redevelopment and involves a large area of land being available for various housing layouts to come forward. Therefore, the proposal should be seeking to provide a highway layout which is safe. These Mill Road parking bays should therefore be removed/relocated.
157. 215 parking spaces are shown for 170 units. The housing units predominantly have 2 on plot parking bays each. The site is located a reasonable short walk

distance from the Town Centre and the many facilities this offers. There are local schools, a train station and high frequency bus routes close by. Therefore, the level of parking proposed is considered acceptable. However, in order to achieve these parking levels the layout relies on a very car dominated environment with long lengths of parking bays including long lengths accessed directly accessed off the internal access roads. The layout is not conducive to creating an attractive, safe pedestrian environment which should be priority in residential development. The lengths of parking bays, which require manoeuvring space, also reduce the availability of casual on-street parking opportunities to assist visitors and home deliveries which will result in inconsiderate parking at junctions and vehicles parking half on/off the footways and landscaping.

158. If I had been supporting the proposal I would have sought an additional pedestrian link, with appropriate street lighting, from the Fairmile Road access to increase permeability through the site. I'd suggest a 3m wide link running adjacent to Plot 5 through to the parking court adjacent to Plot 49.

**BCP Highway Authority Comments on Revised Plans and Vectos  
Transport Consultant submission**

159. The applicant's submitted analysis of the traffic impacts of the proposal on the Mill Road/Fairmile Road junction show that with all the vehicles from the proposal using this junction this would not lead to severe congestion impact on the highway network. There would be some additional queuing of vehicles exiting Mill road and this may impact on existing residents but this would not be at a level that would warrant refusal of the proposal on congestion issues. Mill Road is of sufficient width to accommodate two-way traffic flow. There are some areas within which parked cars restrict flows to single vehicle passing but there are also private driveway accesses which result in passing places being available. The parking restrictions at the access off Fairmile Road keep the Mill Road approach to this junction clear of parked cars. Overall Mill Road is a very typical residential access road and capable in design terms of accommodating the additional traffic from the development without causing significant highway safety dangers.
160. I'm not convinced that the layout can fit the number of units proposed on the site, comply with parking standards and not have a site layout which is dominated by parking /vehicles. However, If you are accepting that the internal layout is now indicative, you may consider that my concerns on this pedestrian environment within the site may be dealt with as part of the future reserved matters application and secured by planning condition e.g. Condition that the design of any internal layout to be submitted as reserved matters should have regard to design document Manual For Streets 1 & 2 with respect of the pedestrian environment etc. (I would supply more detailed wording for any decision notice). I do not support the parking bays shown close to the Mill

Road site access and I'm unsure that a refuse vehicle could efficiently manoeuvre within the current illustrative plan layout but again these matters could be dealt with at reserved matters with a different layout plan.

161. Other conditions could be placed to:

Limit the number of housing units off the smaller of the Fairmile Road accesses

Roads, footways, drainage and lighting details shall be submitted and designed to adoptable standard.

Details of the layout and boundary features; i.e. a solid brick wall to prevent pedestrian access through to Reid Street. Those features to remain in place at all times to ensure no pedestrian access through to Reid Street.

Roads, drainage and lighting to be complete prior to 75% occupation of the units.

162. One area which is now highlighted due to the closure of the Reid Street access is that a significant number of schoolchildren from the development are now likely to cross Fairmile Road between Mill Road and Portfield Road if they attend the nearby schools of Christchurch Junior and Christchurch Infant School. Pedestrians are unlikely to continue to walk past Portfield Road to use the crossing further along Fairmile Road. Therefore, we need to secure a new pedestrian crossing point. The exact location of a zebra or signalised crossing would be unknown at this time until the applicant's transport consultant was to complete a detailed design (to be agreed with the highway authority). That design would also inform whether a Zebra or Signalised crossing is most appropriate. There are numerous private driveways and a couple of bus stops between Mill Road and Portfield Road which would affect a crossing design and location. The bus stops including raised kerbs, road markings, and signage may need relocating. These works could be complex and would need a S278 agreement. All works, design and supervision fees being at the applicants expense. An appropriate S106 legal agreement with clauses could be entered into requiring the applicant to; deliver a pedestrian crossing (to be agreed), which should be either a Zebra crossing or Signalised crossing, across Fairmile Road between Mill Road and Portfield Road and to enter into a S278 for delivery of the works associated with the crossing. The crossing to be delivered prior to occupation of any residential unit. Note that at this time we would be not able to inform the public exactly where that crossing would located so this would not be available to view on any plans.

163. Provision of the crossing also meets Policy aims of the development contributing towards the promotion of sustainable modes of transport which is a requirement in housing development.

164. S106 Legal agreement clauses will also be required:

- To give over land to the Highway Authority & S38 agreement for adoption the roads, footways highway lighting and drainage and through the site and linking to Fairmile Road (the small access).
- A £5000 contribution towards future Traffic Regulation Orders (signs, road markings, legal orders etc.) within site will also be required.
- A Travel Plan to secure the promotion of sustainable modes of travel amongst residents.
- Therefore, if you consider that my references to matters being secured via legal agreement and conditions above are appropriate then the highway authority would now be in a position to support the proposal based on the latest access only plans and subject to those legal agreements and conditions referenced above.

### **NHS Bournemouth & Christchurch Foundation Trust (summary)**

165. Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The creation and maintenance of healthy communities is an essential component of sustainability as articulated in the Government's National Planning Policy Framework which is a significant material consideration. Development plans have to be in conformity with the NPPF and less weight should be given to policies that are not consistent with the NPPF. Consequently, local planning policies along with development management decisions also have to be formulated with a view to securing sustainable healthy communities.
166. As our evidence will demonstrate, the Trust is currently operating at full capacity in the provision of acute and planned healthcare. It is further demonstrated that although the Trust has plans to cater for the known population growth, it cannot plan for unanticipated additional growth in the short to medium term. The contribution is being sought not to support a government body but rather to enable that body to provide services needed by the occupants of the new development, and the funding for which, as outlined below, cannot be sourced from elsewhere. The development directly affects the ability to provide the health service required to those who live in the development and the community at large.
167. Without contributions to maintain the delivery of health care services at the required quality, constitutional and regulatory standards and to secure adequate health care for the locality, the proposed development will put too much strain on the said services, putting people at significant risk. Such an outcome is not sustainable.
168. One of the three overarching objectives to be pursued in order to achieve sustainable development is to *include b) a **social objective** – to support strong, vibrant and healthy communities ... by fostering a well-designed and*

*safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being."* NPPF paragraph 8.

169. There will be a dramatic reduction in safety and quality as the Trust will be forced to operate over available capacity as the Trust is unable to refuse care to emergency patients. There will also be increased waiting times for planned operations and patients will be at risk of multiple cancellations. This will be an unacceptable scenario for both the existing and new population. The contribution is necessary to maintain sustainable development. Further the contribution is carefully calculated based on specific evidence and fairly and reasonably related in scale and kind to the development.
170. The contribution required for this proposed development of **170 dwellings** is **£168,921.00**. This contribution will be used directly to provide additional health care services to meet patient demand
171. In the circumstances, it is evident from the above that the Trust's request for a contribution is not only necessary to make the development acceptable in planning terms it is directly related to the development; and fairly and reasonably related in scale and kind to the development. The contribution will ensure that Health services are maintained for current and future generations and that way make the development sustainable.

### **Dorset Clinical Commissioning Group**

172. Stour surgery does not have capacity for all these people to register with us in our current building. Will there be funding to help us enlarge the surgery? If not what plans are in place for these patients who may need to register with a GP.
173. **Constraints**
- Medium Pressure Pipeline - 2.72m
  - SFRA FZ3a 2126 - 0.00m
  - SFRA FZ2 2086 - 0.00m
  - SFRA FZ2 2126 - 0.00m
  - SSSI Impact Risk Zone - 0.00m
  - Article 4 Directions - 0.00m
  - Highways Inspected Network - 4.29m
  - Highways Inspected Network - 6.02m
  - Heathland 5km Consultation Area - 0.00m
  - Rights of Way - 5.54m



- Airport Safeguarding - 0.00m
- Wessex Water Sewer Flooding - 0.00m
- Contaminated Land - Medium Risk - 0.00m

## **Planning Assessment**

### **Site and Surroundings**

174. The existing site lies on the northern edge of the town centre boundary (as identified in policy CH2) but within the urban area of the town on the eastern side of Fairmile Road, one of the main roads leading into the town. The site measuring 1.72 ha is currently occupied by industrial buildings in B2 (general industrial) use and is part of the Avon Trading Park. Reid Steel, the current occupier and owner' business specialises in custom design, engineering, fabrication and the erection of a wide variety of pre-engineered steel framed buildings and structures. The family run company has existed since 1919 and have global commercial interests.
175. Within the site, there are a number of substantial industrial sheds, an office building and large areas of hard surfacing which are used predominantly for storage of materials and parking. There is a change of levels within the site with a drop of between 2 and 3 metres between the land accessed off Fairmile Road and the rest of the site.
176. There are two main existing access points, one directly from Fairmile and the main entrance off Reid Street which also provides access into the Avon Trading Park. Reid Street is only partly adopted and the highest proportion is within private ownership. The Fairmile access is between two residential properties, No 59 and No 55 Fairmile and serves part of the wider site. There is an access off Mill Road; however it is currently not utilised by the company.
177. To the east of the site, the Bournemouth Waterworks site is located and beyond this the River Avon flows eastwards with the water meadows beyond. This land to the east is designated as Green Belt.
178. The townscape within the immediate area consists of two storey housing within a defined and strong settlement pattern. Mill Road lies to the north west which is characterised by detached and semi-detached properties within linear plots creating a tight and enclosed street scene. There are two 3-storey blocks of flats which flank the Reid Street junction off Fairmile and this busy street is generally characterised by detached and semi-detached dwellings with minimal boundary treatment and some on site parking. Adjacent to the northern western boundary there are two industrial units outside of the application site which are positioned to the rear of properties in Mill Road.
179. Directly adjacent to the site to the west on Reid Street there are three large units for retail and D2 purposes and the associated large area of hard

surfacing for car parking. Opposite the site on Reid Street, there are further industrial and business units with parking to the front of the premises within Avon Trading Park.

## **Key Issues**

### **Principle of development**

180. There is a presumption in favour of sustainable development within the NPPF. Paragraph 11 of the NPPF states that where policies which are most important for determining the application are out of date planning permission must be granted unless policies in the Framework provide a clear reason for refusing the development proposals. Following the publication of the Housing Delivery Test, the Council cannot currently demonstrate a five year land supply with a 20% buffer applied.
181. The '5 Year Housing Land Supply' document updated in 2019 confirms that in the next five years of the plan period the housing supply is 4,384 set against a target of 4,598 and this is 920dpa (dwellings per annum). This results in a shortfall of 214 dwellings over the Core Strategy target which includes a 20% buffer and the previous shortfall of the Core Strategy target. This equates to a 5 year supply of 4.77 years.
182. Given the lack of a 5 year housing land supply and Footnote 7 to paragraph 11 of the NPPF, it is clear that or the policies which are most important for determining the application are out-of-date. The site is not within a particular area identified by Paragraph d) i. and footnote 6 and therefore the tilted balance is applicable. This would in this instance affect the weight which could be applied to Policies PC1 & PC2. Planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. This titled balance will be discussed in paragraphs 251 – 255 of this report. However, there is no doubt that this development would make a significant contribution to the housing supply in Christchurch and to the wider BCP area as the BCP Local Plan moves forward.
183. The Christchurch Local Plan Review has identified Knapp Mill and Avon Trading Park as a potential housing option area. It is stated in para 5.1.31 of the Local Plan Consultation document; 'The location of the trading park, close to shops and services, the station and bus routes, and within easy walk of Christchurch Town Centre, could be a location where further residential redevelopment could be considered should commercial uses on parts of the trading park cease.' The Reid Steel site itself is outside the Local Plan Review Submitted Sites; however having regard to the statement above, it is clear that this area is suitable for residential development. Whilst it is recognised that this Local Plan Review will no longer be taken forward and work is underway

for a new BCP Local Plan, this site is clearly in a sustainable location and its redevelopment would make a significant contribution to addressing the shortfall in the five year housing land supply. This 'area of search' will be considered further as part of the emerging BCP Local Plan. The loss of employment land will be discussed in paragraphs 188 onwards.

184. There is a current application at Aviation Business Park for the development of an employment unit (use classes B1c, B2, B8) with access, landscaping, car parking and associated works (8/19/0882) and it is intended for Reid Steel to relocate to this new unit within the Business Park which is identified as Christchurch's Strategic Higher Quality employment site (policy PC1). The Planning, Design and Access Statement submitted on behalf of the applicant states;

*'The site is of limited size relative to the needs of the business and the irregular shape of the site results in operational difficulties and renders reconfiguration or redevelopment for the needs of the business to be not practical or indeed viable...The business owners consider that relocation to a larger site and purpose built facility is essential to enable the business to continue to be able to trade. The relocation to a purpose built plant will enable the business to improve efficiency and output by more than 100% which will result in safeguarding the long-term future of the business, additional employment opportunities and significant other economic benefits'*

185. However, it should be noted that this application has yet to be determined and there would not be a formal link between the two applications and proposals.
186. This application would provide for up to 170 residential units within a sustainable location and allow for the relocation of a heavy industrial use to move out of this dense residential area and into purpose built accommodation. The site is within walking distance of the town centre and all the services and facilities this locale offers as well as being walking distance to a primary school and secondary school. The train station is within half a mile and there is a bus stop on Fairmile Road between Reid Street and Mill Road.
187. Paragraph 68 of the NPPF states; *'small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should .. support the development of windfall sites through their policies and decision – giving great weight to the benefits of using suitable sites within existing settlements for homes'*. It is considered this scheme will make an important contribution to the housing supply.

## **Loss of employment land**

188. Policy KS5 (Provision of Employment Land) confirms that 80 hectares of land will be identified to meet the requirements of existing and new businesses. Policy PC1 identifies Avon Trading Park as a site which will be a focus of meeting projected requirements for B1, B2 and B8 uses and employment uses within these use categories will be protected. Policy PC2 states that where there is strong evidence of the lack of market demand over the plan period (2013-2028) employment land may be considered for non B use classes. As discussed previously, the Local Plan Review identified part of the Avon Trading Park as potential land to be re-developed for residential purposes. Planning Policy have confirmed that given this site is particularly constrained in terms of its location and is not ideal in terms of vehicle movements and impacts on amenity, there is no principle objection to the loss of employment land. The Housing Land Supply document (March 2019) also identifies the Reid Steel site as a site with the potential to provide housing within the next 5 years.
189. The Bournemouth, Dorset and Poole Workspace Strategy 2016 provides employment land projections and business sector forecasts and is integral to achieving the aspirations for economic growth across the Dorset Local Enterprise Partnership area. This document confirms that across the Dorset LEP area within the study period from 2013 - 2033, taking into account both demand and supply, there is a surplus of employment land. Planning Policy have stated; 'For the Eastern Dorset Housing Market Area there is a projected demand for B1, B2 and B8 employment land of 222.7ha to 2033 which is balanced against a supply of 276ha of employment land for this area. Therefore, there is some flexibility for change of use to non-residential uses for some employment sites where appropriate'.
190. The Planning Statement submitted as part of the application puts forward the case that the site would not be suitable for other B2 uses and redevelopment for industrial uses would not be viable. Members will note the viability aspects affecting a (higher value) residential scheme on the site in para. 195 below and it can be expected that redeveloping the site for alternative employment uses would also trigger some of these abnormal costs such as remediation works.
191. It is recognised that this site is in close proximity to residential properties and does not provide good access links for larger vehicles and lorries associated with such uses. The Statement goes on to say that there are strong market signals that confirm it would be unviable to retain the existing business on the site in a meaningful manner. It is therefore considered that whilst the Development Plan clearly includes policies to protect the employment land on the application site, more recent documents and research has clearly shown that re-developing this site for residential purposes would not undermine the level and provision of employment land in the area. Given this, it is considered

that Policy PC2 is satisfied bearing in mind the reduced weight which can be attached in light of the tilted balance.

