

REPORT SUMMARY

REFERENCE NO.	3/17/3609/OUT
APPLICATION PROPOSAL	Outline application (All matters reserved except for access and associated link road); with up to 386 dwellings (Class C3); up to 1000sqm of retail units (Classes A1-A5); up to 900sqm of offices (Class B1) and up to 2200sqm of foodstore (Class A1); together with accesses, a link road and associated highway works, public open space including SANG, allotments, landscaping and associated works.
ADDRESS	Lands East of New Road West Parley Dorset
RECOMMENDATION - Grant, subject to conditions: (see Section 9 of the report for the full recommendation)	
REASON FOR REFERRAL TO COMMITTEE	At the request of the Development Manager: significant major application recommended for approval
SUMMARY OF REASONS FOR RECOMMENDATION	<ul style="list-style-type: none">• The delivery of housing on an allocated site to meet the Local Plan area's needs• The delivery of a village centre expansion in accordance with Policy FWP6• The provision of the Eastern West Parley link road• The provision of affordable housing at a rate of 19%• The provision of open spaces and SANG• The offer of appropriate financial contributions to off-set the proposal's impact in relation to education services, transport mitigation, protected heathland, community provision, health provision and obligations to secure the long-term maintenance of various elements to form part of the development• That part of the development that is located with the Green Belt is appropriate development within this designation• It is considered that the proposal would not give rise to any significant adverse impacts in any respect, and that the proposal accords with the Development Plan as a whole, and is acceptable in all material respects
INFORMATION ABOUT FINANCIAL BENEFITS OF PROPOSAL	<p>The following are considered to be material to the application:</p> <p>Contributions to be secured through Section 106 legal agreement:</p> <ul style="list-style-type: none">• Education contribution of £5,880 per eligible dwelling (two or more bedrooms)• Local Health contribution of £24,000• Longham Road double roundabout contribution of £156,234• Ringwood Road / New Road junction contribution of £92,802

- SANGS Step In Maintenance Contribution of £20,000
- SAMM Contribution of £179 per flat and £263 per house
- Parley Sports and Social Club Community Project contribution of £130,000

Contributions to be secured through CIL: £0

Net increase in numbers of jobs: Employment within foodstore and local centre – numbers to be confirmed at reserved matters stage

Estimated increase/ reduction in average annual workplace salary spend in District through net increase/decrease in numbers of jobs: Unknown

The following are not considered to be material to the application:

Estimated annual council tax benefit total: £725,394

Estimated annual new homes bonus per residential unit, per year (for first 4 years): £1,000 approx. *(NB. based on current payment scheme, the assumption that the 0.4% housing growth baseline is exceeded and assuming this baseline is reached through the delivery of other new homes)*

Estimated annual business rates benefits for District: Unknown

APPLICANT	LEWIS WYATT (CONSTRUCTION LTD)	AGENT	Mr Ryan Johnson
WARD	West Parley	PARISH/ TOWN COUNCIL	West Parley
PUBLICITY EXPIRY DATE	23 February 2018	OFFICER SITE VISIT DATE	15 April 2019
DECISION DUE DATE	10 April 2018	EXT. OF TIME	31 July 2019
RELEVANT PLANNING HISTORY – ADJACENT SITE			
App No	Proposal	Decision	Date
3/17/3610/COU	Change of use of land to a suitable alternative natural greenspace (SANG) and associated works. (see elsewhere on this agenda)	Under consideration	N/A

MAIN REPORT

1.0 DESCRIPTION OF SITE AND SURROUNDINGS

- 1.1 The application site comprises 20.2ha of greenfield land and is located to the south-east of the intersection of A347 and B3073, in the Parley Cross area, the local centre of the village. It is relatively flat with only a slight north west to south east gradient.

- 1.2 The A347 and B3073 connect the site East – West and North – South to the surrounding area.
- 1.3 The northern boundary is partly defined by Christchurch Road, vegetation associated with the curtilage of properties and an adjacent parcel of undeveloped land. The eastern boundary is predominantly delineated by the vegetation of rear gardens of properties along Church Lane and small parcels of undeveloped land. The southern boundary is bounded by agricultural fields to the south and the property boundaries of houses along New Road to the south west. New Road itself forms the western boundary including the curtilages of the properties noted above.
- 1.4 Many of the existing boundary treatments are formed by hedgerows and woodland edges, with a number of significant quality trees especially along the western edge at Parley Cross (which are protected) and a central southern landmark tree. There are a number of existing trees of varying quality across the site. Of particular interest are the protected trees that run along the north-west and part of the south west boundary.
- 1.5 The site also has a Public Right of Way that crosses the site east-west connecting Church Lane to New Road.
- 1.6 The site is on land allocated within the Christchurch and East Dorset Local Plan Part 1 - Core Strategy (April 2014) under Policy FWP6. The majority of the site lies in the urban area of Ferndown and West Parley and part of the land to the south is located within the Green Belt.
- 1.7 Part of the northern element of the site is located within 400m of the Dorset Heathland Special Protection Area (SPA) and Dorset Heath SACS, with the remainder of the site located within 5km of the Dorset Heathlands.

