

Regulatory Committee

Dorset County Council



Date of Meeting	9 June 2016
Officer	Head of Economy
Subject of Report	To consider planning application No. 8/16/0126 to provide an Improved Roundabout east of the existing roundabout at the junction of Christchurch Road, Parley Lane and Avon Causeway, located on the B3073, Hurn Roundabout, Christchurch, Dorset.
Executive Summary	The proposal is for the relocation of Hurn Roundabout to the east of its current position, and the realignment of Parley Lane and Avon Causeway, Christchurch. A new signal controlled Toucan crossing would be provided on Avon Causeway. Part of the site falls within the Hurn Conservation Area and the works involve the loss of a significant number of trees. The proposed development is considered to be in general accordance with the development plan. The impact on the character and amenities of the area should be weighed against the need for improvements to the strategic road network and the economic benefits to the area which weigh heavily in favour of granting planning permission.
Impact Assessment	Equalities Impact Assessment: The report concerns the determination of an application for planning permission and not any changes to any new or existing policy with equality implications.
	Use of evidence: The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the main body of the report.
	Budget/Risk Assessment: No budget risk assessment implications.

Recommendation	That planning permission be granted subject to the conditions set out in paragraph 8 of this report.
Reason for Recommendation	The reasons for granting planning permission are summarised in paragraphs 6.13 – 6.16 of this report.
Appendices	Location Plans. Appendix 1 Site location plan Appendix 2 Site plan Appendix 3 Block plan
Background Papers	PA File: 8/16/0126 NB: Copies of representations may be inspected in the Environment Directorate and will be available for inspection in the Committee Room prior to the meeting.
Report Originator and Contact	Name: Chris Stokes Tel: 01305 224263 Email: c.stokes@dorsetcc.gov.uk

1 Background

- 1.1 The application was received on 29 January 2016. The County Council in its capacity as Highway Authority is seeking planning consent for improvements to Hurn Roundabout, Christchurch, on the B3073. The proposals will involve the replacement of the roundabout at Hurn Village with a larger, realigned roundabout incorporating additional entry lanes and better visibility.
- 1.2 The scheme is part of a wider package of strategic transport improvements proposed to relieve congestion and meet future capacity requirements. The proposals seek to reduce traffic congestion at Hurn roundabout and to provide increased vehicular capacity and journey time reliability for travellers to/from Bournemouth Airport and Aviation Park, identified as a strategic growth point by Dorset Local Enterprise Partnership (LEP). This is part of the Bournemouth International Growth Programme, which forms part of the LEP's Strategic Economic Plan (SEP), to bring about extensive transport improvements around the airport.

2 Site Description

- 2.1 Hurn Roundabout forms part of the B3073 corridor which connects to the A338 to the south, and Parley Lane to the Chapel Gate roundabout and Parley village to the west. Beyond Chapel Gate the B3073 Christchurch Road continues north-west connecting to the A347 Ringwood Road, providing links to Wimborne Minster and Ferndown.
- 2.2 The site comprises the existing Hurn Roundabout, sections of the B3073 and Avon Causeway. It includes areas of adjoining woodland and understorey, the village green and the access road to Hurn Post Office and Stores and adjoining Riverside Cottages on the Avon Causeway approach. The Old Sawmill (Stable Structures) is located to the south on the B3073, and Hurn Bridge House is located on the opposite side of the road, approximately 60m south of the roundabout.
- 2.3 Hurn Airport is approximately 1km to the west of the Roundabout. The site falls within the Hurn Village Conservation Area and there are Listed Buildings adjoining the site. Moors River SSSI is approximately 25 m to the west and the site falls within the South East Dorset Green Belt.