192. Furthermore, paragraph 120 of the NPPF states that planning decisions need to reflect changes in the demand for land. It states that prior to updating the development plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area. In this particular case, the Local Planning Authority can identify a clear housing need. Therefore, overall it is considered that the loss of this employment land would not prejudice the economic growth aspirations of the Local Plan area and it would allow a local company to relocate to an improved site which would enable them to grow and build upon their existing success and contribute to the local and wider economy.

### **Housing mix and Affordable Housing**

193. Policy LN1 seeks to ensure the size and type of new housing reflects current and projected local housing needs. The Strategic Housing Market Assessment 2015 suggests there is a 20% need for flats in the market housing sector and a greater need for 2 and 3 bed properties (42.6% and 40.2%). This development would provisionally provide 21 x 3 bed houses, 70 x 2 bed flats, 13 x 2 bed houses and 63 x 1 bed flats. At this stage the scheme would provide a significantly higher proportion of flats; however it must be remembered that this is an outline application and the mix is subject to change at reserved matters stage. Notwithstanding any future change to the mix, the provision of flats in this particular town centre location is considered to be acceptable. It allows for a higher density and a more efficient use of the land in a sustainable location. The proposal would meet the requirement of providing a higher proportion of 2 and 3 bed units which is what is needed across the Christchurch area. There are no grounds to conclude at the outline stage that a reserved matters submission could not deliver a suitable housing mix addressing local needs.
194. Policy LN3 of the Local Plan seeks to ensure that residential development which results in a net increase of housing provides up to 40% of the residential units as affordable housing. The mix of affordable housing must reflect local housing needs identified in the SHMA.
195. This scheme for up to 167 units would result in a requirement for 67 affordable units being provided on site. However, there is no affordable housing provision put forward as part of this development. The applicant has put forward a Viability Assessment which has concluded that there is no viability to provide the affordable housing. This Assessment has been independently assessed by the District Value Service (DVS) for the Local Planning Authority and they have confirmed that given the SANG contribution that is required, the abnormal costs for the remediation works and the Existing Land Value, providing affordable housing would make the scheme unviable.

196. The provision of affordable housing forms part of the Core Strategy Vision and is expressed in Objective 5: To deliver a Suitable, Affordable and Sustainable Range of Housing to provide for Local Needs. However, policy LN3 does provide some flexibility and allows the applicant to present a financial viability assessment. This site is not allocated in the Local Plan and therefore the site has not been subject to any viability assessment during plan making. The National Planning Practice Guidance states that viability can be assessed in decision taking where development is proposed on unallocated sites of a different type from that allocated in Local Plan.
197. It is extremely regrettable that there is no viability for the provision of affordable housing on this site; however allowing this development would make a significant contribution to the housing supply in Christchurch and the BCP area. The NPPG is very clear in allowing Councils to review the viability during the lifetime of a project. It states; *'Where contributions are reduced below the requirements set out in policies to provide flexibility in the early stages of a development, there should be a clear agreement of how policy compliance can be achieved over time'*. Therefore, it is put forward that a clause is included within the S106 to ensure the viability of the scheme is revisited within a certain timeframe. This can therefore take account of any economic changes that may affect build costs and the Existing Land Value.

#### **Planning Obligations**

198. The site is considered to be CIL Exempt as the site is providing over 40 dwellings. The adopted CIL charging schedule states that 'Residential on sites of 40 or more dwellings where on-site SANG is required are zero rated for CIL due to viability implications of SANG provision and a contribution towards SANG will be secured. Consideration has been given to other forms of infrastructure and whether any contributions can be secured for education and health services through S106.

#### **Education –**

199. Policy LN7 (Community Facilities and Services) seeks to ensure the provision of facilities and services for the community such as education and health centres. The Department of Education have recently published guidance 'Securing developer contributions for education' (2019) which states; *'There is an expectation that developers must mitigate the costs of the school places for which they generate a need'*. BCP Education Authority have assessed the proposal and requested a contribution of £806, 000 towards primary and secondary school places.
200. The Viability Assessment has included this education contribution and again it has concluded that there is no viability for an education contribution to be made. The Assessment by DVS has agreed with this and has confirmed there would be a significant deficit with an affordable housing or education

contribution. Even if a decision was made to only secure one of these contributions, the scheme would not be viable.

#### **Health –**

201. A contribution has been sought from the Bournemouth & Christchurch NHS Foundation Trust to ensure health services are maintained for current and future generations. These representations constitute material considerations in principle. However, such contributions may only be required if they meet all legal/policy tests relevant to seeking such contributions.
202. In order for the Council to require the applicant to enter into a section 106 obligation to make such payments, the contributions must meet the requirements of Regulation 122 (2) of the Community Infrastructure Levy Regulations 2010 (as amended) which are also reflected in government policy in the NPPF at paragraph 56 and the NPPG.
203. Regulation 122 (2) provides that:  
  
A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—  
(a) necessary to make the development acceptable in planning terms;  
(b) directly related to the development; and  
(c) fairly and reasonably related in scale and kind to the development.
204. Having carefully reviewed the consultation responses provided by the Trust officers do not consider that information provided demonstrates that the need for the contributions has been clearly justified or evidenced as being directly related to the development or fairly and reasonably related in scale and kind to the development. It cannot be concluded that it is necessary to make the development acceptable in planning terms at this time.
205. There is currently no established Local Plan policy or SPD for seeking these forms of contributions towards health infrastructure. Notwithstanding this, there is no viability for providing any financial contribution towards health services. Planning Policy have confirmed that the improvement in health infrastructure is important for the local area and this will be addressed as part of the preparation of the BCP Local Plan and it is understood that Government is drafting a strategy for NHS funding from developers nationwide. However, at this stage is not considered reasonable to try and secure a contribution.

#### **Sustainable Alternative Natural Greenspace –**

206. The site is within 5km and beyond 400m of Town Common which is designated SSSI and forms part of the Dorset Heathlands Special Protection Area (SPA) ABD Special Area of Conservation SAC and Ramsar. In accordance with the Local Plan and Dorset Heathlands Framework a contribution of £5,348.00 per dwelling will be secured as a contribution towards the Country Park (Sustainable Alternative Green Space - SANG) at 2 Riversmeet. This is in addition to the SAMM contribution which is calculated

as £263 per house and £179 per flat. This provision and the rationale will be discussed in paragraph 232 – 243.

### **Layout, form and visual amenity**

207. As this is an Outline application, the layouts provided are indicative to illustrate how the development could be accommodated on the site. There have been revisions to the layout in response to the consultation responses such as bringing development away from the industrial unit to the rear of 10 Mill Road to prevent noise nuisance; rearrangements in the north corner to overcome the concerns raised by Wessex Water; and the positions of existing drains.
208. As currently shown with 167 units of accommodation, the development would have a density of 98 dph. This is high; however it must be recognised that there is a high proportion of flats and it is also a central sustainable location and provides the opportunity to provide a higher density development. The NPPF in paragraph 123 states; *‘where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid being built at low densities, and ensure that development make optimal use of the potential of each site’*.
209. Policy LN2, whilst advocating a minimum of 30dph also states; *‘Proposals for high density development will be acceptable in town centres and along the prime transport corridors where this form of development will not have an adverse impact on the character of the area and where residents have the best access to facilities, services and jobs’*.
210. This site is considered to fall within the scope of policy LN2, being positioned adjacent to one of the main thoroughfares into the town centre and there is good access to a wide range of services and facilities within the immediate locality. The proposed density could result in blocks of flats at 5 storeys in height which would potentially be higher than the surrounding buildings. However, the indicative layout shows the higher buildings would be positioned towards the southern area of the site away from the existing residential properties on Fairmile Road and Mill Road. The majority of the housing adjacent to the north-west boundary and south-west boundary is more traditional two storey terraced and semi-detached housing.
211. There are strong concerns with the proposed layout as laid out on the indicative plan from an urban design point of view. The site is dominated by parking and hard surfacing and there are minimal opportunities to introduce open space areas. The entrance from Fairmile Road would run alongside the boundary fence of plot 1 and parking would be one of the first things people viewed when entering the site. The layout shows 207 parking spaces for the 167 units. This level of provision of parking will be discussed in more detail below; however by providing this level of parking which adheres to the Residential Parking Guidelines, the development suffers from a very poor



layout and environment with the car dominating the street scene with poor permeability for pedestrians through the site.

212. Given the location of the site and proximity to bus stops, train station and services and facilities within the town centre there could be justification for a reduced level of parking. However, this would need to be explored further at the reserved matters stage. It is considered there could be revisions to the layout and flexibility on how the parking is accommodated to ensure up to 167 dwellings could be provided and laid out on the site.
213. Whilst landscape is a reserved matter, the illustrative layout shows some areas to be the subject of soft landscaping. However, the site would be dominated by hard surfacing and parking and this does raise concerns. Whilst this is within the urban area of the town and the site is currently completely covered in buildings and hard surfacing, it is imperative that the correct surface treatment and soft landscaping can be incorporated into the scheme. This level and layout of parking has resulted from the high proportion of flats and the 3 main blocks of flats in the southern section. It is considered appropriate to re-visit this layout at reserved matters. It could also be an opportunity to provide a higher level of houses compared to flats which would be more in line with the SHMAA.

#### **Access, Parking and Traffic Impacts**

214. Access is to be considered at this Outline Stage. Originally, the submitted plans and documents showed Reid Street as providing the main access into the site with secondary access points from Fairmile and Mill Road. However, as can be seen from the initial consultation response from BCP Highways, the use of Reid Street as the primary access was considered to result in significant highway safety issues for vehicles and especially for pedestrians.
215. Only the first part of Reid Street is an adopted road and the second half is not under the control of the Council and also lies outside the ownership of the applicant. Allowing for a significant number of residential units to be accessed off this unadopted street which has no footpaths, minimal street lighting and is adjacent to an established industrial park raised serious safety concerns. Reid Street does not provide a safe route for pedestrians or cyclists, including for the more vulnerable highway users, such as children. It would have been the obvious desire line for pedestrian routes from the site into the town centre and to the local schools and would therefore have caused a significant safety risk to the future users.
216. In order to overcome these concerns, an alternative primary access is now proposed. The main access into and out of the site would be from Mill Road which lies to the west of the application site. Mill Road is a predominantly residential street but also provides access to the Bournemouth Waterworks. It measures 6 metres in width and has a 30mph limit and is subject to on street parking. Surveys have been undertaken by the applicants' Transport

Consultants which have concluded that Mill Road has the capacity to accommodate the additional traffic associated with the new development. It is recognised that there is a high level of on road parking by local residents and this makes the road single lane in some places. However, the report concludes; *'Traffic modelling of Mill Road/Fairmile Road demonstrates that there are no capacity issues in either the baseline or with development scenarios, indeed it has been demonstrated that the maximum increase to vehicle delay due to development traffic is just 2 seconds per vehicle'*.

217. The report goes onto say; *'From a desktop review of relative guidance, it has been demonstrated that two-way traffic flows should not exceed 300 vehicles per hour on Mill Road if this link is to operate within its capacity. The assessment of Mill Road with development traffic transferred from Reid Street demonstrates link flows in the order of 100 vehicles per hour. Furthermore, Mill Road is demonstrated as being a relatively straight road with good forward visibility allowing for cars to see an approaching and pull into one of the regular passing places'*.
218. BCP Highways have made a thorough assessment of this study and agree that this street can accommodate the additional vehicle movements. There may be some additional waiting at the junction with Fairmile Road; however this is not so detrimental to the traffic flows on the highway to sustain refusal of the entire scheme. It has been confirmed; *'Overall Mill Road is a very typical residential access road and capable in design terms of accommodating the additional traffic from the development without causing significant highway safety dangers'*. The number of representations received following the re-consultation instigated due to the change in the main access point have been carefully considered and it is recognised local residents have strong objections to the use of Mill Road. They considered its use to serve the development is inappropriate and would result in parking and access problems for local residents.
219. The technical information submitted and professional advice from BCP Highways make it clear that the access arrangements would not result in highway safety concerns. A new pedestrian crossing will be provided on Fairmile Road near the junction with Mill Road. There is no specific location identified at the moment; however precise details will be secured and its provision will be secured through the S106 agreement. This will enable future occupiers of the development and existing local residents to cross Fairmile Road safely and ensure more vulnerable users such as children to access the local schools on the opposite side of the road. Therefore, it is considered that there are insufficient grounds to refuse the application on the basis of the use of Mill Road as the main access.
220. The submitted transport statement considered the projected traffic flows of the development compared to that of the existing industrial site. The report concluded the development would increase traffic on the surrounding local

highway network by 11 to 12 vehicles per hour in the AM and PM peaks. It is recognised that the existing use whilst having relatively low vehicle numbers also has larger vehicles requiring access to the site. BCP Highways have considered the existing traffic flows on Fairmile and have concluded that the increase in traffic from the proposal on the wider highway network will not be materially significant and is therefore acceptable.

221. Paragraph 109 of the NPPF states; *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*. Having regard to the analysis that has been undertaken by the Transport Consultants on behalf of the applicants and BCP Highways, it is not considered there would be a 'severe' impact on the wider highway network. The representations received consider there will be a significant impact on the local highway network; however the traffic movements have been assessed and furthermore, a Travel Plan will be secured as part of the S106 and this is a sustainable location where there are other modes of transport easily accessible for future residents for example, on foot, buses and the train.
222. Paragraph 110 of the NPPF goes on to say; *'applications for development should (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'*. This development provides the opportunity to promote the use of a range of transport modes given its near town centre location. The Travel Plan will ensure the developers consider vehicle and pedestrian movements, parking and links to the different forms of transport as a holistic and integral part of the scheme.
223. There were initial concerns regarding the inadequate visibility at the Fairmile junction. However, given that only up to 11 dwellings will be accessed of this particular access point and given the existing situation where it serves part of the industrial site and is subject to larger vehicle movements, on balance it is considered acceptable. A condition can be used to ensure no more than 11 dwellings are served by this access and at the detailed reserved matters stage, the layout of the access, houses and pedestrian links can be considered further.
224. The indicative layout has been amended during the process and there is now shown a clear pedestrian link through part of the site with access directly out on Fairmile Road. This would be dealt with in the reserved matters application; but it is extremely important to ensure the development has permeability and safe and well designed routes for pedestrians through the site. As mentioned previously in the report, there are significant concerns with the layout and the dominance of the parking. However, this can be addressed at reserved matters stage and to ensure it is aligned with the principle set out in the NPPF;

*‘applications for development should create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards’.*

#### Parking Provision

225. The indicative layout illustrates the provision of 207 parking spaces for 167 dwellings. It is considered that with a mix of allocated and unallocated spaces, this level of provision meets The Dorset Residential Parking Guidelines. How this is laid out and provided will be dealt with at reserved matters stage; however as mentioned previously in the report there are strong concerns with the layout of the parking so this will need further consideration to ensure a legible and permeable development comes forward at reserved matters stage. A level of visitor parking will need to be provided so the layout should include some opportunities for casual on-street parking to assist visitors and home deliveries. Currently, as BCP Highways have highlighted visitor parking would result in obstructions and inconsiderate parking.
226. However, the reserved matters application will enable the parking to be further considered to ensure it meets the Dorset Residential Car Parking Guidance (2011) and the design guidance Manual for Streets (2007).