2.0 PROPOSAL

- 2.1 The application seeks outline planning permission for the following elements:
 - Construction of up to 386 dwellings
 - New local centre comprising up to 1000sqm of retail units (Classes A1-A5); 900sqm of offices (Class B1); and 2200 sqm of foodstore (Class A1)
 - Access from Christchurch Road and New Road
 - Link road connecting Christchurch Road and New Road and associated highway works
 - Open Space, including SANG; allotments, landscaping and associated works; and a children's play area

Residential dwellings

- 2.2 Up to 386 dwellings are proposed for the site with the proposed housing mix to be agreed at reserved matters. At present the applicant proposes a mix of 1 to 5 bedroom dwellings, with smaller units focused close to the local centre and amenities; and larger homes to the periphery of the site to create an appropriate transition to Church Lane and the countryside to the east and south. Dwellings will be provided in the form of detached, attached dwellings and apartment blocks. Proposed residential buildings will be 1-3.5 storeys in height.

New Local Centre

- 2.3 The proposed Local centre will form an extension to the existing local centre with up to 1000sqm of retail shops interacting with New Road / Christchurch Road at ground level, up to 900sqm of office space above and associated parking (103 spaces). It will also include a new public square at its centre. It is intended that the office space will provide adaptable office suites, capable of sub-division to be suitable for a variety of small businesses. Proposed buildings will be 2 storeys in height.

Food Store

- 2.4 Up to 2,200sqm of food store is provided east of the proposed link road with associated parking. Access to the both to the retail/office units and the food store will be from Christchurch Road. The store will have a maximum ridge height of 7m.

Sustainable Alternative Natural Greenspace (SANG) and Open Space

- 2.5 SANG and open space is mainly located to the east and south of the site with integrated sustainable drainage systems. Designated Green Belt land to the south has been identified as SANG and 0.23ha of allotment space. An informal children's play area will be provided within the SANG. A network of 'green corridors', comprising landscaping and footpaths, are located across the site.
- 2.6 A further area of SANG is proposed to the south east of the site and is dealt with under PA 3/17/3610/COU.

3.0 SUMMARY OF INFORMATION

	Existing	Proposed
Site Area (ha)	20.18	No change
Use	Agricultural - Grazing	Residential (approx. 9.5ha) Foodstore (approx. 1ha) Local Centre (approx. 1ha) Link Road (approx. 1.ha) Allotments (0.23ha) SANG (Approx. 6ha)
No. of Units	-	386 dwellings
Floor Space	-	Up to:

		1,000sqm retail (Class A1-A5) 900sqm Offices (B1) 2,200sqm foodstore (A1) SANG including play area and allotments
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4.0 RELEVANT PLANNING CONSTRAINTS

- Medium Pressure Gas Pipeline
- Agricultural Land Classification – Grades 2, 3 & 4
- Wildlife – bird, badger & squirrel
- Historic Contaminated Land – Parley Cross Service Station; Vapour Recovering; Quarrying of sand & clay
- Green Belt
- Heathland 400m Consultation Area
- Heathland 5km Consultation Area
- Rights of Way - 0.61m
- Airport Safeguarding
- Village Infilling
- Tree Preservation Order – WP/52, Group Ref: T1; WP/55, Group Ref: W1; WP/18, Group Ref: A1
- Brambles Farmhouse Listed Grade II (*statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990*)

5.0 POLICY AND OTHER CONSIDERATIONS

- 5.1 In accordance with Section 70(2) of the Town & Country Planning Act 1990 (as amended) and Section 38 (6) of the Planning and Compulsory Purchase Act 2004, the application is to be determined in accordance with the development plan, unless material considerations indicate otherwise.

Environmental Impact Assessment (EIA)

- 5.2 The site was screened for Environmental Impact Assessment (EIA) when being considered for allocation as a New Neighbourhood site and re-screened with an EIA Screening Opinion issued to the developer on the 30/04/2018. No EIA was deemed necessary as the effects of the development, in combination with the effects arising from other adopted development sites in the Local Plan, are considered unlikely to be significant in terms of the requirements of Regulation 5 of the Town and Country Planning (EIA) Regulations 2011. The development is therefore not considered to be EIA development.