3 The Proposal

- 3.1 It is proposed to relocate the Roundabout to the east of its current position and realign Parley Lane and Avon Causeway. A new signal controlled Toucan crossing would be provided on Avon Causeway. Push button activated horse crossings would be provided on Avon Causeway and Parley Lane.
- 3.2 The centre of the repositioned Hurn roundabout would be to the east of its current position, and the Christchurch Road section re-orientated to the east to meet the new position. A new entrance would be formed for the use of the Old Sawmill, and part of the former Christchurch Road carriageway would be grassed. The Avon Causeway would be realigned to connect to the new roundabout, and part of the old carriageway would be reduced to one lane to provide access to Riverside Cottages. The Matchams Lane junction would be realigned to connect to the new alignment of the Avon Causeway.
- 3.3 The relocation of the roundabout would involve the felling of approximately 240 trees and the clearance of understorey. A full tree survey has been provided and plan

indicating those trees to be retained and those to be removed. The application is accompanied by a replacement tree planting and landscape plan.

- 3.4 The application also includes a Planning Statement, a Noise and Vibration assessment, a Landscape and Visual Study, an Ecological Survey and Preliminary Ecology Appraisal, a Protected Species Assessment, a Cultural Heritage study, an Arboricultural Assessment and a Scheme Traffic Assessment and Report.

4. Consultations and Representations

4.1 County Council Ward Member

No response received.

4.2 East Dorset and Christchurch Councils

No response received.

4.3 Hurn Parish Council

1. Councillors do not consider that the new roundabout will have much impact on the traffic congestion unless the issues at the Blackwater junction are remedied. Traffic travelling south will still back up to Hurn and will still queue around a new roundabout. The money would be better spent at Blackwater Junction. Those works should be completed first and then the requirements at Hurn Roundabout and Chapel Gate should be reassessed, as they may change.
2. Councillors are very concerned that there will be no left turn out from the Post Office on to the Avon Causeway. This will be dangerous as drivers will turn left regardless. The Toucan crossing needs to be moved or a repeater light added at a lower level to the Toucan crossing, so that the left turn can be allowed.
3. Councillors object to column lighting being positioned on the green space/Village Green between the Post Office and the new carriageway. All lighting should be moved adjacent to the carriageway, they can see no reason why lighting should be positioned at a distance from the carriageway. Councillors ask that lighting be kept to a minimum to reduce urbanisation of a rural area.
4. Bollards need to be positioned to prevent vehicles using the access road to the Riverside Cottages to access Parley Lane. In addition, a suitable parking restriction should be implemented to prevent vehicles parking on the access road whilst at the airport or on holiday. Airport parking on the road outside properties is a recurring problem in Hurn.
5. Councillors would like to point out that whilst they realise that this scheme is supposed to part of the bigger picture of access to employment land at the Airport, this roundabout is the specific scheme which will have the most impact on the Village of Hurn; the Hurn Conservation Area; listed buildings within the Conservation Area; and the rural aspect of the Village where around 250 trees will be lost. Whilst in the long term some changes to the current roundabout may be required, it was felt that as noted at 1. above, if works to the main traffic problem area of Blackwater Junction were carried out first, then such drastic work within Hurn Village could be reassessed and may not be necessary. This will completely change the look and aspect of rural Hurn Village.
6. The Parish Council wish to emphasise the priority for a crossing on Parley Lane for local Residents. School children need to cross Parley Lane from Mill Lane (and return), to walk to and from the school bus which collects them in the morning and

then drops them off in the afternoon at Moors Close. This is already a dangerous, fast and difficult road to cross. The proposed improvements will only increase the volume of traffic and increase the difficulty to cross the road safely. Councillors support the request, by residents, for a crossing near Mill Lane across Parley Lane.

The current application includes a horse crossing which is welcomed. Could this proposed crossing be adapted to include a button for use by pedestrians, perhaps with zebra marking on the road? It would be best if the crossing could stop the traffic to enable pedestrians, cyclist and horses to cross safely. It is felt that a flashing warning light will not be sufficient.

Councillors request that this application is not approved unless a suitable pedestrian crossing, on Parley Lane, is included. The new scheme must not put the safety of Residents at risk.

4.4 **DCC Highways Liaison Engineer**

The scheme is designed to full DMRB standards and there is no objection subject to the following condition:

The development shall be carried out in accordance with Drawing Number DC3710/11/01/N to the specification of the County Highways Authority.