#### Residential Amenity

227. Currently, the site consists of heavy industry and the noise and movement associated with this type of B2 use. Whilst the business has been long established on this site and is within close vicinity to residential properties and has been operating in a sensitive manner, B2 uses are generally not consistent with being in town centre locations with residential neighbours. This premises are not restricted by any operating hours and although the existing company may operate with due consideration to its neighbours, any other B2 user which is not restricted in terms of noise or working hours could have a detrimental impact on the living conditions of the surrounding occupiers. This development allows for a more neighbourly land use and the level of activity and noise associated with a residential development is considered to be appropriate for this urban location.
228. The rear aspect from the properties 43 – 55 Fairmile will be altered following this development. The industrial units and associated processes to residential properties and their gardens will fundamentally change the nature of the site and activities that take place within it. The indicative layout shows terraced properties to the rear of the dwellings along Fairmile with a distance of approximately 21 metres back to back. Whilst this is subject to change at reserved matters stage, this built relationship could be considered to be appropriate within this urban locality and not result in harmful levels of overlooking and loss of privacy. It will be important at the next stage, given the

change in land levels in this part of the site that consideration is given to the position of windows and private amenity spaces.

229. 18 to 28 Mill Road would also have a change to their rear aspect with the potential positioning of terraced and semi-detached properties to the east of their plots. These existing properties have good size rear gardens, measuring between 18m and 22m in length. The proposed back to back relationships would be in the region of 30 metres and this relationship is also considered to be acceptable and there are grounds to conclude that a scheme can be designed which retains acceptable living conditions for the occupiers of Mill Road dwellings and also the future occupiers of the new properties.
230. With the main access being off Mill Road, the residents will experience an increase in traffic and pedestrians using the street. It is clear from the representations received that there is a high level of concern about using Mill Road to access the proposed housing. It is appreciated that currently the road is not a through road and although there is access to Mill Road garage and the waterworks, there is not a significant level of traffic travelling along the Road. The development will no doubt change this situation and existing residents will experience the increase in both traffic and pedestrian movements. However, this is a street close to the town centre and having additional houses accessed from it is not a unique situation. The Highway Authority is satisfied that the road has the capacity to accommodate the additional movements and it would not disrupt the flow of traffic. On balance, it is considered that the proposed main access would not have a significant detrimental impact on residential living conditions to warrant refusal of the application.
231. The indicative layout shows suitable rear gardens for the houses and modest communal amenity spaces for the occupiers of the flats. As discussed previously, the current layout is dominated by hard landscaping and does not offer sufficient space for soft landscaping and opportunities to improve the public realm and living environment for the occupiers and visitors. The use of different surfacing, soft landscaping and boundary treatments will be extremely important to creating a residential development which represents good urban design and providing a legible development with a sense of place. This can be secured at the reserved matters stage.

### **Biodiversity and Ecological considerations**

232. The existing site has limited ecological value and the Ecology Phase 1 Extended report which accompanies the application confirmed that the biodiversity interest was relatively low given the extent of hardstanding across the site. However, the site is within proximity to the River Avon Special Area of Conservation/RAMSAR and SSSI site. The proposed development provides the opportunity to improve the biodiversity interest on the site with a number of enhancement measures.

233. The Biodiversity Mitigation and Enhancement Plan which has been verified by the Natural Environment Team at Dorset Council identifies a number of mitigation measures including;
- demolition of buildings outside breeding season to protect nesting birds
  - if clearance takes place at other times, buildings must be checked by ecologist prior to demolition.
- Enhancement measures include;
- installation of bat tubes
  - provision of swift nest boxes
  - provision of sparrow terraces
  - buried wood/log piles
234. This Plan will be secured by condition to the outline planning consent.
235. Natural England consider that the construction phase of the development may cause disturbance to overwintering bird populations which are a feature of the Avon Valley SPA. They have requested a Construction Management Plan is secured by condition to ensure petrochemicals are prevented from entering the SSSI, there is no run-off from refuelling and cement mixing and the avoidance of high noise levels during bird overwintering period.
236. The application site lies within 5km but beyond 400m of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for a net increase in residential units is, in combination with other plans and projects and in the absence of avoidance and mitigation measures, likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.
237. The appropriate assessment has concluded that the mitigation measures set out in the Dorset Heathlands 2015-2020 SPD can prevent adverse impacts on the integrity of the site. The SPD strategy includes Heathland Infrastructure Projects (HIPs) and Strategic Access Management and Monitoring (SAMM). In relation to this development the Applicant is making a contribution towards the provision and management of a SANG (as will be discussed below) but SAMM, which forms the second strand of the strategy, requires that contributions be secured via s106 from all development where there is a net increase in dwellings. The strategic approach to access management is necessary to ensure that displacement does not occur across boundaries.
238. The provision of SANGS (Suitable Alternative Natural Greenspace) is one of the key tools in mitigating the adverse impacts of development on the Dorset Heaths. For major developments over 40 dwellings (as stated in the CIL Charging Schedule) it is expected that SANGS will be provided on site and

this is emphasised in Policy ME2 which states; 'it is expected that the provision of SANGS will form part of the infrastructure provision of that site'. In this specific case given that this is an urban brownfield site close to the town centre, there is limited opportunity to provide the SANG on site. However, it has been discussed fully with the applicant, Natural England and the Council that this development can make a financial contribution towards the new Country Park at 2Riversmeet. From the application site it is a 1.8km walk to the SANG and the country park has capacity to serve 400 dwellings. It has been calculated by the Council's Community and Open Spaces Department that a contribution of £5,348.00 per dwelling needs to be secured as part of the s106 for this application and preventing occupation prior to the agreed package of measures being implemented and the Park being available for use.

239. Work is currently underway on the SANG with a new access from the cycle track, new fencing separating the golf area from Priory Marsh and work is about to commence on visitor surveys to provide evidence of current visitor patterns and the levels of use to provide evidence to inform future capacities.
240. Natural England are satisfied that the use of 2Riversmeet SANG will partially mitigate the impacts of the development of the SPA and this has adequate capacity for up to 400 people. However, in order to accord with the Habitat Directive Article 6 (3) and adopting the precautionary principle further mitigation measures are needed given the distance from the site to the SANG and the Town Common which is also designated and protected heathland. The Town Common is located to the north west of the application site and SSSI, SPA and SAC and Ramsar. It is 1.6km walk from the site and as such offers future residents an alternative location for recreation to the SANG which is a slightly further walk along main roads.
241. It is considered appropriate to include signage within the development directing people towards the SANG and information boards and leaflets to residents, all measures suggested by Natural England. NE also suggested that the Mill Road access was blocked off to pedestrians. However, given that this is now the main vehicular access point it is not considered appropriate or feasible to block this route for pedestrians. Furthermore, in terms of urban design and the permeability of the site, this is also not acceptable.
242. An Appropriate Assessment has been carried out by the Council as required under Reg 63 and is concluded that the contribution towards the SANG and the measures for signage and encouraging residents to access the SANG rather than the Town Common mitigates for the impacts of the increased population as a result of this development.
243. The current application is recommended for approval subject to the completion of a S106 which should secure the contribution for the SANG and also the necessary contribution towards Strategic Access Management and Monitoring in accordance with the Dorset Heathlands SPD. This SAMM

contribution does not relate to the provision of infrastructure, is reasonable and necessary; the contribution complies with Regulations 122 and 123(3) of the Community Infrastructure Levy Regulations 2010 (as amended). With this mitigation secured the development will not result in an adverse effect on the integrity of the designated site and is therefore in accordance with policy ME2.

### **Flood risk and Drainage**

244. The site falls within Flood Zone 1 and just outside of the Strategic Flood Risk Assessment future flood zones. However, it is within close proximity to the flood zones 2 and 3 and the alignment of the Main River Avon. Given the size of the site being over 1 hectare and the introduction of a more vulnerable land use on the site, a site specific flood risk assessment has been undertaken on behalf of the applicant. The NPPF is clear in paragraph 165 that major development should incorporate sustainable drainage systems unless it is inappropriate and these systems should have minimum operational standards and have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development. Policy ME6 states; *'Post-development surface water run-off must not exceed pre-development levels and options should have been sought to reduce levels overall'*.
245. Dorset Council's Flood Risk Management team (Lead Local Flood Authority) have confirmed that the site is at some theoretical risk of surface water flooding by relevant mapping with ponding to be seen to develop during severe rainfall events (1:100/1000yr). The current drainage systems include soakaways and the use of a public surface water sewer. Given the existing use of the site and the level of hard standing the land is considered to be 100% impermeable. The supporting documents propose that surface water will be discharged via infiltration into the subsoil via a combination of soakaways, and permeable surfacing where groundwater allows and via discharge into the existing surface water sewers at a rate to be agreed with the LLFA and Wessex Water. There is likely to be a restriction in runoff rate and depending on the rate of discharge, suitably sized attenuation tanks would be designed and installed in order to store excess runoff.
246. The LLFA have considered all the submitted information and have no objection to the scheme subject to a number of conditions. They along with Wessex Water have stated that given the geology of the area and the potential for the subsoil to contain contaminants, a contingency arrangement is required should the adoption of infiltration methodologies/soakaways not be viable. This was forthcoming in the addition of the attenuation tanks set out in the FRA and Drainage Strategy. The indicative layout has been amended to overcome Wessex Water's original concerns that private gardens lay across the line of the public surface water sewers and the proposed buildings were positioned too close to the sewer. With conditions secured as part of any outline permission, it is considered that the development accords with the NPPF and Policy ME6.



247. With regards to foul water drainage, it is proposed to connect houses accessed off Fairmile Road to the foul sewer in Fairmile Road and the remainder of the site to the foul sewer crossing the site in the north east corner. Wessex Water have raised no objection to this; however they have indicated that the existing Mill Road pumping station has limited capacity and improvements may need to be undertaken to accommodate the additional development.

### **Contaminated land**

248. Given the long established heavy industrial use of the site, the potential risk of contaminated land was highly likely. This could have significant implications for the groundwater which the Environment Agency has identified as being very sensitive in this location as the site is located upon 'Secondary aquifer A within the superficial River Terrace Gravel deposits' with shallow groundwater that is likely to be in hydraulic continuity with the River Avon, which is designated as a SSSI, SAC and SPA. Policy ME7 of the Local Plan addresses the 'Protection of Groundwater' and states that an assessment of the impact and any mitigation measures proposed must be provided. Saved policy ENV3 stipulates that any potential problems can be overcome by mitigating measures.
249. The Site Investigation, Contaminated Land and Geotechnical Report submitted by the applicant as part of the application documentation states that the following are potential sources of contamination; fuels, oils, solvents, heavy metals; historical infilling of gravel pit and redevelopment; former railway; former boat building yard and the infilling of former gravel pits away from the site. The initial desk study undertaken recommended that an intrusive investigation should be undertaken to inform the risk to human health and controlled waters.
250. This intrusive investigation was undertaken in May 2019 and involved drilling boreholes and taking soil samples along with groundwater and ground gas monitoring. The report concluded that the made ground on site poses a moderate risk to future site users in private gardens or soft landscaping and mitigation is required. Further monitoring and investigation will be required with regard to PAH and ground gas monitoring. With regards to the controlled waters, deep and shallow groundwater bodies were identified underlying the site. The deep groundwater body was found to contain elevated levels of zinc. The report recommends a Clean Cover System forms the remedial measure although further investigation should take place once all the buildings on the site have been demolished. The cover system would likely comprise '600m of clean imported topsoil and subsoil underlain by a brightly coloured close weave geotextile to prevent intermixing of soils and discourage access to contaminated soils by future users'.
251. The Environment Agency is satisfied with the above report and its finding; however they consider further detailed information will be required prior to any

built work being undertaken. In this regard they have suggested a number of conditions including the requirement for a remediation strategy. As discussed above the Surface Water Management system is intrinsically linked to the contaminants on the site as there is the potential that soakaways might not be suitable. There is no doubt further work needs to be undertaken; however it is considered that appropriate conditions can be used to secure future investigations and the appropriate remediation scheme. It is considered that the requirements of policy ME7 and saved policy ENV3 have been satisfied.

### **Planning Balance**

252. In the absence of relevant up to date development plan policies, given the lack of a five year housing land supply, the balance is tilted in favour of sustainable development and granting planning permission except where the benefits are significantly and demonstrably outweighed by the adverse impacts or where specific policies in the NPPF indicate otherwise.
253. The social benefits of allowing this development is the significant contribution of up to 167 homes to the housing land supply. A mix of 1, 2 and 3 bedroom units would be provided within a town centre location on a brownfield site. The relocation of the existing heavy industrial occupier and its associated vehicular movements from a constrained site close to the town centre would result in environmental benefits. This is coupled with investment into the Riversmeet SANG which will be a benefit not just to the future occupiers of the site but to the wider general public. Economically, the construction phase will result in employment opportunities and the relocation of the company Reid Steel to a more appropriate site will facilitate their expansion and contribution to the local economy.
254. However, the above benefits must be weighed against the potential adverse impacts of the proposal. For reasons of financial viability, no affordable housing is being provided and no S106 contributions are being secured for education or healthcare provision. However, the Local Planning Authority can ensure the viability is assessed in the future to see if any social infrastructure can be provided.
255. The representations received have raised objections with regard to the use of Mill Road as the main access and the impact this will have on the residents of Mill Road. However, BCP Highways is clear that Mill Road has the capacity to accommodate the additional traffic associated with 167 dwellings. The loss of employment land is technically contrary to policy PC1; however more up to date evidence has proven that the loss of this site would not have a detrimental impact on the provision of employment land in the locality. In addition, reduced weight is attached to this Policy & PC2 in light of the tilted balance being applicable.
256. On balance, it is considered that the provision of up to 167 market dwellings in a sustainable location outweighs the concerns around the lack of affordable

housing, S106 contributions and the change in the traffic flows along Mill Road. The site would make a significant contribution to the housing supply for Christchurch and the wider BCP area. Mitigation measures for protecting and enhancing the biodiversity on the site, protecting groundwater can be secured by condition. There will be opportunities at the reserved matters stage to create a well-designed development which makes a positive contribution to the townscape and town centre.