Development Plan

- 5.3 The site is identified in the Christchurch and East Dorset Local Plan – Part 1 Core Strategy (April 2014) (Local Plan) as a New Neighbourhood under Policy FWP6. The Local Plan was formally adopted in 2014 having been found sound by a Planning Inspector and is the development plan for the district. As

a recent document it has substantial weight, and has established the principle of development on the site.

Policy FWP6

East of New Road New Neighbourhood, West Parley

- 5.4 FWP6 States “A New Neighbourhood is allocated to deliver about 320 homes, and additions to the village centre which could include a convenience foodstore of about 800 - 900 sq metres. To enable this the Green Belt boundary will be amended to exclude the land identified for new housing and new commercial and community uses.

Layout and design

- The New Neighbourhood will be set out according to the principles of the Masterplan Reports.
- A design code will be agreed by the Council, setting out the required standards.

Green Infrastructure

- A Suitable Alternative Natural Greenspace strategy is to be implemented as part of the provision of the new housing as required by Policy ME2 and Appendix 5. This is to incorporate very significant areas of open space to the east of Church Lane, to the south of the allocated housing area and between the allocated development area and housing on Church Lane.
- A park is to be provided adjacent to the village centre.

Transport and access

- Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.
- Vehicular access to the village centre extension is to come from the link road. Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.
- Improvements to public transport services.

Phasing

- The link road must be fully operational prior to the opening of a convenience foodstore, or the occupation of 50% of the new homes.

Masterplan

- 5.6 The New Neighbourhoods Masterplan Final Report (January 2012) prepared by Broadway Malyan is relevant as it is referenced in the Local Plan which also includes the masterplan that is set out at Map 10.9 adjacent to Policy FWP6.

Relevant policies from the development plan

5.6 The relevant policies from the Local Plan for the proposal are;

- KS1 Presumption in favour of sustainable development
- KS2 Settlement Hierarchy
- KS3 Green Belt
- KS4 Housing Provision in Christchurch and East Dorset
- KS8 Future Retail Provision
- KS9 Transport Strategy and Prime Transport Corridors
- KS10 Strategic Transport Improvements
- KS11 Transport and Development
- KS12 Parking Provision
- HE1 Valuing and Conserving our Historic Environment
- HE2 Design of new development
- HE3 Landscape Quality
- HE4 Open Space Provision
- LN1 The 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 the Dorset Heathlands
- ME3 Sustainable development standards for new development
- ME4 Renewable energy provision for residential and non-residential developments
- ME6 Flood Management, Mitigation and Defence
- ME7 Protection of Groundwater
- FWP6 East of New Road New Neighbourhood, West Parley
- FWP5 West Parley Village Centre Enhancement Scheme

5.7 The Local Plan has retained certain 'saved policies' from the East Dorset Local Plan 2002 (the previous development plan for the district) and the relevant saved policies from this document are;

- DES2 - impacts from development
- LTDEV1 - External lighting
- DES6 - Landscaping

Other relevant planning policy

5.8 Planning policy contained in the National Planning Policy Framework and National Planning Practice Guidance is relevant and is a material consideration to be considered in the planning judgement.

5.9 Of particular relevance to the proposal in respect of the NPPF are Section 5: Delivering a wide choice of high quality homes; Section 6: Building a strong, competitive economy; Section 7: Ensuring the vitality of town centres; Section 9: Promoting sustainable transport; Section 12: Achieving well-designed places; Section 8: Promoting healthy and safe communities; Section 14: Meeting the challenge of climate change, flooding and coastal change;

Section 15: Conserving and enhancing the natural environment and Section 16: Conserving and enhancing the historic environment.

Supplementary Planning Documents

- Affordable Housing SPD
- West Parley Conservation Area Appraisal

Community Infrastructure Levy (CIL)

- 5.10 As a New Neighbourhood making on-site SANG provision, the site is zero rated for Community Infrastructure Levy (CIL) charges. This is due to the need to avoid double counting of contributions required to mitigate the impact of residential development on protected European Heathlands where significant sites are required to provide SANGs, where heathland mitigation is also part of the monies collected via CIL.

6.0 LOCAL REPRESENTATIONS

- 6.1 The application was advertised by means of neighbour notification letters, a site notice displayed on 25 January 2018, and press advertisement on 2 February 2018.
- 6.2 226 letters of representation (209 letters of objection, 0 letter of support, and 17 neutral comments) have been received from neighbouring occupiers and interested groups who are not statutory consultees. A number of comments were received in relation to the adjacent application for a SANG at Land East of Church Lane (3/17/3610/COU). These comments will be considered in the report for this application.
- 6.3 A summary of the comments received are in the following table.