Reason: In the interests of road safety.

4.5 **Senior Landscape Officer.**

No comments received.

4.6 **DCC Senior Arboricultural Officer.**

A tree survey for the project was carried out several years ago and ensured that as many mature trees that were worth keeping were saved. As a result of discussions with the Highway Engineer the roundabout was repositioned in order to keep as many good trees as possible.

There is a lot of poor quality growth in the area, which if removed, will benefit the trees which remain. Most of the trees to be removed are self-sown and of poor quality – including sycamores, birch and willow. None of the trees on the site have been managed or maintained and many require remedial work. Certainly those nearest the new road lay-out will need to have all the large deadwood removed.

Bearing in mind that the new road layout will impact on some trees, the applicant has managed to limit the impact as much as possible.

4.7 **Environment Agency**

No objection but recommends a condition and informatives.

The proposed development will only meet the National Planning Policy Framework (NPPF) policy to not increase flood risk if a planning condition is included.

The developer should submit pre and post development survey to demonstrate that the levels in the floodplain have not been raised.

4.8 **DCC Flood Risk Management Officer.**

No objection but a drainage condition should be attached.

4.9 **DCC Ecologist.**

The Ecological Survey Report and the Arboricultural Method Statement highlight a number of significant mature and veteran trees. All trees identified as having medium to high potential for bats should be retained in both the short-term and the longer

term where possible through appropriate action. Should this position change the trees will require phase 2 bat survey work.

Mitigation and enhancements have been highlighted comprehensively. However, the DCC Ecologist would recommend information from both reports is clearly summarised in an overall Biodiversity Mitigation Plan (BMP) for the works summarising the Mitigation Method Statement to cover the trees, hedgerows, nesting birds and ground flora as well the recommended enhancements. Presented in this way, and in accordance with guidance outlined for the production of BMPs under the Dorset Biodiversity Protocol, will ensure all the necessary information has been fully captured and can be more easily conditioned, enforced and monitored.

4.10 **DCC Senior Archaeologist.**

The footprint of the new groundworks seems relatively limited, although it is noted that the application's Heritage Statement has identified the archaeological potential of the general area particularly based on the results of archaeological work on nearby quarry sites. That Statement rates that potential on the site as 'low to medium'. It is noted by the DCC Senior Archaeologist that, since the footprint of new development is close to the existing road, it may well have been disturbed by works associated with that road (e.g. drainage).

4.11 **Other Representations.**

One letter setting out the following comments:-

- That provision is made for a right turn access for customers to the Old sawmills
- That access is maintained to the Old Post Officer Stores and Riverside Cottages.
- That the construction works do not have an unreasonable impact on Hurn Bridge House.

5 **Planning Policy Framework.**

5.1 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The term 'other material considerations' is wide ranging, but includes national and emerging planning policy documents.

5.2 **Development Plan**

Christchurch and East Dorset Local Plan Part 1 ("the Plan"):

- Objective 4 - Significant new zones of employment development will be located at Bournemouth Airport.
- Policy KS9.- Strategic infrastructure improvements necessary to facilitate further employment development – B3073 Wimborne Town Centre- Longham mini roundabouts- Parley Cross- Chapel Gate- Hurn Roundabout- Blackwater Interchange (A338 Junction)
- Policy KS 10 - Strategic Transport improvements
 - Short term (2013 – 2017): Improvements to Hurn Roundabout
 - Long Term (2018-2022): B3073 Parley Cross Junction Improvements; B3073 Backwater Junction Improvements
- Policy BA1 – Vision for Bournemouth Airport
- Policy BA2 – Airport Northern Business Parks.
- Policy KS 3 - Green Belt.
- Policy ME 1- Nature Conservation.

- Policy ME6 – Flood Risk.
- Policy HE1 – Heritage assets
- Policy HE3 – Landscape Character.