## **RECOMMENDATION**

257. **A) GRANT outline permission with the following conditions, which are subject to alteration/addition by the head of planning services provided any alteration/addition does not go to the core of the decision and the completion of a Section 106 agreement with the following terms:**

1. **SANG** – contribution of £5348.00 per dwelling
2. **SAMM Strategic Access Management and Monitoring Contribution**  
- the sum of £263 x house and £179 per flat Index Linked to be paid by the Owner towards Strategic Access Management and Monitoring which avoid or mitigate against any adverse effect on the Dorset Heathlands in accordance with the Dorset Heathlands Planning Framework SPD 2015-2020
3. Additional SANG measures;
  - Signage directing local people to the new SANG in a consistent manner.
  - A visitor information sign at Town Common detailing the requirement to keep dogs under control and remove dog litter.
  - A leaflet for new residents showing routes to walk and drive to the SANG.
4. Financial Viability to provide on-site affordable housing or a contribution towards affordable housing and or an education contribution. To be reassessed within 24 months of the date of the reserved matters decision or after 5.5 years from the date of commencement if the development has not been completed within 5.5 years.
5. To deliver a pedestrian crossing (details and location to be agreed), which should be either a Zebra crossing or Signalised crossing, across Fairmile Road between Mill Road and Portfield Road and to enter into a S278 for delivery of the works associated with the crossing.
6. To give over land to the Highway Authority & S38 agreement for adoption the roads, footways highway lighting and drainage and through the site and linking to Fairmile Road (the small access).

7. A £5000 contribution towards future Traffic Regulation Orders (signs, road markings, legal orders etc.) within site will also be required.
8. A Travel Plan to secure the promotion of sustainable modes of travel amongst residents.

**B) If the section 106 legal agreement in recommendation A) above is not completed within 6 months from 9<sup>th</sup> January 2020, the application be refused** due to the detrimental impacts of the scheme on the integrity of the protected heathlands and the lack of highway improvements to ensure the safety of pedestrians.

and the following conditions;

1. (a) Approval of the details of the Appearance, Layout and Scale of the buildings, and the Landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.  
  
(b) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.  
  
(c) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: (a) This condition is required to be imposed by the provisions of Article 5(1) of the Town and Country Planning (Development Management Procedure) Order 2015: (1) of the (b) and (c) These conditions are required to be imposed by Section 92 of the Town and Country Planning Act 1990.

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

Site Location Plan

Access Diagram No 80A

Proposed Mill Road Access 184241\_G\_02A

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

3. Details of all the existing and proposed ground levels and finished floor levels of the buildings (including sections) shall be submitted as part of the reserved matters application.

Reason: Given the change in ground levels across the site it is important to assess the scale and heights of new development in relation to surrounding buildings.

4. The car and cycle parking provision within any future reserved matters application for layout shall comply with the Residential Car Parking Provision Local Guidance for Dorset (2011) or any subsequent amended document and the layout of such parking should have regard to design guidance Manual for Streets (Dept of Transport/CIHT - 2007).

Reason: To ensure sufficient parking and cycling parking is provided for future residents and visitors to the development.

5. Prior to the commencement of development a Construction Environment Management Plan and Method Statement shall be submitted to and agreed in writing with the Local Planning Authority. The Plan should include the following;

- Use of drip trays on any machinery
- Refuelling and cement mixing on site to be done within a designated, pre-prepared bunded areas
- Workers are made aware of the SS1 and risks to the site
- Percussive piling or works with heavy machinery should be avoided during the bird overwintering period
- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of dust and dirt during construction
- a scheme for recycling/disposing of waste resulting from demolition and construction works

The development shall be carried out in accordance with the approved details.

Reason: To protect the overwintering bird populations which are a feature of the Avon Valley SPA and to protect the SSSI and to safeguard the amenity of the locality.

6. There shall be no more than 11 dwellings accessed directly off Fairmile Road.

Reason: In the interests of highway safety

7. The detailed design and details of the roads, footways, drainage and lighting to be submitted under the Layout reserved matter under Condition 1 above shall be to an adoptable standard and shall include full details of the layout and boundary features to prevent pedestrian and vehicular access to Reid Street. There shall be no pedestrian or vehicle access through to Reid Street.

The layout of the roads and footways shall have regard to design guidance Manual for Streets (Dept of Transport/CIHT - 2007). The road layout shall be carried out in accordance with the approved details and be completed prior to occupation of 75% of the units.

Reason: In the interests of highway safety and a permeable and legible development.

8. Prior to the completion of 50% of the units, details of a feature explaining the heritage of the site and contribution of Reid Steel to the local and global economy shall be submitted to and approved in writing by the Local Planning Authority. The feature must be in place on site prior to the occupation of 50% of the dwellings.

Reason: To safeguard the legacy and heritage of the existing business on site

9. The development hereby approved shall be carried out in accordance with the approved Biodiversity Mitigation and Enhancement Plan (BMEP) dated 21.12.2018. Thereafter approved mitigations measures shall be permanently maintained and retained in accordance with the approved details, unless otherwise first agreed in writing by the local planning authority.

Reason: In the interests of securing biodiversity benefits as part of the scheme.

10. No development shall take place until a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, and including 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 implemented in accordance with the submitted details before the development is completed.

REASON: To prevent the increased risk of flooding, and to improve & protect water quality.

11. 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.

12. No development approved by this planning permission, with the exception of those works required to allow access to the site for intrusive investigation, shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
  - a) all previous uses;
  - b) potential contaminants associated with those uses;
  - c) a conceptual model of the site indicating sources, pathways and receptors; and
  - d) potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution. To prevent deterioration of water quality within the Lower Dorset Stour and Lower Hampshire Avon WFD groundwater body.

13. 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, and 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.

14. No infiltration of surface water drainage into the ground at Strucsteel House, 3 Reid Street, Christchurch, Dorset is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

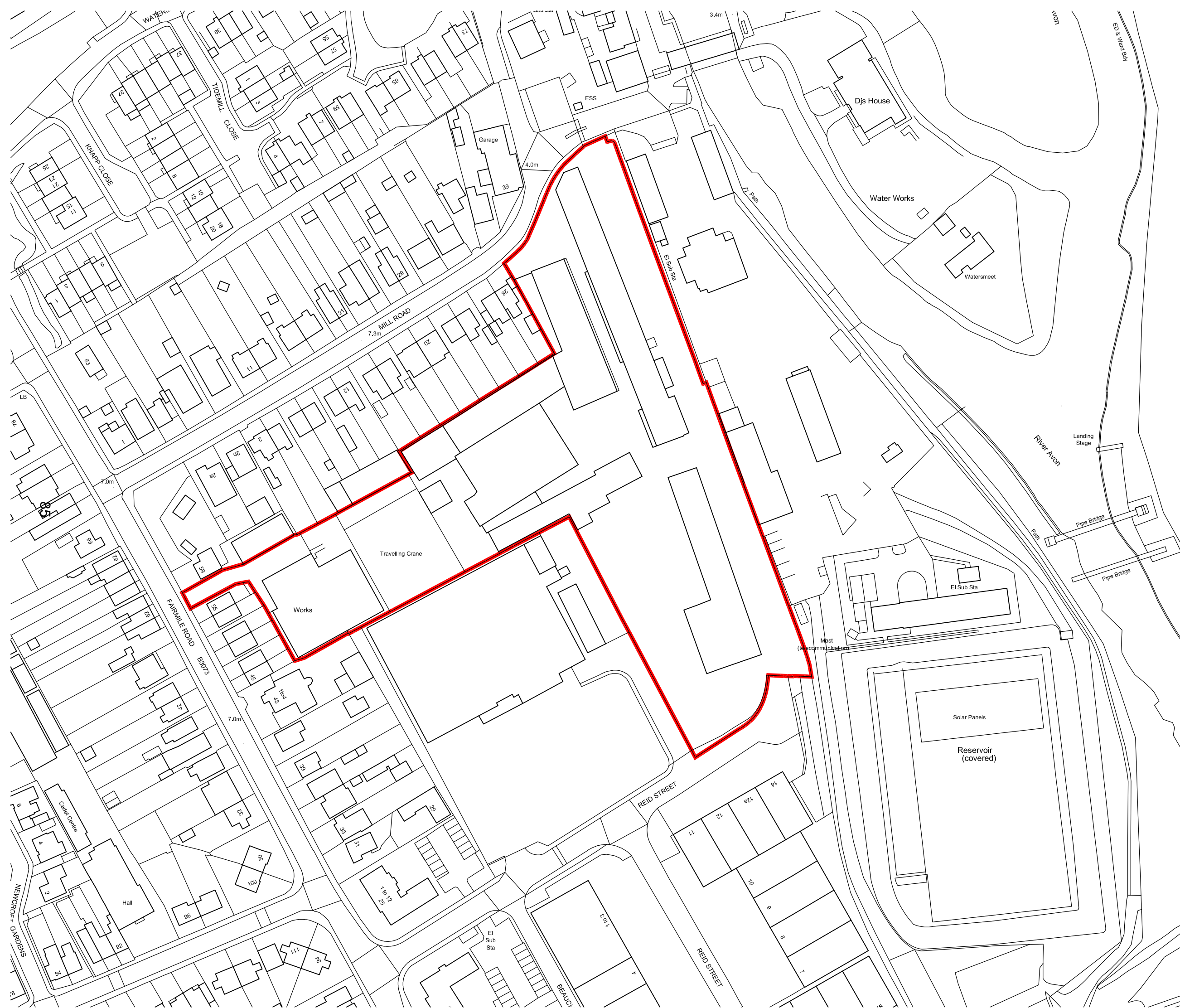
REASONS: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution caused by mobilised contaminants.

15. Piling, deep foundations and other types of intrusive groundworks (investigation boreholes / tunnel shafts / ground source heating and cooling systems etc.) using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

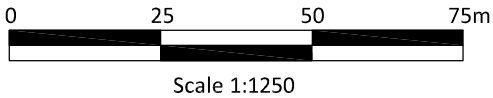
REASONS: To ensure that any proposed Piling, deep foundations and other types of intrusive groundworks (investigation boreholes / tunnel shafts / ground source heating and cooling systems etc.) does not harm groundwater resources

## **Background Papers**





Ordnance Survey, (c) Crown Copyright 2018.  
All rights reserved. Licence number 100022432



Rev.	Date	Details	Drawn	Checked
------	------	---------	-------	---------

Issued for:

## PLANNING

Project/Client:	Project No:
REIDsteel, Reid Street,	18066
Christchurch	Dwg No:
Residential Scheme	07
	Rev:

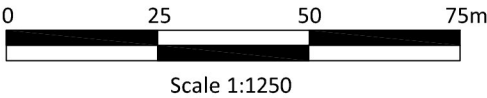
Drawing:	Scale:
Site Location Plan	1:1250 @A3
Drawn By:	Date:
JT	03/12/18
Checked By:	Date:
JT	03/12/18

**BrightSPACE**  
architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge  
Hampshire, SP6 1QX T: (01425) 655806/653639

© BrightSpace Architects Ltd. Contractors must work only to figured dimensions which are to be checked on site.  
Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8GU. Registered Number - 0739008





Rev.	Date	Details	Drawn	Checked
------	------	---------	-------	---------

Issued for:				
PLANNING				
Project/Client:		Project No:		
REIDsteel, Reid Street,		18066		
Christchurch		Dwg No:		
Residential Scheme		11		
		Rev:		

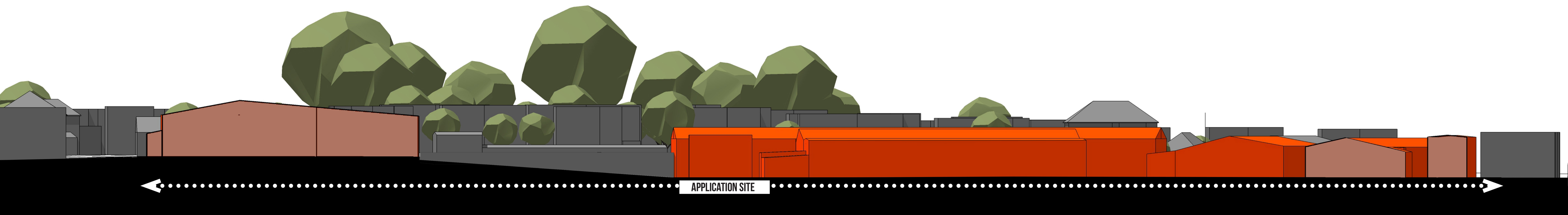
Drawing:		Scale:		
Existing Site		1:1250 @A3		
Section Path Plan		Drawn By:	Date:	
		JT	06/12/18	
		Checked By:	Date:	
		JT	06/12/18	

**BrightSPACE**  
architects

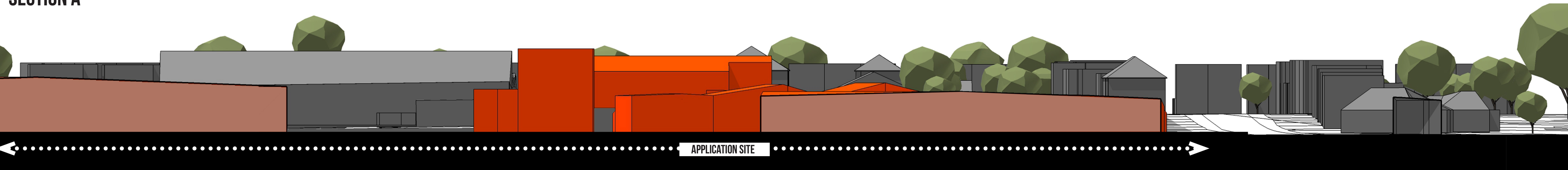
27 Glasshouse Studios, Fryern Court Road, Fordingbridge  
Hampshire, SP6 1QX T: (01425) 655806/653639

© BrightSpace Architects Ltd. Contractors must work only to figured dimensions which are to be checked on site.  
Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8GL Registered Number - 0739008