<u>Theme & (Relevant Local Plan Policy in brackets)</u>	<u>Planning Application: 3/17/3609/OUT – West Parley – Summary of Neighbour Representation Comments (Dec 2018 – Jan 2019).</u>
SUSTAINABLE DEVELOPMENT (KS1)	<ul style="list-style-type: none"> • Development will not be sustainable. • No jobs in the area to support the new residents.
PRINCIPLE OF DEVELOPMENT (KS2 and KS4)	<ul style="list-style-type: none"> • No justification for increase in dwelling numbers and increased retail and office floorspace. • The number of dwellings should be reduced to significantly below that allocated in the Local Plan. • Disproportionate to the size of West Parley. • Disproportionate to the size of the site. • No local housing shortage – there are vacant properties in area. • Houses will not be occupied by local people with local connections • This development needs to be considered in light of other housing developments in the area. • Other sites are available for development. • Other types of development should be considered on this site including new schools, parks and doctors surgery. • The development will cause disruption to local community while being built. • Proposal will lead to devaluation of existing homes, making them harder to sell. • The original proposal included landscaped areas with multiple trees, shrubs, small lakes, allotments and an orchard – why are these no longer included? • The site was designated as landing/crash landing site for aircraft taking off or landing in the event of mechanical failure so should not be developed.
GREEN BELT (KS3)	<ul style="list-style-type: none"> • Loss of Green Belt. • Greenbelt should not have been de-designated, this decision should be revisited. • Will lead to amalgamation of West Parley and Bournemouth
OFFICES (KS5)	<ul style="list-style-type: none"> • No evidence that more office space is needed. • Other sites could be developed for office space. • There are vacant offices in the local area. • Offices will cause more vehicles in the area meaning more traffic congestion and parking issues. • Support for the proposed retail, food and office space.
RETAIL / SHOPS / SUPERMARKET (KS6 and KS7 and KS8)	<ul style="list-style-type: none"> • No need or evidence for supermarket / retail shops and they may not be viable. • There are already shops available within driving distance of West Parley. • Shops and offices may be detrimental to viability of existing shops and businesses. • Supermarket is too large to be considered for local use • Supermarket will attract traffic including lorries.

	<ul style="list-style-type: none"> • Supermarket may cause noise impacts depending on opening hours etc. • Food store site is too close to existing residential properties.
<p>HIGHWAYS & TRANSPORT (KS9, KS10, KS11)</p>	<p>Link Road/Parley Cross:</p> <ul style="list-style-type: none"> • Existing infrastructure is inadequate / insufficient to cope with traffic. • Existing system at Parley Cross works well, no change needed. • Taking traffic away from Parley Cross will be bad for businesses in village centre. • Link road has potential to alleviate traffic problems but only if done properly. • Development will cause increase in traffic in an already very busy area. • New link road should be provided without the addition of new housing. • Solution needed to the already over congested roads that does not include additional development. • 30% reduction in traffic at crossroads will be channelled down the link road. • Will lead to increase in vehicles using the narrow Church Lane and parking along Church Lane. • Link road will not be suitable for proposed location through a residential estate. Too many side roads. How will residents park their cars? • Link road will not work as planned, feeder lanes at junctions are not long enough, traffic lights are too close together and there is insufficient width for lorries and buses. • Link road will cause more traffic congestion and “rat running” down local roads. • Link road will increase local journey times. • Link road will impact on residents in the area and their ability to access their roads and properties • Link road will cause disruption during construction. • Lack of detail provided about proposed road layout. • Concerns over safety implications of proposed road layout. <p>Other road impacts:</p> <ul style="list-style-type: none"> • No confidence in traffic survey and forecasts. • Will cause increased traffic on “school runs”. • Proposed roundabout at entrance to airport industrial estate will not work and will be dangerous • Until the traffic is controlled better to the South of Ensbury Bridge, West Parley will remain congested. • Other ideas submitted for transport improvements including new bridge over the River Stour, ring road around West Parley, replacing traffic lights with roundabouts. <p>Pedestrians and Cyclists:</p> <ul style="list-style-type: none"> • Makes insufficient provision for pedestrians and cyclists. <p>Public transport:</p> <ul style="list-style-type: none"> • Provision should be made for public transport in particular local bus services.