4.3 Other Material Considerations

National Planning Policy Framework:

- Paragraphs 19-21 Building a Strong Competitive Economy.
- Paragraphs 79 – 92 Protecting Green Belt Land.
- Paragraphs 126-129 Conserving and Enhancing the historic environment.
- The following paragraphs are also relevant: Section 4 sustainable transport, section 8 promoting healthy communities, section 9 Green Belts, Section 10 flooding, Section 11 Conserving and enhancing the natural environment.

6. **Planning Assessment.**

6.1 Having regard to the development plan, the information submitted in support of the of the application and the representations received, the main issues in the determination of the application relate to:

- (i) the acceptability in principle of the development;
- (ii) whether the works are inappropriate development in the Green Belt;
- (iii) the impact of the development on the Conservation Area;
- (iv) the impact of the development on amenity of residents in nearby properties

Principle of Development

6.2 The improvement of the strategic road network is identified by the Local Economic Partnership in the recently approved Strategically Economic Vision for Dorset. (Feb 2016). The replacement of Hurn Roundabout forms part of a wider package of capacity improvements to the B3073 corridor, providing direct access to Bournemouth Airport and the strategically significant Aviation Business Park. The proposal is in accordance with Policies KS9 and KS 10, and BA1 and BA2, of the adopted Christchurch and East Dorset Local Plan Part 1. Overall, the proposed development is considered to accord with the wider transport objectives for the strategic road network, the need for which has been established in the recently adopted local plan.

Green Belt

6.3 The development is in the Green Belt where there is a presumption against inappropriate development. Paragraph 87 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

6.4 Para 89 states - 'A local authority should regard the construction of new buildings as inappropriate in the Green Belt' and sets out the exceptions. Paragraph 90 states 'Certain other forms of development are also not inappropriate in the Green Belt provided they preserve the openness and do not conflict with the purposes of including in land in Green Belt. These include:-

- Engineering operations

- Local transport infrastructure which can demonstrate a requirement for Green Belt location.

6.5 Hurn roundabout is wholly within the Green Belt and its realignment can only be accommodated within the Green Belt. The proposals will address an identified strategic need for local transport infrastructure improvements. Furthermore, the proposals will preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The proposal therefore is not inappropriate development in the Green Belt Policy and is in accordance with Policy KS3 of the Christchurch and East Dorset Local Plan Part 1.

Conservation Area

6.6 The site falls within the Hurn Conservation Area which included a number of listed buildings so that special attention must be given to the desirability or preserving or enhancing the character of the Hurn Conservation Area. This Conservation Area is characterised by groups of mature trees, woodland and woodland understorey. The relocation of the roundabout will involve the removal of approximately 240 trees. A tree survey identifies the species and condition of trees, trees to be lost and those to be retained. Most of the trees to be lost would be on the eastern side of the proposed roundabout adjoining the grounds of Hurn Bridge House. The tree officer was involved in the initial stages of the design to ensure the most valuable trees were retained. Much of the tree growth is of poor quality and has not been managed. Over time the woodland cover would improve with the removal of the poor quality growth.

6.7 Whilst there would be a significant loss of tree and woodland cover, the woodland belt is substantial and a belt of trees adjoining Hurn Bridge House would remain. An extensive landscaping scheme is proposed. The retained woodland would benefit from the clearance of poor quality trees though there would be a negative impact on the character of the Conservation Area in the short term while works take place and whilst the landscaping matures.

6.8 With respect to the built heritage, the new scheme would realign roads away from Riverside Cottages and the Post Office and Stores, but closer to Hurn Bridge House. The new roundabout would be larger than the existing, but would be located further from the listed buildings and the village centre. Consequently the intrusion of traffic would be further from the village centre. The roundabout would be set in a cutting and the edges landscaped so that the impact on the new works would be reduced by the change in levels. Overall, I consider that the scheme would at least preserve the character of the Conservation Area and in the medium to long term would enhance the character of the area as the landscaping matures.

Impact on Amenity

6.10 A number of concerns have been raised about the impact of the development on the character of the area including the loss of trees and the impact on the rural character of the village. It has been suggested that it would be preferable to carry out works to Blackwater junction before carrying out works to the roundabout.