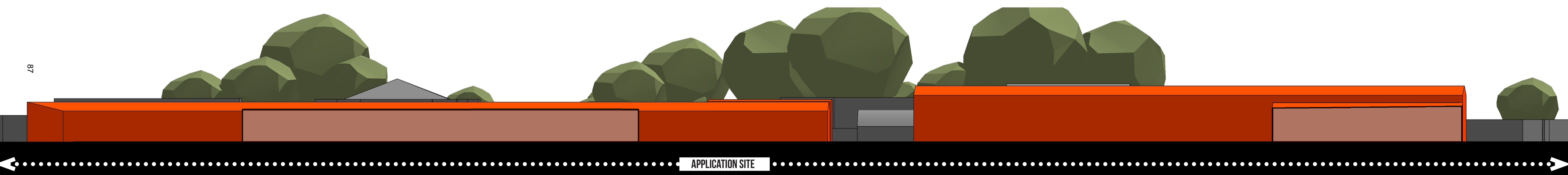




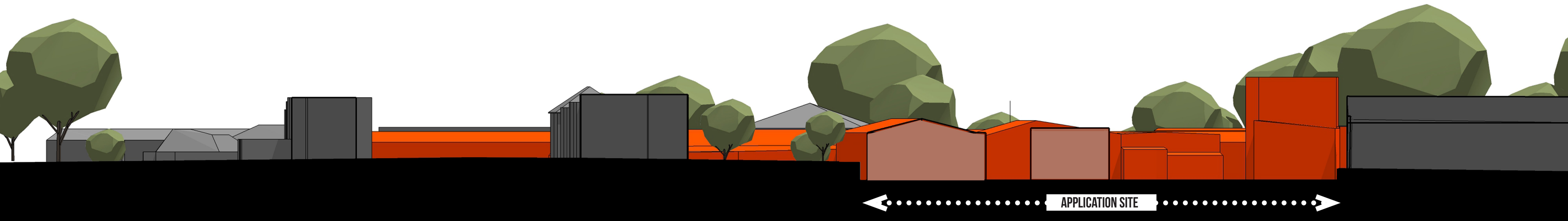
SECTION A



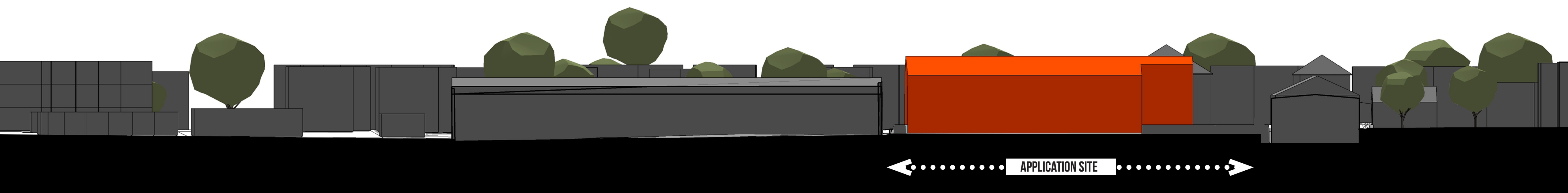
SECTION B



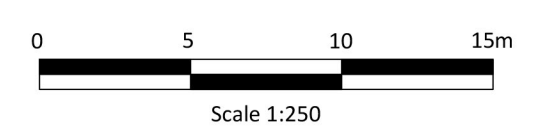
SECTION C



SECTION D

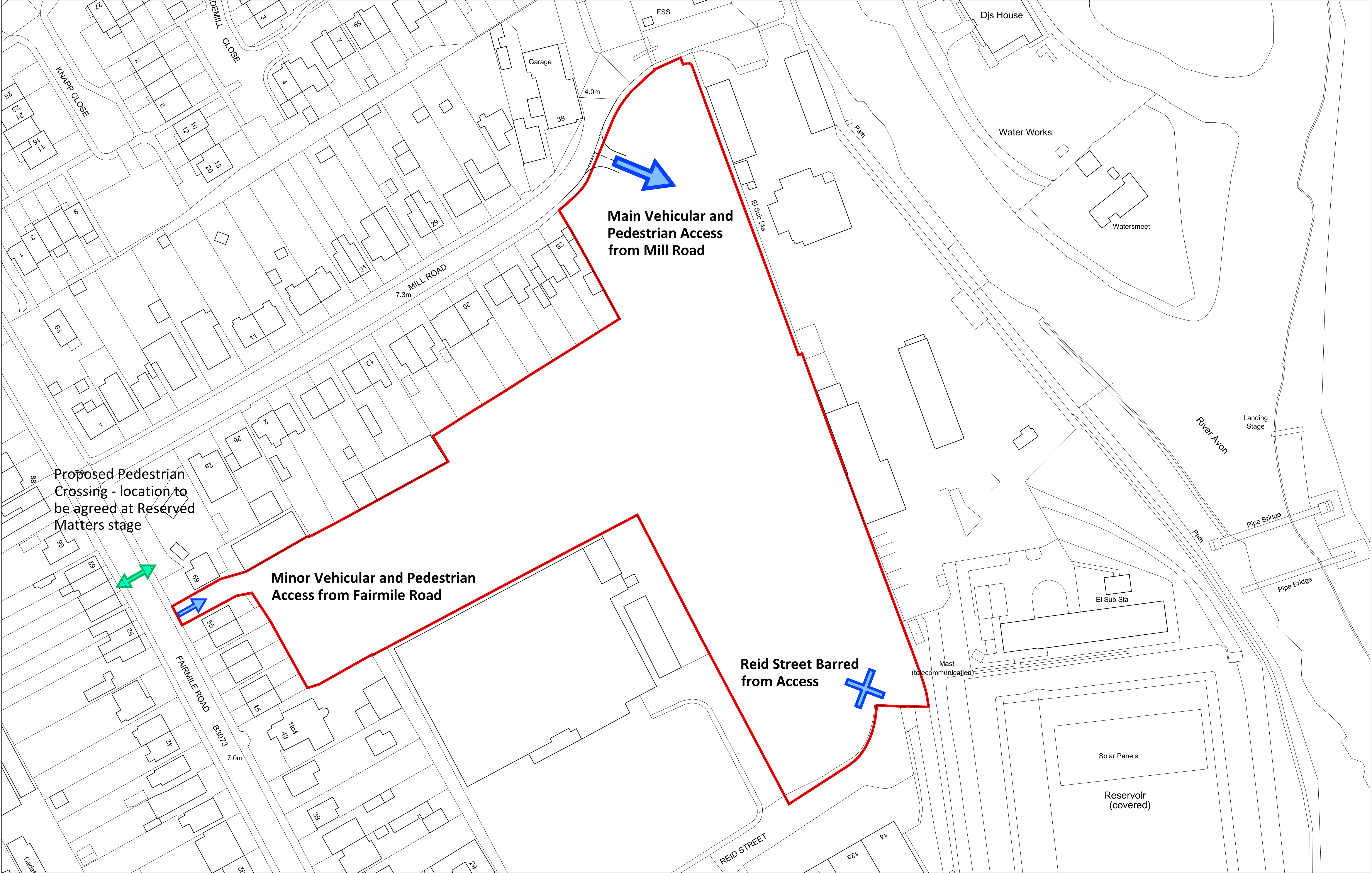


SECTION E



Rev.	Date	Details	Drawn	Checked
Issued for:				
PLANNING				
Project/Client:			Project No:	
REIDSteel, Reid Street,			18066	
Christchurch			Dwg No:	
Residential Scheme			09	
			Rev:	
Drawing:			Scale:	
Existing Site Sections			1:250 @A1	
			Drawn By:	
			AF	
			Date:	
			04/12/18	
			Checked By:	
			JT	
			Date:	
			04/12/18	





Notes:

- All drawings are subject to Planning and Building Control consent.
- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors
- Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
- All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately

Rev.	Date	Details	Drawn	Checkd
A	05/11/19	Proposed Pedestrian crossing indicated	JT	JT
Drawn By:	Date:	Checked By:	Date:	
JT	23.10.19	JT	23.10.19	

Issued for:

**INFORMATION**

Drawing:  
REIDSteel  
Access Plan  
Diagram

Project/Client:  
REIDSteel  
Christchurch

Project No:  
18066

Scale:  
1:500 @A1

Dwg No:  
80

Rev: **A**

**BrightSPACE**  
architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX  
T: (01425) 655806  
www.brightspacearchitects.com

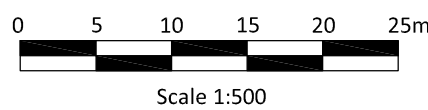
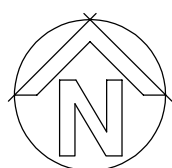
© Brightspace Architects Ltd. Contractors must work only to figured dimensions which are to be checked on site.  
Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8GJ. Registered Number - 07399098





# Ground Plan

- Notes:
- All drawings are subject to Planning and Building Control consent.
  - The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors
  - Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
  - All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately



Rev. Date Details Drawn Checkd

A 05/11/2019 Proposed Pedestrian crossing indicated JT JT			
Rev.	Date	Details	Drawn Checkd
Drawn By:	Date:	Checked By:	Date:
JT	23.10.19	JT	23.10.19

Issued for:

**PLANNING**

Drawing: REIDSteel  
Indicative Site Layout  
with Mill Road Access

Project/Client: REIDSteel  
Christchurch

Dwg No: 81  
Rev: A

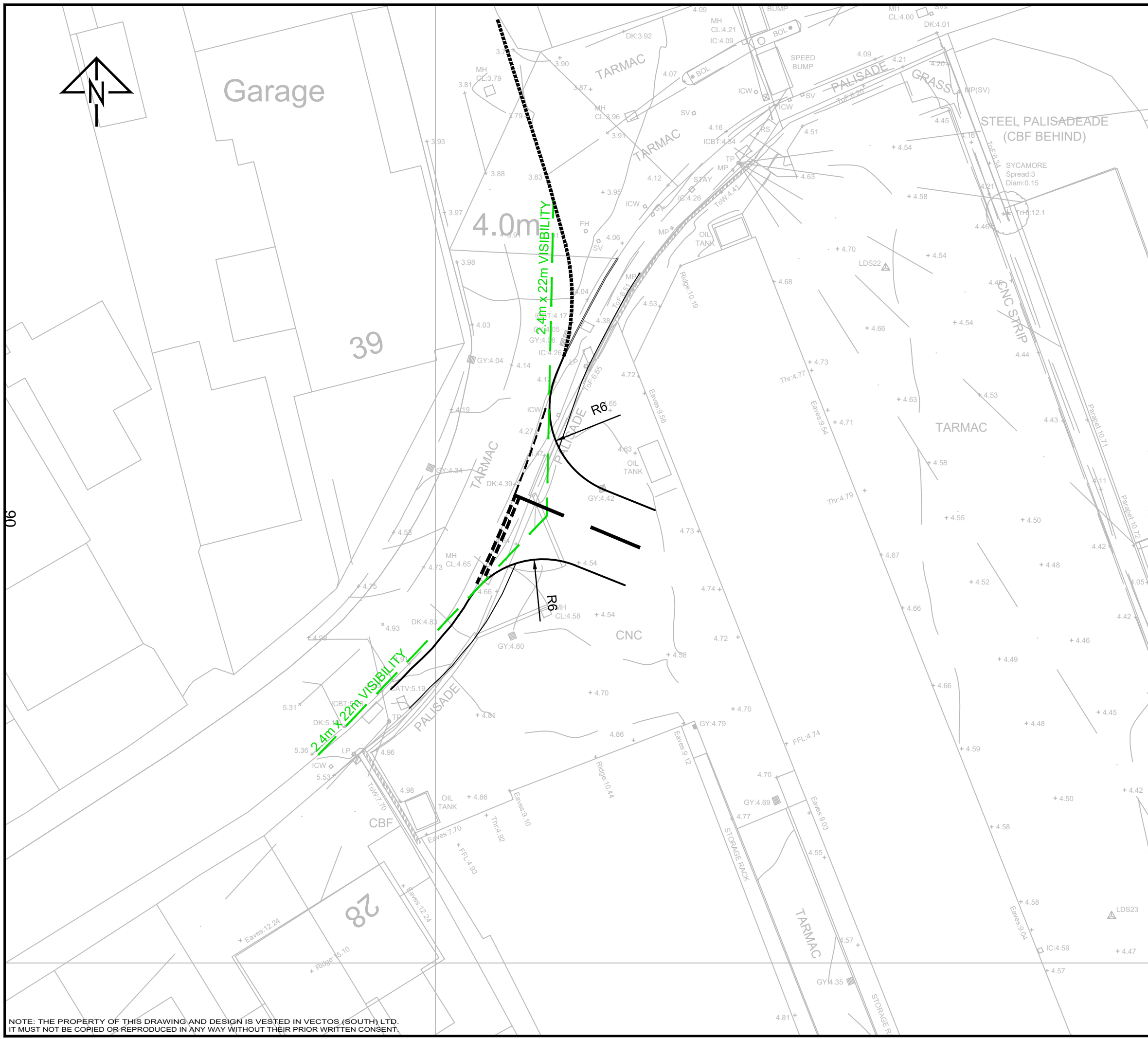
Project No: 18066  
Scale: 1:500 @A1

**BrightSPACE**  
architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hampshire, SP6 1QX  
T: (01425) 655806  
www.brightspacearchitects.com

© Brightspace Architects Ltd. Contractors must work only to figured dimensions which are to be checked on site.  
Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8GJ. Registered Number - 0799908





NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (SOUTH) LTD.  
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

A	Parking spaces removed	JCW	MA	21.10.2019
REV.	DETAILS	DRAWN	CHECKED	DATE


STATUS:  
**INFORMATION ONLY**

CLIENT:  
**Ken Parke Planning**

PROJECT:  
**Reid Street, Christchurch**

DRAWING TITLE:  
**Proposed Mill Road Access**

SCALES:	<b>1:250 @ A3</b>		
DRAWN:	CJM	CHECKED:	MA
		DATE:	31.05.2019



**vectos**  
transport planning specialists

Broad Quay House, Prince Street, Bristol, BS1 4DJ  
t: 0117 905 8888 e: enquiries@vectos.co.uk

DRAWING NUMBER:	184241_G_02	REVISION:	A
-----------------	-------------	-----------	---





Sketch view along main access street  
18066 - Reid Steel, 6 - 106 Reid Street, Christchurch | December 2018









92

93600mN



REV.	DATE	DETAILS	
-	14/08/18	Original Issue	
		Surveyed by: ADS	Drawn by: BRE

[illegible]

 <b>LDS</b>		<p><b>SINCE 1969</b></p>	
<p align="center"><b>www.lds-survey.co.uk</b></p> <p align="center">Tel: 017722 338232 E-Mail: peter@lds-survey.co.uk</p>			
<p>Apothecary House, Fowler's Road, Salisbury, Wilts. SP1 2QU</p>			
 <b>RICS</b>		 <b>THE SURVEY ASSOCIATION</b>	
<p align="center">Topographic &amp; Measured Building Surveys   Setting Out 3D Landscaping   Elevations   Sections   Floorplans</p>			
<p>Client:</p> <p align="center"><b>REID STEEL</b></p>			
<p>Drawing Title:</p> <p align="center"><b>TOPOGRAPHIC SURVEY</b></p>			
<p>Project:</p> <p align="center"><b>REID STEEL 3 REID STREET CHURCHSTREET</b></p>			
<p>The horizontal &amp; vertical control of this survey is based on Ordnance Survey grid as translated from GPS co-ordinates using the OSTN02 &amp; OSGM02 transformation as issued by OS. We have applied a reverse scale factor to maintain true ground distances. The horizontal values may differ from existing OS benchmarks in the vicinity which should be disregarded. All levels should be taken from LDS survey stations.</p>			
<p>Scale:</p> <p align="center"><b>1:500</b></p> <p>Plotted on A1</p>	<p>Drawing No:</p> <p align="center"><b>LDS/15016-TP1</b></p> <p align="right">© Land Development Services Ltd. 2018</p>		





## PLANNING COMMITTEE

Application Address	88 Glenville Road Walkford Christchurch BH23 5PY
Proposal	Demolition of the existing building and construction of a pair of semi-detached units with gardens and parking.
Application Number	8/19/1282/FUL
Applicant	Mr Gibbs
Agent	Mr Matt Stevens
Date Application Valid	20 September 2019
Decision Due Date	15 November 2019
Extension of Time Date (if applicable)	
Ward	Highcliffe & Walkford
Report status	Public
Meeting date	9 January 2020
Recommendation	Approve subject to conditions and completion of s106 to secure SAMM contribution
Reason for Referral to Planning Committee	At the request of Cllr Brooks on the grounds that two houses are proposed on 'backland', there is restricted access, vehicle congestion, detriment to character of area and excessive built density.
Case Officer	Sophie Mawdsley

### Description of Development

1. The application seeks permission for the 'Demolition of the existing building and construction of a pair of semi-detached units with gardens and parking'.
2. Each two storey property would have 3 bedrooms and two parking spaces for each unit. There would be one space to the front of each dwelling and two

spaces provided at the rear of the site which would be accessed off Wyndham Road.