<p>PARKING(KS12)</p>	<ul style="list-style-type: none"> • Parking on the new development looks to be inadequate, will cause highway congestion. • Proposed offices and retail will contribute to parking issues. • Proposed retail utilises too much land for parking. • Parking at Church Lane will cause problems as the lane has lack of parking. • Parking for allotments will cause problems. • Will not address existing parking problems. • SANG should not have a car park.
<p>HOUSING MIX (LN1)</p>	<ul style="list-style-type: none"> • Needs to be in keeping with surrounding properties (i.e. family bungalows with driveways and good sized gardens). Focus on suitable housing fitting to area’s current dwellings. • Not in keeping with the local vicinity of the area of which 92% are bungalows. Applications for houses in the vicinity have been refused by EDDC as not in keeping with the environment or area, so these proposals should also be refused.
<p>HOUSING DENSITY (LN2)</p>	<ul style="list-style-type: none"> • Proposed development is too dense which is not in keeping with the area. • High-density development leads to problems in communities.
<p>AFFORDABLE HOUSING(LN3)</p>	<ul style="list-style-type: none"> • Lack of commitment to providing affordable housing • 3-stories are totally unacceptable for affordable housing. • Very poor design and location of the affordable housing.
<p>COMMUNITY SERVICES (LN7)</p>	<ul style="list-style-type: none"> • The development will increase pressure on community services and amenities. • Lack of healthcare provision, facilities need to be improved/expanded. • No provision for a new school on this site – more pressure on existing schools. • Expansion of local schools may have knock on effects on their quality. • S106 funding should be channelled into local community projects.
<p>SANG/HEALTHLANDS (ME1)</p>	<ul style="list-style-type: none"> • SANG does not comply with guidance notes and does not fulfil SANG criteria. • Lack of access to SANG by footpath or pavement. • SANG is not large enough and too far away from Parley Cross. • Car park is needed at SANG and SANG needs to be more accessible. Car access to SANG along Church Lane should be avoided. • Development south of Church Lane to New Road footpath - this was supposed to be part of the SANG and should be left as such.
<p>BIODIVERSITY (ME2)</p>	<ul style="list-style-type: none"> • Trees and hedges should be retained. • Local wildlife will be disrupted, where will animals on this site go? • Bats are present but have not been reported in the survey.
<p>POLLUTION (ME3)</p>	<ul style="list-style-type: none"> • Increase in pollution (including noise pollution, light pollution, and increase in litter).

	<ul style="list-style-type: none"> • Requirements for sound proofing any new homes due to the noise associated with increased road traffic. • Residents will be disrupted by aircraft noise. • Noise pollution, dust and vibrations from construction. • Air Quality assessment based on out-of-date information and under-estimates pollution levels
FLOODING / DRAINAGE (ME6 / ME7)	<ul style="list-style-type: none"> • Risk of surface water and ground water flooding and impacts on surface water run-off to other areas. Flood Risk Assessment should be independent. • Sewage and water services will not cope.
HISTORIC / HERITAGE (HE1)	<ul style="list-style-type: none"> • West Parley's historic character will be lost. • The All Saints Church dates back to Saxon times and should be preserved.
AIRPORT	<ul style="list-style-type: none"> • Conflict between development of housing and continued viability of airport. • Risks to air traffic.
HISTORIC / HERITAGE (HE1)	<ul style="list-style-type: none"> • Dwellings need to provide good quality of accommodation for incoming residents • Design is poor and does not constitute good design as required by the NPPF
DESIGN (HE2) LANDSCAPE (HE3)	<p><u>Housing Types:</u></p> <ul style="list-style-type: none"> • The development is out of keeping with the local housing stock, particularly proposed three storey dwellings. • Should not include flats or terraces, but bungalows or detached properties in fair sized gardens. • A certain number of properties should be reserved in the affordable element for people with local connections, who are unable to get onto the housing market. • Development should provide bungalows rather than houses. <p><u>Density / Scale:</u></p> <ul style="list-style-type: none"> • This should be of more medium and low density to enhance existing area with any higher density being deeper within the estate. • Lower density housing should be around perimeter to help preserve village feel. • Development is too dense and does not represent surrounding development. <p><u>Design – Allotments:</u></p> <ul style="list-style-type: none"> • Allotments not needed • Allotments are needed and should be accessible to new and local residents. <p><u>Design –Green Space:</u></p> <ul style="list-style-type: none"> • Green space between the new homes and the rear of the existing properties in Church Lane / the wooded area to the south of the site should be increased <p><u>Amenity:</u></p> <ul style="list-style-type: none"> • Indicative masterplan shows overlooking of neighbouring properties. • Indicative masterplan is overbearing, un-neighbourly and out of character with the surrounding area.