6.11 The levels of congestion contribute to the negative impact on the village centre. The improvements to Hurn roundabout are part of a package of measures to reduce congestion and need to be seen in the context of the overall route improvements, at Blackwater Junction and elsewhere. The applicants state that funding has been approved for the changes to Blackwater Junction but they are major changes which will take time to design and construct. In the meantime other elements of the route

improvements, such as Hurn roundabout, can take place which will contribute to the reduction in congestion.

- 6.12 There have been concerns raised about the access to properties and the use of the old road. The applicants have agreed to add bollards at the end of the new access to Riverside cottages to prevent it being used as a shortcut. The plans have been amended to facilitate right hand turns into the Old Sawmill and review speed limits on Avon Causeway. The applicants have also agreed to reduce the column lighting around the village green. However they state that the pelican crossing has been located at its optimum position for pedestrians and for road safety reasons traffic leaving the Post Office stores will not be able to turn left from the access road to travel along Avon Causeway. They will need to turn right and go round the roundabout, to avoid left hand turns immediately adjoining the Toucan Crossing.

Conclusion

- 6.13 There is congestion along the route of the A338 from Wimborne to Christchurch. Hurn Bridge and Hurn roundabout contribute to congestion on the strategic route and a replacement roundabout is needed. The improvements to the route network are set out in the Local Transport Plan and the Christchurch and East Dorset Local Plan. These improvements play a key role in the expansion of Bournemouth Airport and the Aviation Business Park.
- 6.14 The works to form the new roundabout would have an adverse impact on the character and appearance of the Hurn Village Conservation Area in the short term. Apart from the construction works the main impact would be the loss of woodland and understorey, particularly on the eastern edge. However the woodland belt is extensive and after the works mature woodland would fringe the new roundabout. The extensive landscaping and tree planting proposed would mitigate the adverse impact but there would be a period whilst the landscaping matures when sylvan setting of the Conservation Area would be compromised.
- 6.15 The roundabout would be further from the village centre and is intended to reduce congestion which has a significant adverse impact on the character of the area. Any short term impacts on the Conservation Area needs to be balanced against the need to improve the strategic road network and the benefits to the economy of the area, as well as other positive benefits to the Conservation Area itself. Thus overall the proposal will at least preserve the character of the Conservation Area. The development would be in accordance with the approved policies of the Local Transport Pan and the adopted policies of the Christchurch and east Dorset Local Plan.
- 6.16 For the reasons set out above, the proposal is considered to represent a sustainable form of development that is in accordance with the development plan. There are no material considerations indicating that the application should be determined other than in accordance with the development plan. Accordingly, planning permission can and should be granted.

7 Human Rights Implications

- 7.1 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:
- Article 8 - Right to respect for private and family life.
 - The First Protocol, Article 1 - Protection of Property.

8 Recommendation

8.1 Grant planning permission subject to the conditions set out in paragraph 8.2 of this report.

8.2 SCHEDULE OF CONDITIONS

Three Years - Full Planning Application

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason

This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Submitted Plans and Details

The development shall be carried out in strict accordance with the approved plans DC3710/39/01A; DC3710/27/01A; DC3710/11/01/NDC3710/34/01/Orig; DC3710/18/03/C; DC3710/22/01/BDC3710/27/02/B unless otherwise agreed in writing by the County Planning Authority.

Reason

To enable the County Planning Authority to deal with any development not in accordance with the approved plans.

3. Highway Works.

The highway improvements for the replacement of the Hurn Roundabout and associated highway works shall be provided in accordance with the submitted details, as shown on Drawing Number DC3710/11/01/N to the specification of the County Highway Authority.

Reason: In the interests of road safety.

4. Landscaping Scheme

No works or development shall take place until full details of both hard and soft landscape proposals have been submitted to, and approved in writing by, the County Planning Authority. These details shall include, as appropriate:

- (i) Proposed finished levels or contours.
- (ii) Means of enclosure.
- (iii) Surfacing of vehicle and pedestrian access and circulation areas.
- (iv) Hard surfacing materials.
- (v) Proposed and existing functional services above and below ground, eg drainage, power, communication cables, pipelines, etc.
- (vi) Implementation timetable.