### **Key Issues**

3. Principle of development
4. Layout, form, scale and design
5. Impact on residential amenity
6. Parking and access arrangements
7. Biodiversity and Heathland

### **Planning Policies**

#### **8. Christchurch and East Dorset Core Strategy 2014**

KS1: Presumption in favour of sustainable development

KS2: Settlement Hierarchy

KS4: Housing Provision

KS11: Transport and Development

KS12: Parking Provision

HE2: Design of New Development

LN1: Size and type of new dwellings

LN2: Design, Layout and Density of New Housing Development

ME1: Safeguarding Biodiversity and Geodiversity

ME2: Protection of Dorset Heathlands

ME3: Sustainable Development Standards for New Development

H12: Infill development

#### **9. Supplementary Planning Documents:**

Dorset Heathlands Planning Framework SPD 2015

Christchurch Borough-wide Character Assessment (2003)

#### **10. The National Planning Policy Framework (2019)**

Paragraph 11 sets out the presumption in favour of sustainable development.

Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF. The relevant sections are;

Section 2 Achieving sustainable development

Section 5 Delivering a sufficient supply of homes

Section 12 Achieving well-designed places

Section 15 Conserving and enhancing the natural environment

### **Relevant Planning Applications and Appeals**

11. **8/19/1282** - Demolition of existing property and erection of 2 x 2 bed and 1 x 3 bed dwellings. Refused for the following reasons;
  1. Insufficient survey and mitigation information has been submitted in order for the Local Planning Authority to conclude that the proposed development would not have an adverse impact on protected species. The proposed development is therefore contrary to Christchurch and East Dorset Part 1 Core Strategy Policy ME1.
  2. The proposal would have an adverse impact on the residential amenity of future occupiers of the proposed dwellings by virtue of the lack of suitably well-designed private outdoor amenity space and the internal configurations. The proposed development is therefore contrary to Christchurch and East Dorset Part 1 Core Strategy Policy HE2.
  3. The proposed site layout arrangements comprise a cramped and contrived design, out of keeping with the pattern of development in the area which in the absence of suitable storage arrangements would have a harmful impact on local visual amenity. For these reasons the proposed scheme does not represent high quality design in line with National Planning Policy Framework Paragraph 64. Therefore, the proposal does not accord with Christchurch and East Dorset Part 1 Core Strategy Policies HE2, HE3 and LN2.
  4. In the absence of a legal agreement to secure the provision of Strategic Access Management and Monitoring (SAMM) for Dorset Heathlands and Affordable Housing to meet identified local housing need, the proposal does not accord with the Christchurch and East Dorset Local Plan Part 1 Core Strategy Policies ME2 and LN3, and the guidance in the Dorset Heathlands Planning Framework 2015-2020 Supplementary Planning Document and the Christchurch and East Dorset Housing and Affordable Housing Supplementary Planning Document April 2014.
12. **8/14/0127** - Sever land to rear and erect 3 x 3 bed dwellings with associated parking and access. Granted 18/11/2014.
13. **8/04/0377** - Certificate of lawfulness for a proposed conversion to single dwelling from two flats. Lawful 12/07/2004.

### **Representations**

14. 22 letters of objection have been received objecting to the proposal on the following grounds;
  - Insufficient parking

- Highway safety issues at Glenville Road/Wyndham Road junction and Broadlands Close
- Level of traffic and parking already a problem in the area – lack of on-street parking
- Inconvenience for Woodland Burial Grounds traffic
- Additional pressure on local services i.e. drainage
- No space for construction traffic
- Lack of access for emergency vehicles
- Pavement parking already an issue
- Pedestrian safety
- Poor visibility
- Overdevelopment
- Local of privacy
- Period property should be preserved
- Garden grabbing
- Same issues as previously refused application
- Noise and disturbance
- Decrease in the quality of life of local residents
- Design is out of keeping – change street scene
- Internal layout of dwellings inappropriate – no back door
- New road kerbs required
- Introduction of yellow lines and conflict with construction traffic
- Impact of demolition of existing building

## **Consultations**

### **Highcliffe & Walkford Neighbourhood Council**

15. Objects to the development proposed under application number 8/19/1282/FUL for the following reasons:
  - Building in previously designated gardens is a dangerous precedent which if allowed could allow future incursion on garden spaces.
  - It is an inappropriate development as it is the result of demolition of a period property which is in keeping with the surrounding areas.

- The proposed design is not in keeping with the character of other properties. It is small, cramped and there is a lack of garages. This could impact on traffic if cars are parked on the road.
- Access to the site is a concern as it will result in additional access to a busy and important junction. There are currently significant issues with on road parking in Glenville road and the impact of this has spilled over into Solent road.
- This is not an infill brownfield and is in violation of policy no H12 of the current Christchurch Local plan (Infill)
- It does not provide any measure of affordable housing.

### **BCP Highways**

16. In order to comply with adopted parking guidance each dwelling should have 2 parking spaces. At present only 1 space each is shown. In highway terms it appears relatively simple to provide 2 parking spaces each. 2 spaces could be provided within the front area of the Plot adjacent to No. 86 Glenville and the rear parking space of the other plot widened to 5.4m off the rear boundary which would give 2 rear parking spaces for this plot. These parking arrangements would be acceptable and are a very common parking arrangement within residential areas.
17. The roads within the area are capable of accommodating traffic movements from this proposal without causing significant highway safety dangers.
18. The proposal represents an opportunity to provide a new footway along the Wyndham Road frontage to improve pedestrian safety and ease of movement in the area and associated with the development. A footway would also ensure visibility for drivers is maintained at the Glenville Road/Wyndham Road junction and pedestrian visibility is available at the Wyndham Road parking bays. The existing grass verge between the site boundary and Wyndham Road is adopted highway verge and therefore a planning condition can be imposed to provide a new footway. I'd seek a footway of a minimum of 1.5m in width be constructed to adoptable standards.

### **BCP Highways revised comments received 28/11/2019**

19. The revised plans are satisfactory to deal with matters raised in our previous highway report providing a suitable condition is imposed with regards to the provision of a footway along the Wyndham Road frontage.
20. No highway objections subject to conditions

### **Natural England**

21. The application site is within the vicinity (within 5 km and beyond 400m) of Christchurch Harbour SSSI which is notified as a Site of Special Scientific

Interest (SSSIs) for the special interest of its heathland habitats and associated plant and animal species. Christchurch Harbour SSSI is also part of the Dorset Heathlands Special Protection Area (SPA) and Dorset Heaths Special Area of Conservation (SAC) and Ramsar.

22. Natural England's advice to the authority is that the proposal will have a Likely Significant Effect on the European and International wildlife sites arising from the increase in residential units and hence increase in urban related pressures such as recreational access.
  1. It is up to your authority to secure the appropriate level of Heathland Infrastructure Project mitigation contribution reflective of the increase in dwellings through the adopted strategic solutions approach.
  2. It is up to the applicant to provide a Strategic Access Management and Monitoring contribution reflective of the increase in dwellings through the adopted strategic solutions approach.
23. It is a requirement of all development to enhance the natural environment, as stated in the NPPF (2018 as amended), paragraphs 8, 170 and 175. Without enhancement, the development would not be complying with National Policy (NPPF 2018 as amended). Natural England advise that an appropriate level of enhancement is secured through a planning condition.
24. Natural England advise that an appropriate level of enhancement for a development of this size would be to require the use of only native, locally abundant species in the landscaping, and to install 2 bird boxes on the site.

### **Wessex Water**

25. No objections.
26. The planning application indicates that foul sewerage will be disposed of via the main sewer. Rainwater running off new driveways and roofs will require consideration so as not to increase the risk of flooding. The current planning submission indicates that rainwater (also referred to as "surface water") will be disposed of via soakaway.
27. There must be no surface water connections into the public foul network

### **Constraints**

- Medium Pressure Pipeline - 4.79m
- SSSI Impact Risk Zone - 0.00m
- Highways Inspected Network - 2.61m
- Airport Safeguarding - 0.00m
- Wessex Water Sewer Flooding - 0.00m

## Site and Surroundings

28. The application site is located in the settlement of Walkford. Glenville Road is a residential street mostly comprising two-storey dwellings in generous plots on the northern side of the road with smaller plots along Wyndham Road. The architectural styles are mixed. The application site is located close to the open countryside to the north. The Character Assessment describes this area; *‘housing areas of mixed development of early clusters of cottages and later small scale estates and cul-de-sacs’*.
29. The dwelling in the application site is a traditional two-storey, brick house with a slate roof and a large rear garden. The floor plans and application form state it is currently being used as two flats. The house was likely constructed in either the late nineteenth or early twentieth century. The existing house has no existing on-site parking. There are no mature trees within the application site.

## Key Issues

### Principle of development

30. Since the publication of the Housing Delivery Test in February the Council does not have a five year housing land supply (4.77 years with a 20% buffer) and therefore this scheme would make a contribution to the housing provision in the district. The NPPF, in paragraph 11 states there is a presumption in favour of sustainable development which should be allowed without delay. Given the current lack of housing supply, the policies in the current Local Plan which are most important for determining the application are out-of-date.
31. This proposal, whilst only making a small contribution to the housing supply, would offer the provision of 2 x 2/3 bedroom residential units within a sustainable area. Para 68 of the NPPF states;
- ‘Small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes;
32. In addition, the NPPF contains a chapter on making effective use of land. In paragraph 118 this advises that planning policies and decisions should;
- “promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure.”

33. This site falls within the urban area of Christchurch, identified as a main settlement in Policy KS2 of the Local Plan, being a sustainable location where development is supported.
34. The objections to the loss of the existing property are noted; however it is not a heritage asset. It is a simple Victorian cottage, similar to many others in the surrounding area, without exceptional features and subject to a number of later unsympathetic additions. The previous planning application was not refused on the loss of the existing dwelling. There are no grounds to resist development on the basis of retention of the existing structure.

### **Layout, scale, form and design**

35. The immediate area comprises a variety of architectural styles and detached or semi-detached residential dwellings within both generous plots and more modest plots in particular to the south of the application site. The proposed subdivision of the existing plot will result in two smaller narrower plots which are different to the larger plots directly to the west of the site. However, there are many smaller plots within the immediate vicinity and evidence of backland infill development such as at Forest View to the west. It is not considered that the two new sites would harm the established settlement pattern in the area.
36. There is a strong building line on the northern side of Glenville Road and the positioning of the two new dwellings respects this front building line and provides a frontage for both parking and some soft landscaping. The depth of the properties is similar to the adjacent property at No 86 and the rear two storey element is set off the boundaries which reduces the overall bulk of the building.
37. The properties are of traditional appearance with a porch canopy on the front elevations, chimneys and sash style windows at first floor level. The design reflects the proportions and appearance of the existing dwelling.
38. Compared to the refused scheme, the amount of development has decreased and this allows for a more traditional layout with linear rear gardens. It is not considered that the proposal results in a cramped or contrived design and as such the previous reason for refusal 3 is considered to be addressed.

### **Residential amenities**

39. The new properties are sited adjacent to No 86 Glenville Road. The existing dwelling is positioned very close to its side boundaries and as such there is an existing close built relationship with No 86. The two storey section at the rear is set off the boundary at first floor level and this roof pitches away from the boundary. The existing property is sited further forward than the front of No 86; however the proposed building is more in line with No 86 with the exception of the canopy roof.
40. There are a number of ground floor windows facing the boundary with No 86; however there is only one bathroom proposed for first floor level on the western



side. No 86 has no first floor windows on the eastern side gable or the eastern side of the rear two storey element. The provision of first floor windows on the rear elevations to serve the two bedrooms results in a more typical built urban relationship with No 86.

41. The previous application was refused on the grounds of the amenity of the future occupiers of the three properties. This proposal differs from that scheme in that it provides two 'traditional' gardens measuring 14 metres and 8.6metres in length. It is considered these amenity spaces are acceptable for these 3 bedroom units. Furthermore, the internal configuration of the two properties provides acceptable living accommodation with storage space.

### **Parking and Access arrangements**

42. The proposal provides for two parking spaces for each dwelling and this is considered to accord with the Dorset Residential Parking Guidelines. It is recognised that vehicles will have to reverse onto the highway and local residents have raised objections on the issue of parking and highway safety in the immediate area. However, BCP Highway Authority have carefully considered the proposal and concluded that the parking arrangements show a common parking layout in residential areas and the local highway network is capable of accommodating traffic movements from this proposal without causing significant safety dangers.
43. The existing property which is being used as two flats currently has no off-site parking so the provision of two parking spaces for each property means there would not be significant pressure for on street parking which is understood is already at capacity within the immediate area. It is recognised that Wyndham Road is relatively narrow and with on street parking and the road providing access to the woodland burial ground, there can be highway conflicts on the local highway network. However, it is considered that the parking provision for two modest dwellings is acceptable and the two spaces being close to the junction would result in an acceptable arrangement. The traffic generation of the development over the current use would not result in 'severe' impacts on the road network.
44. It has been put forward that a new footway is provided along the Wyndham Road frontage to improve pedestrian access and safety and the applicant has agreed to carry this out. This can be secured by condition. BCP Highways have confirmed that; 'A footway would also ensure visibility for drivers is maintained at the Glenville Road/Wyndham Road junction and pedestrian visibility is available at the Wyndham Road parking bays'.

### **Biodiversity**

45. The application is accompanied by a Report on Bats and barn Owls dated 16/09/2019. The existing property has been surveyed and bats were not found to be in or have used the building. A Negative Bat and Barn Owl Certificate has been issued by a Conservation Consultant. However, given the character of the

immediate locality there may be bat activity in the future and therefore an informative can be used highlighting the potential for bat activity and recommending biodiversity enhancement measures are incorporated into the scheme.

46. The application site lies within 5km but beyond 400m of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for a net increase in residential units is, in combination with other plans and projects and in the absence of avoidance and mitigation measures, likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives.
47. The appropriate assessment has concluded that the likely significant effects arising from the proposal are wholly consistent with and inclusive of the effects detailed in the supporting policy documents. When there is a completed legal agreement the proposal will be wholly compliant with the necessary measures to prevent adverse effects on site integrity detailed within the documents: Dorset Heathlands Planning Framework SPD.
48. The appropriate assessment has concluded that the mitigation measures set out in the Dorset Heathlands 2015-2020 SPD can prevent adverse impacts on the integrity of the site. The SPD strategy includes Heathland Infrastructure Projects (HIPs) and Strategic Access Management and Monitoring (SAMM). In relation to this development the Council will fund HIP provision via the Community Infrastructure Levy but SAMM, which forms the second strand of the strategy, requires that contributions be secured via s106 from all development where there is a net increase in dwellings. The strategic approach to access management is necessary to ensure that displacement does not occur across boundaries.
49. The current application is currently not accompanied by a completed unilateral undertaking which should secure the necessary contribution towards Strategic Access Management and Monitoring in accordance with the Dorset Heathlands SPD. However, the applicant has confirmed that they are willing to enter into such an agreement. This contribution does not relate to the provision of infrastructure, is reasonable and necessary; the contribution complies with Regulations 122 and 123(3) of the Community Infrastructure Levy Regulations 2010 (as amended). With this mitigation secured, the development will not result in an adverse effect on the integrity of the designated site and is therefore in accordance with policy ME2.