	<ul style="list-style-type: none"> • Will block views of existing properties. <p><u>Landscape:</u></p> <ul style="list-style-type: none"> • Harm to character and visual amenity of area. • No attempt to integrate with existing areas of West Parley. <p><u>Other:</u></p> <ul style="list-style-type: none"> • Proposed houses adjacent to Church Lane will set a precedent for redevelopment of dwellings along this road and should not be included. • Will lead to increase in crime, including antisocial behaviour and fly-tipping
OPEN SPACE(HE4)	<p><u>Open Space:</u></p> <ul style="list-style-type: none"> • There is insufficient open space propose. • A park should be provided at the cross roads. • An area of open space /village green should be provided instead of the supermarket. • The development needs a play area for children.
PLANNING PROCESS	<ul style="list-style-type: none"> • General lack of transparency and information in all areas of this application. Lacks sufficient detail. • The whole process of directing individuals to a website with massive documents is not acceptable. • Matters should not be reserved. Clarity on 'reserved matters' is essential. • Offers of loans to developers should be scrutinised

7.0 CONSULTATIONS

Archaeologist - No objection

Bournemouth Borough Council - No response received

British Horse Society – Comments

- SANG a valuable space for recreation but horses should only be permitted to use the bridle way
- Stone Mastic Asphalt should not be used on roads as it is difficult for horses hooves to grip

CPRE – Objection

- No requirement for office space
- Any additional space available on the site should be used for housing or a school
- Support for retail units
- Support for provision of SANG and open space
- Support for proposal making use of off-site community services
- Link road needs to be carefully designed
- Pedestrian and cycle routes with safe crossing places are needed
- Transport Assessment is optimistic to conclude the link road will relieve congestion

Dorset Fire & Rescue Service - No response received

Dorset Police Crime Prevention Design Advisor - No response received

Dorset Wildlife Trust – No objection subject to conditions

- BMP should be agreed and conditioned
- A detailed lighting strategy should be conditioned to ensure no adverse impact on bats and other nocturnal species.
- With regards to the SANG Management Strategy, grass should be removed from the site rather than raked into piles.

East Dorset Environment Partnership - No response received

East Midlands Airport – No objection subject to conditions

- Conditions requested to ensure flight safety

Environment Agency - No response received

Ferndown Town Council – Objection

Principle

- Detrimental to West Parley and surrounding towns and villages including that of Ferndown, Longham and Hampreston.

- Site taken out of the green belt against the wishes of many of the local residents.
- Fails to empower local people to shape their surroundings
- Fails to take into account the different roles and character of West Parley's rural community

Green Belt

- Fails to check the unrestricted sprawl of large built-up areas.
- Fails to prevent neighbouring towns merging into one another
- Fails to assist in safeguarding the countryside from encroachment
- Fails to assist in urban regeneration
- Green Belt should be restored to previous boundary

Design

- Fails to function well and add to the overall quality of the area.
- Fails to establish a strong sense of place,
- Fails to respond to local character and history, and fails to reflect the identity of local surroundings.

Countryside

- The development would be harmful to the existing countryside
- Impacts on ecology and the health of the existing local residents from emissions from additional traffic
- Fails to take the opportunities available for improving the character and quality of the area and the way it functions.
- Proposed access and highway routes will not help to alleviate the congestion and proposed development will make the situation worse
- Proposed retail space will attract people from the surrounding area worsening traffic
- Amenity adjacent to link road will be poor

Go South Coast – Comments

- Request contribution towards additional evening bus journeys
- Distributer road should be wide enough for buses
- Bus stop should be provided on the distributer road
- Diverting through the site would have cost implications which cannot be borne by a commercial bus operator
- Concerns that diverting might reduce accessibility of bus route to existing customers
- Preference is for buses to continue on existing route with connections into the site for pedestrian access

Highways Authority – No objection subject to conditions

- Modelling exercise for Parley Crossroads demonstrates the benefits of a link road through the site indicating a significant reduction in queuing and average journey times
- Modelling indicated development impacts on B3073/Ringwood Road (Longham mini-roundabouts) and Ringwood Road/New Road/Victoria Road

signals. These can be addressed through financial contributions towards the necessary mitigation works.

- Junctions at the site will provide solutions in accordance with the Local Plan while also providing the required capacity for forecast travel demand.
- Layout will provide for access to Parley Close by providing an additional stage to the signal sequence.
- Toucan crossings will provide connectivity across junctions for pedestrians and cyclists.
- Existing bus route 13 along New Road is within 400m walk of all parts of the proposed development.
- Independent access for residential development parcel from New Road is acceptable.
- Travel plan has been submitted.
- Construction traffic can be managed through a Construction Traffic Management Plan.
- Transport Statement is satisfactory and robust.