Soft landscaping details shall include

- (i) Planting plans.
- (ii) Written specifications (including cultivation and other operations associated with grass establishment).
- (iii) Schedules of plants, noting species, planting sizes and proposed numbers/densities, where appropriate.
- (iv) Implementation timetables.

And the development shall be carried out in accordance with the approved details

Reason:

To enhance the character and appearance of the area in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

5. Tree Protection

All existing trees, shrubs and other natural features not scheduled for removal shall be fully safeguarded during the course of the site works (see guidance notes enclosed and BS 5837: 1991). The protection measures shall be as specified in drawing number S101 and the Arboriculture Impact Assessment and shall be maintained during the course of the works on site. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.

Reason:

To ensure the continuity of amenity afforded by existing trees and in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

6. Details of Replacement Trees

Details of the size, species and location of the replacement trees shall be submitted to and agreed in writing by the Local Planning Authority before commencing the works hereby permitted and shall be planted in accordance with a timetable to be agreed, in writing, with the County Planning Authority.

Any trees that are removed die or become, in the opinion of the local authority, seriously damaged or defective within five years of planting shall be replaced with specimens of a similar size and species as originally required.

Reason:

To ensure the continuity of amenity afforded by existing trees and in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

7. Site Management Plan

Prior to development commencing a site management plan including details of

- Access arrangements to Riverside Cottages, Hurn Post Office and Stores and The Old Sawmill during construction
- The protection of footpath routes
- Details of bollards to the new access to Riverside Cottages

shall be submitted to and approved in writing by the County Planning Authority and the development shall be carried out in accordance with the approved scheme.

Reason

In the interests of the character and appearance of the area and in accordance with Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1.

8. Lighting.

Within 6 months of the date of this consent a highway lighting plan shall be submitted to and agreed in writing by the County Planning Authority, and the works shall be carried out in accordance the approved lighting plan unless otherwise agreed in writing by the County Planning Authority.

Reason

In the interests of the character and appearance of Hurn Village Conservation Area, and in accordance with Policy HE 1 of the Christchurch and East Dorset Local Plan Part 1.

9. Drainage.

Prior to works commencing drainage details shall be submitted to and agreed in writing by the County Planning Authority and the works shall be carried out in accordance with the approved scheme. The scheme shall include pre and post development surveys to ensure that there is no raising of ground levels in the floodplain.

Reason.

To prevent any increase in flood risk in accordance with in accordance with Policy ME6 of the Christchurch and East Dorset Local Plan Part 1.

10. Prior to works commencing, a Biodiversity Mitigation Plan (BMP) for the works shall be submitted to, and agreed in writing by, the County Planning and the works shall be carried out in accordance with the BMP. The BMP will include a Mitigation Method Statement to cover the trees, hedgerows, nesting birds and ground flora as well the recommended enhancements.

Reason

In the interests of the Biodiversity of the area and in accordance with Policy Policy HE 3 of the Christchurch and East Dorset Local Plan Part 1

8 INFORMATIVES.

Statement of Positive Involvement:

1. In accordance with paragraphs 186 and 187 of the NPPF the Council, as local planning authority, takes a positive and proactive approach to development proposals focused on solutions. The Council worked with the applicant/agent in a positive and proactive manner by updating the applicant/agent of any issues as they arose in the processing of the application.

Environment Agency Informative:

Flood Defence Consent

2. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the Moors River, The highway improvement(s) referred to in the recommended condition above shall be carried out to the specification and satisfaction of the Local Highway Authority in consultation with the Local Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Local Highway Authority, before any works commence on the site

Further Information

3. Further information including application documents and the Planning Officers report can be viewed by entering the application reference given above in to the relevant search field at the following url:

www.dorsetfor you.com/ePlanning/searchPageLoad.doc.

Matthew Piles
Head of Economy
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