## **Planning Balance**

50. The council encourages sustainable development. This seeks to strike a balance between the economic benefit of the development, the environmental

impacts and the social benefits derived by the creation of much needed housing.

51. The Council does not have a five year housing land supply and as such the most relevant Local Plan policies are technically out of date. It is considered the proposal would make a small contribution to the housing supply in the area, the layout and design is acceptable and would not harm the visual amenities and character of this established residential area. No protected species have been identified using the exiting building and the SAMM Heathland payment will be secured through s106.

## **RECOMMENDATION**

52. **A) GRANT PERMISSION WITH THE FOLLOWING CONDITIONS WHICH ARE SUBJECT TO ALTERATION/ADDITION BY THE HEAD OF PLANNING SERVICES PROVIDED ANY ALTERATION/ADDITION DOES NOT GO TO THE CORE OF THE DECISION AND THE COMPLETION OF A SECTION 106 AGREEMENT WITH THE FOLLOWING TERMS:**

**SAMM Strategic Access Management and Monitoring Contribution** - the sum of one hundred and sixty eight (£168) Pounds Index Linked to be paid by the Owner towards Strategic Access Management and Monitoring which avoid or mitigate against any adverse effect on the Dorset Heathlands in accordance with the Dorset Heathlands Planning Framework SPD 2015-2020

53. **B) AND TO DELEGATE AUTHORITY TO THE HEAD OF PLANNING TO ISSUE THE DECISION ONCE THE LEGAL AGREEMENT IS COMPLETED. IF THE SECTION 106 LEGAL AGREEMENT IN RECOMMENDATION A) ABOVE IS NOT COMPLETED WITHIN 2 MONTHS OF THE DATE OF COMMITTEE THEN THE APPLICATION WILL BE REFUSED.**

## **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.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:  
ASP.19.047.001 Block And Location Plan  
ASP.19.047.003 Existing Floor Plans  
ASP.19.047.004 Existing Elevations  
ASP.19.047.002 A Proposed Site Plan

ASP.19.047.100 Proposed Floor Plans

ASP.19.047.200 Proposed Elevations

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

3. Prior to commencement of development above the Damp Proof Course (DPC), details and samples of all external facing and roofing materials shall be submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken strictly in accordance with the details as approved.

Reason: To ensure satisfactory visual relationship of the new development to the area.

4. Prior to commencement of development above the Damp Proof Course (DPC), full details of both hard and soft landscape works shall have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include boundary treatments, hard surfacing materials and planting specifications (species, position and numbers/densities) which must include native species.

Reason: In the interests of visual amenity.

5. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development and the planting carried out in the first planting season following completion of the development or its first occupation, whichever is the sooner. Any planting found damaged, dead or dying in the first five years following their planting are to be duly replaced with appropriate species.

Reason: This information is required prior to occupation of development in order to ensure the implementation of the scheme is carried out in accordance with the approved plans.

6. Before the development hereby approved is occupied or utilised the parking shown on Drawing Number ASP.19.047.002A 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.

7. Prior to the occupation of any residential unit hereby approved, details of a minimum 1.5m wide new footway along the Wyndham Road site boundary

shall be submitted to and approved in writing by the Local Planning Authority. The details shall include details of construction, drainage and lighting of the new footway and the approved details shall be implemented and completed prior to occupation of any residential unit hereby approved.

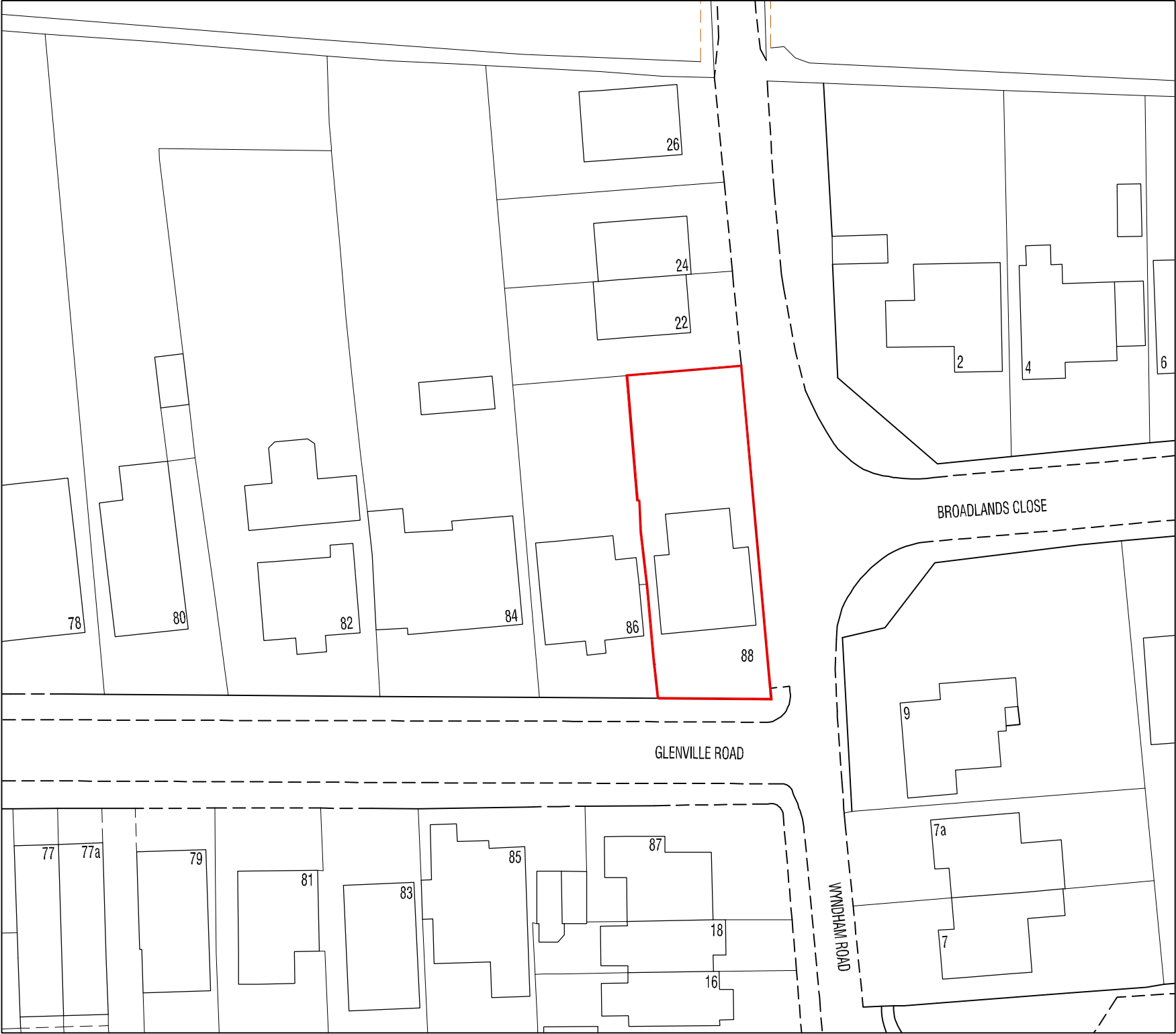
Reason: To improve pedestrian visibility and safety and to ensure visibility for drivers in maintained at the Glenville Road/Wyndham Road junction.

#### Informatives

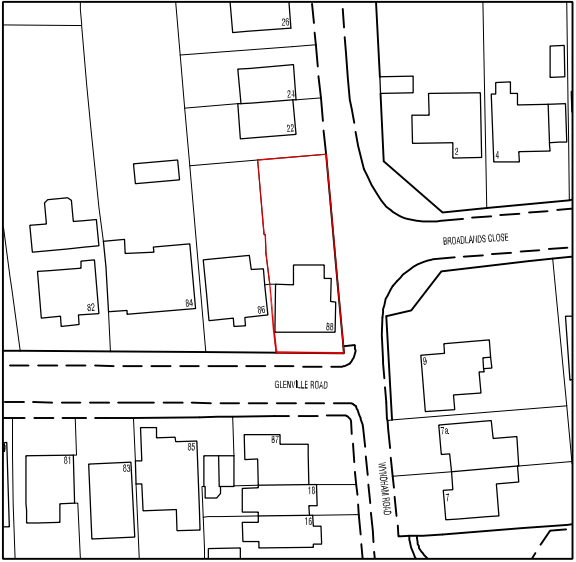
1. The applicant has provided a unilateral undertaking dated (tbc) to agree to pay the appropriate contribution in relation to Heathland mitigation as required by the Dorset Heathlands Planning Framework 2015-2020 - Supplementary Planning Document (SPD) at the relevant time.
2. The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to this development. The Council will shortly be issuing a CIL Liability Notice following the grant of this permission which will provide information on the applicant's obligations.
3. Biodiversity enhancement measures must be considered as part of the development such the addition of bat tiles and bird boxes within the new building.

#### Background Papers

This page is intentionally left blank



Block Plan (1:500)  
Ordnance Survey, (c) Crown  
Copyright 2015. All rights reserved.  
Licence number 100022432



Location Plan (1:1250)  
Ordnance Survey, (c) Crown  
Copyright 2015. All rights reserved.  
Licence number 100022432


- NOTES:**
1. The contents of this drawing are copyright.
  2. Scaled drawing for Planning purposes only.
  3. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
  4. Lower ground construction/ retaining structure to be structural engineers design.
  5. Electrical layouts to be agreed with client & added to drawing
  6. Drawings to be read in conjunction with specification.

Rev	Date	Description	By	PM
<b>REVISIONS:</b>				

**PROJECT STAGE:** PLANNING

**CLIENT:**  
Mr. Gibbs

**PROJECT & DRAWING TITLE:**  
  
88 Glenville Road, Walford  
Block and Location Plan

<b>Scale @ A3:</b> 1:500, 1:1250 <b>Date:</b> 12/04/19	<b>Drawn by:</b> SR <b>Checked by:</b> MS	
<b>DRAWING No:</b> ASP.19.047.001	<b>REVISION:</b> 1	

**ARCHITECTURE - PLANNING - PROJECT MANAGEMENT - CDM**

17a High Street, Christchurch,  
Dorset, BH23 1AB  
01202 472222  
[www.aspirearchitects.co.uk](http://www.aspirearchitects.co.uk)  
[info@aspirearchitects.co.uk](mailto:info@aspirearchitects.co.uk)  
© Aspire Architects Ltd



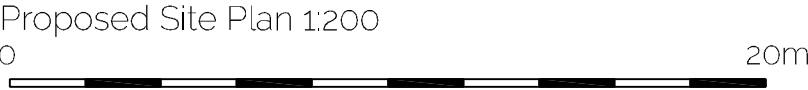
 **Aspire  
Architects**

108


86

9

GLENVILLE ROAD



- NOTES:**
- 1. The contents of this drawing are copyright.
  - 2. Scaled drawing for Planning purposes only.
  - 3. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
  - 4. Lower ground construction/ retaining structure to be structural engineers design.
  - 5. Electrical layouts to be agreed with client & accord to drawing
  - 6. Drawings to be read in conjunction with specification.

Rev	Date	Description	By	PM
<b>REVISIONS:</b>				
A	21/11/19	Parking amended as per officers comments	SR	CLW
<b>PROJECT STAGE:</b>		PLANNING		
<b>CLIENT:</b>				
Mr Gibbs				
<b>PROJECT &amp; DRAWING TITLE:</b>				
88 Glenville Road, Walkford				
Proposed Site Plan				
<b>Scale @ A3:</b> 1:200		<b>Drawn by:</b> SR		
<b>Date:</b> 12/04/19		<b>Checked by:</b> MS		
<b>DRAWING No:</b>		<b>REVISION:</b>		A
ASP.19.047.002				
ARCHITECTURE - PLANNING - PROJECT MANAGEMENT - CDM				

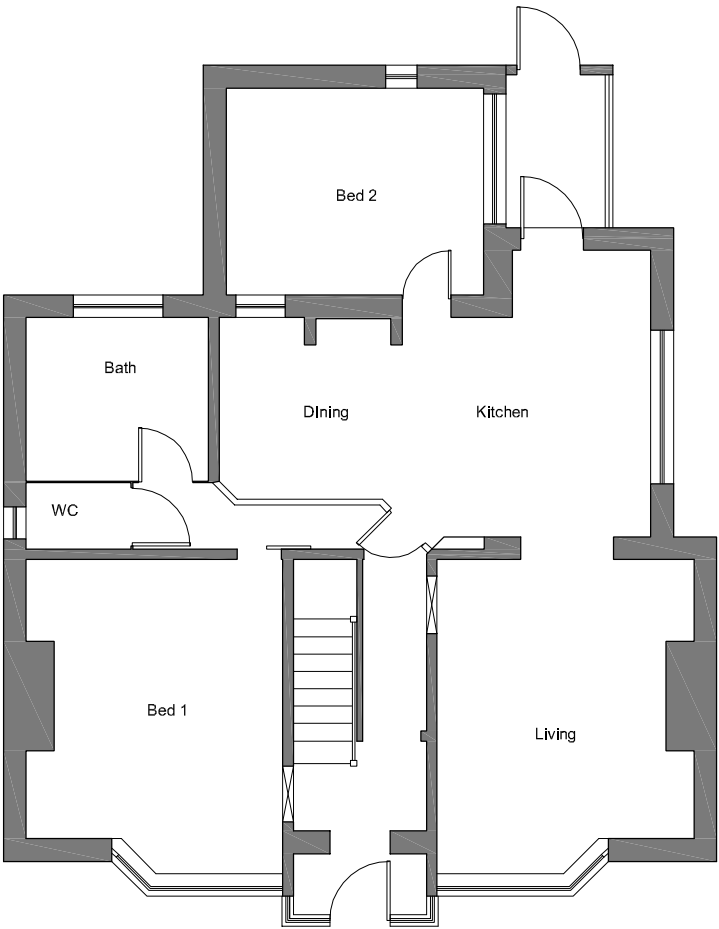
17a High Street, Christchurch  
Dorset, BH23 1AB  
01202 472222

[www.aspirearchitects.co.uk](http://www.aspirearchitects.co.uk)  
[info@aspirearchitects.co.uk](mailto:info@aspirearchitects.co.uk)

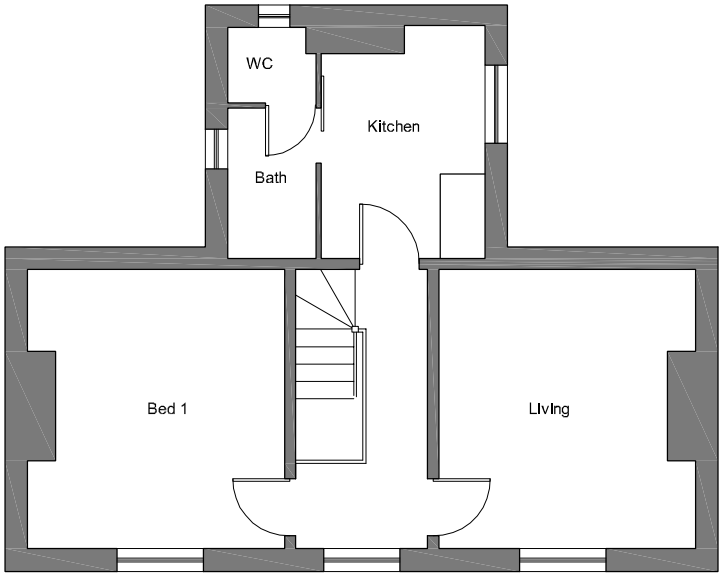
© Aspire Architects Ltd







Ground Floor Plan 1:100



First Floor Plan 1:100

- NOTES:**
- 1. The contents of this drawing are copyright.
  - 2. Scaled drawing for Planning purposes only.
  - 3. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
  - 4. Lower ground construction/ retaining structure to be structural engineers design.
  - 5. Electrical layouts to be agreed with client & accord to drawing
  - 6. Drawings to be read in conjunction with specification.