Historic England – No objection

Hurn Parish Council – Objection

- The increase in the number of dwellings is overdevelopment of the site
- further loss of green belt.
- unacceptable increase in traffic.
- Offices are inappropriate in a residential development.
- Offices could lead to vandalism and antisocial behaviour.
- No demonstration of need for the offices and they will be in competition with other areas
- The Food Store is too large.
- The Retail Units are not required
- Concerns over road safety to access retail units
- There should be no right turn out of the end of the link road as this would be dangerous.

Lead Flood Authority – No objection subject to conditions

- Site is within Flood Zone 1 (low risk).
- Surface water flooding mapping suggests a migration of overland flows towards the north/north-eastern corner of the site.
- Proposal is supported by a comprehensive Flood Risk Assessment (FRA).
- LFA are in broad agreement with the findings of the FRA.

Manchester Airport Group – No response received

Minerals and Waste – No objection subject to conditions

- Support preparation of a site water management plan
- Site is within a Minerals Safeguarding Area
- Minerals within the site should be extracted as far as possible prior to development

Natural England – No objection subject to conditions and S106

Dorset Heathlands/SANG

- Initial response 19/07/2018 requested further information in respect of costs, maintenance and ongoing funding of SANG.
- Further response 21/01/2019 confirmed no objection subject to commitments proposed by the applicant being secured as follows:
 - Appointment of a Management Company to manage the SANG and other public open space
 - Provision of the SANG prior to occupation of the first dwelling
 - Detailed costings for SANG set up to be added as an appendix to the detailed SANG Management Plan
 - Management of the SANG in perpetuity
 - SANG management to be financed by service charges attached to the properties of the new development

Air pollution

- Initial response 19/07/2018 requested further information
- Further response 22/01/2019 concluded development unlikely to have a significant effect on designated sites as a result of air pollution effects

Landscape Strategy/Design Guidelines

- Open space within the development site should be secured through planning condition
- Welcome the inclusion of SuDS

Natural Environment Team – No objection

NHS Dorset (DCCG) - Comments

- Population increase will have an impact on the local NHS resources
- Financial contribution is requested to fund the additional NHS infrastructure

Open Spaces Society - Comments

- Monitoring plan needed.
- Horse linkages should be considered from New Road to Church Lane
- More screening (planting native species) is recommended along the Eastern boundary edge
- Allotment concerns in terms of access and parking. The access is shared with the riding school and the surface is in poor condition.
- Allotments should be related north
- Car parking should not be exclusive to the allotments.
- Security of the Open Space needs consideration
- Dual Use Waste Bins need to be considered
- The path network on the OS needs to be constructed with longevity and ease of maintenance considered.

Ramblers Association – No response received

Rights Of Way Officer - No response received

Scottish And Southern Energy – No response received

Semcorp Bournemouth Water Ltd – No response received

SGN – No response received

Statutory Amenity Societies – No response received

Wessex Water – No response received

West Parley Parish Council – Objection

Access, link road and traffic

- Information submitted regarding access is inadequate
- No information about junction controls
- Road materials should be horse safe
- No information on how lorries will access the retail and office developments
- Link road is too narrow for heavy vehicles
- Link road does not have cycle ways to link into existing on New Road and Christchurch Road
- Too many junctions off link road – will inhibit traffic flow
- Rat running needs to be addressed
- All construction traffic should be parked on site for the duration of the project
- Further details of junction design needed
- Further details of southern New Road access needed
- Other highways projects should be considered to accompany this development and grampian conditions placed
- SANG will lead to increased traffic
- Further detail needed re. pedestrian crossings between existing and proposed retail units

Housing

- Proposed density is too high, development should be detached dwellings/bungalows on large plots
- Increase in housing numbers is too high for West Parley
- Flats should not be provided.
- Landscaping should ensure the development retains a semi-rural feel
- Parking is insufficient
- Concern over potential to place 3 dwellings adjacent to Church lane

Retail

- Proposed foodstore is too large
- Proposed retail is disproportionate to West Parley
- No evidence of demand for units
- concern over foodstore hours, light and noise pollution, deliveries

Offices

- Offices should not be provided in former green belt
- Existing units are unlet
- Will lead to extra traffic

- Concerns over viability

Community Facilities

- Contribution sought towards provision of community project at West Parley Sports and Social Centre
- A play area should be provided
- Allotments are too far away and may cause damage to trees

Infrastructure

- Concerns over capacity of hospitals, fire stations, police.