Rev	Date	Description	By	PM
<b>REVISIONS:</b>				

**PROJECT STAGE:** PLANNING

**CLIENT:**  
Mr Gibbs

**PROJECT & DRAWING TITLE:**

88 Glenville Road, Walford  
Existing Plans

Scale @ A3: 1:100	Drawn by : SW	
Date : 12/04/19	Checked by : MS	
DRAWING No: ASP.19.047.003		REVISION: 1

ARCHITECTURE - PLANNING - PROJECT MANAGEMENT - CDM

17a High Street, Christchurch,  
Dorset, BH23 1AB  
01202 472222  
[www.aspirearchitects.co.uk](http://www.aspirearchitects.co.uk)  
[info@aspirearchitects.co.uk](mailto:info@aspirearchitects.co.uk)  
© Aspire Architects Ltd





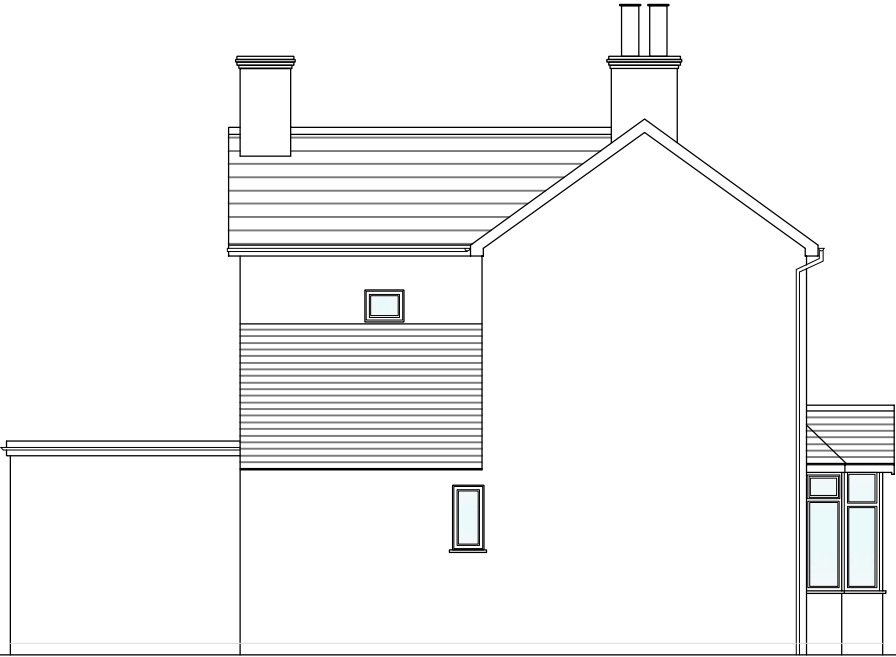
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

- NOTES:**
1. The contents of this drawing are copyright.
  2. Scaled drawing for Planning purposes only.
  3. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
  4. Lower ground construction/ retaining structure to be structural engineers design.
  5. Electrical layouts to be agreed with client & added to drawing
  6. Drawings to be read in conjunction with specification.

110

Existing Elevations 1:100



Rev	Date	Description	By	PM
<b>REVISIONS:</b>				

**PROJECT STAGE:** PLANNING

**CLIENT:**  
Mr Gibbs

**PROJECT & DRAWING TITLE:**

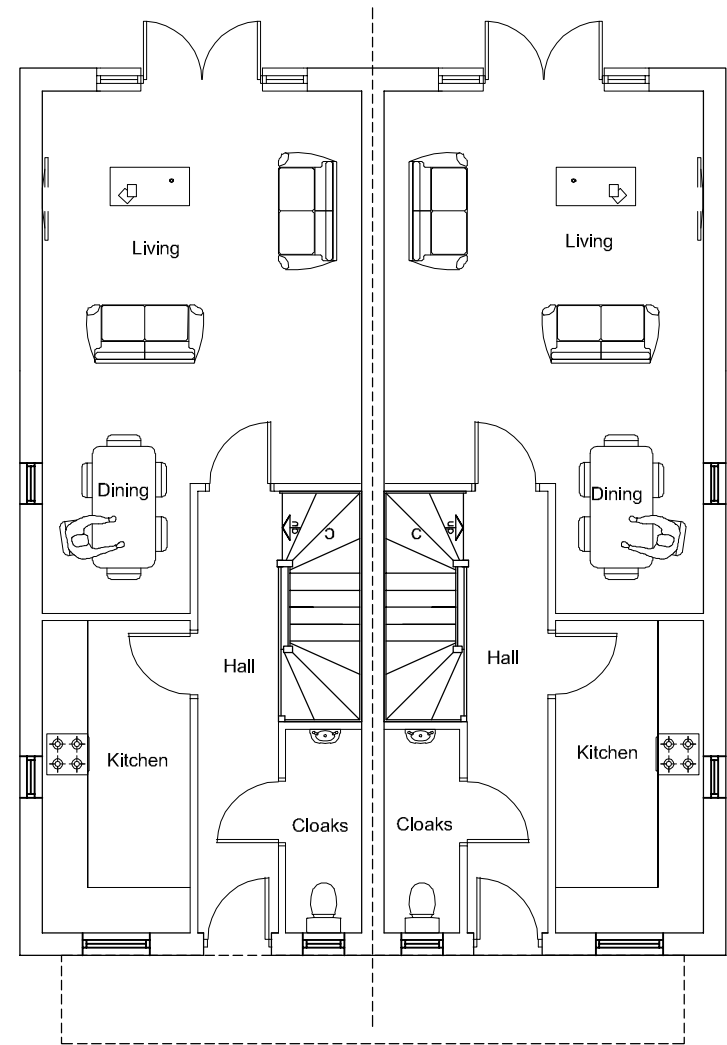
88 Glenville Road, Walford  
Existing Elevations

<b>Scale @ A3:</b> 1:100	<b>Drawn by:</b> SH	<b>REVISION:</b> 1
<b>Date:</b> 12/04/19	<b>Checked by:</b> MS	
<b>DRAWING No:</b> ASP.19.047.004		

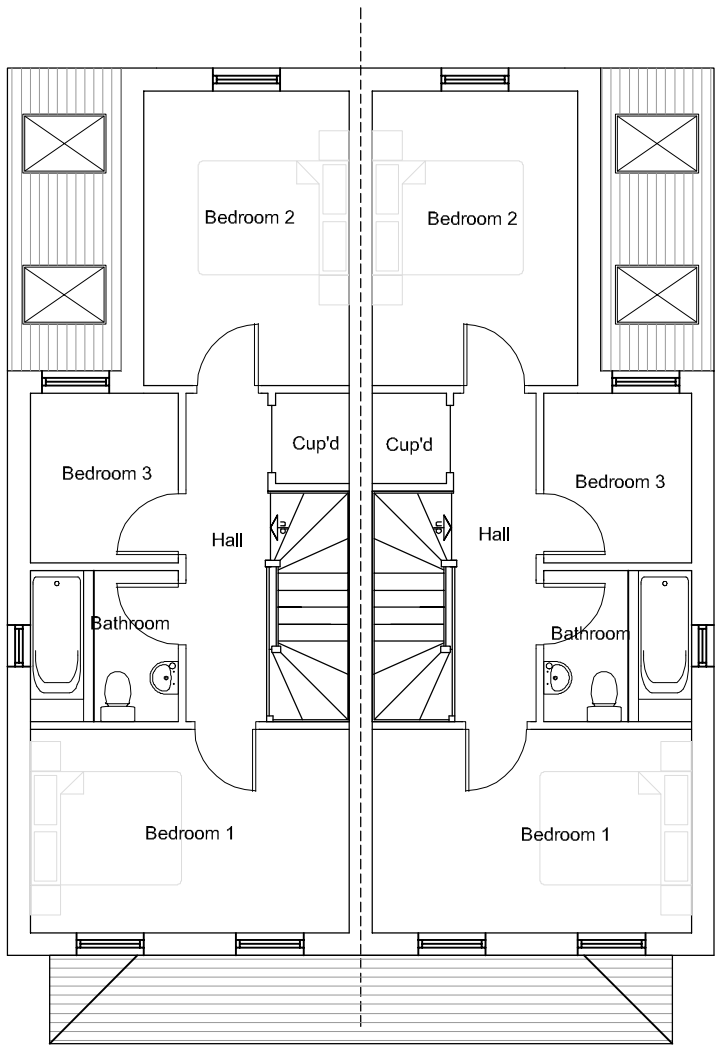
**ARCHITECTURE - PLANNING - PROJECT MANAGEMENT - CDM**

17a High Street, Christchurch,  
Dorset, BH23 1AB  
01202 472222  
[www.aspirearchitects.co.uk](http://www.aspirearchitects.co.uk)  
[info@aspirearchitects.co.uk](mailto:info@aspirearchitects.co.uk)  
© Aspire Architects Ltd





Ground Floor Plan 1:100



First Floor Plan 1:100

- NOTES:**
1. The contents of this drawing are copyright.
  2. Scaled drawing for Planning purposes only.
  3. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
  4. Lower ground construction/ retaining structure to be structural engineers design.
  5. Electrical layouts to be agreed with client & added to drawing
  6. Drawings to be read in conjunction with specification.


Rev	Date	Description	By	PM
<b>REVISIONS:</b>				

**PROJECT STAGE:** PLANNING

**CLIENT:**  
Mr Gibbs

**PROJECT & DRAWING TITLE:**

88 Glenville Road, Warkford  
Proposed Plans

Scale @ A3: 1:100 Date: 12/04/19	Drawn by: SR Checked by: MS	
DRAWING No: ASP.19.047.100		REVISION: 1

**ARCHITECTURE - PLANNING - PROJECT MANAGEMENT - CDM**

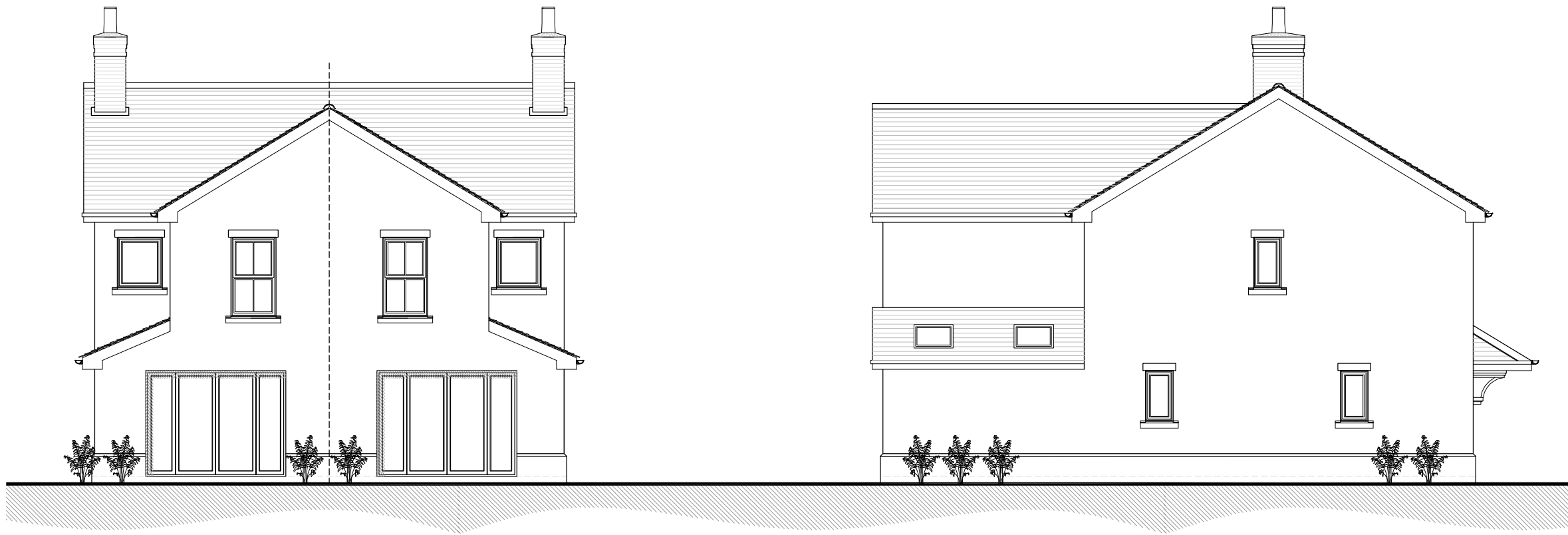
17a High Street, Christchurch,  
Dorset, BH23 1AB  
01202 472222  
www.aspirearchitects.co.uk  
info@aspirearchitects.co.uk  
© Aspire Architects Ltd





Front Elevation

Side Elevation



Rear Elevation

Side Elevation

- NOTES:**
1. The contents of this drawing are copyright.
  2. Scaled drawing for Planning purposes only.
  3. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
  4. Lower ground construction/ retaining structure to be structural engineers design.
  5. Electrical layouts to be agreed with client & accord to drawing
  6. Drawings to be read in conjunction with specification.

112

Rev	Date	Description	By	PM
<b>REVISIONS:</b>				

**PROJECT STAGE:** PLANNING

**CLIENT:**  
Mr Gibbs

**PROJECT & DRAWING TITLE:**

88 Glenville Road, Walford  
Proposed Elevation

Scale @ A3: 1:100	Drawn by : GR	<b>REVISION:</b> 1
Date : 12/04/19	Checked by : MS	
<b>DRAWING No:</b> ASP.19.047.200		

**ARCHITECTURE - PLANNING - PROJECT MANAGEMENT - CDM**

17a High Street, Christchurch,  
Dorset, BH23 1AB  
01202 472222  
www.aspirearchitects.co.uk  
info@aspirearchitects.co.uk  
© Aspire Architects Ltd