Environment

- Mitigation and enhancement needed for bats
- Hedgerows need to be retained and enhanced/reintroduced around the boundary of the whole site to encourage wildlife

Flooding

- Site has a high risk of flooding
- Development will exacerbate the impact of flooding elsewhere
- Sewers will not be able to cope with increased demands

Air quality

- Concerns over accuracy and inputs to Air Quality Assessment

Airport

- SuDS will attract birds causing a hazard for aircraft

8.0 APPRAISAL

8.1. PRINCIPLE OF DEVELOPMENT

8.1.1 Policy FWP6 establishes the principle of the development of a new neighbourhood at East of New Road, West Parley, stating the New Neighbourhood is expected to deliver *'about 320 homes and additions to the village centre which could include a convenience foodstore of about 80-900 sq meters'*. This application proposes a development of 386 homes, retail including a 2,200sqm foodstore, and office uses with accompanying open space, allotments and SANG.

8.1.2 The principle of allocated sites providing an increased quantum of development has been accepted previously by the former East Dorset District Council Planning Committee, most notably at Leigh Road in Wimborne. The policy wording utilises the word 'about' which does not place a limit on the quantum of development. In addition, as the Local Plan area is not currently able to demonstrate a sufficient supply of housing, any additional housing that can be accommodated on allocated sites should be supported in principle.

- 8.1.3 The application also proposes the provision of a foodstore (up to 2,200m²) retail space for Use Classes A1-A5 (1,000m²) and office space (900sqm). Although an extension to the village centre including a foodstore was anticipated, this provision also goes beyond the expectations of the Local Plan to provide a larger foodstore, local centre and office space. When describing the development to be provided the Policy FWP6 states “to include”. The principle of the proposed development therefore meets the intended development objectives. The submitted application does not provide details of the number of new jobs expected to be created by the development however it is considered that the opportunities for employment created by the proposal are a benefit of the scheme.
- 8.1.4 The NPPF defines the proposed foodstore, local centre and office space as ‘main town centre uses’. The NPPF’s definition of ‘town centre’ for the purposes identifying suitable locations for ‘main town centre uses’ includes local centres. East of New Road is allocated with the intention of providing an extension to the existing village centre and providing ‘*improved services and facilities for the local community*’ including ‘*retail and commercial services and facilities*’. Given this aim, the inclusion of the proposed local centre consisting of retail provision with offices above, is considered beneficial and in accordance with the objectives of the policy.
- 8.1.5 The proposed foodstore will provide an anchor for the local centre, aiding its vitality and viability, potentially acting as a catalyst to encourage future investment in the centre. However, as the proposal provides a level of development in excess of the principle established within the Local Plan, a Sequential Test and assessment of the impact of the whole retail offering has been submitted. The Sequential Test failed to find any town centre location that was both suitable and available for the broad type of development proposed. The Retail Assessment concluded that the impacts associated with the proposal are low and represent no threat to the vitality and viability of designated centres. Both the Sequential Test and Retail Assessment were subject to independent scrutiny by a retail consultant who confirmed these findings.
- 8.1.6 The proposed development includes provision of a partial SANG (additional SANG land forms part of a separate application - 3/17/3610/COU to be considered elsewhere on this agenda), which include land designated as Green Belt falling within the southern portion of the allocated site.
- 8.1.7 It is considered that the creation of a SANG in these areas would result in a material change of use. Paragraph 146 of the NPPF includes material changes of use in its definitions of appropriate Green Belt development.
- (e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)*
- 8.1.8 The proposed SANG would involve a material change of use to land in the Green Belt provide recreational facilities, and the land has been allocated for

this use in the Local Plan. This proposed SANG is therefore considered to be appropriate development in the Green Belt.

8.2. ACCESS ARRANGEMENTS AND LINK ROAD

8.2.1 Policy FWP6 of the Local Plan states that:

8.2.2 *Vehicular access is to be provided via a new link road that will join Christchurch Road and New Road to the south of the existing urban area. This road is also to divert traffic from the Parley Crossroads.*

8.2.3 The proposal provides for the new link road, with the plans for this part of the site forming part of the submission rather than a reserved matter. It is proposed that a new link road will be constructed to connect the A347 - New Road and the B3073 - Christchurch Road (with two new signalised junctions at each end of it), with associated works to highways and an upgraded footpath/cycleway will be provided on New Road. Improvements will be made to the design of the junction between Christchurch Road and New Road to make it more pedestrian-friendly.

8.2.4 The proposed link road will be constructed with a 6.75m wide carriageway with wide tree-lined verges separating 3.5m wide shared pedestrian/cyclist routes from the main carriageway. A 6.75m dimension is consistent with the requisite width for bus routes. At the approximate mid-way point along the link road a pedestrian crossing is proposed, in addition to the uncontrolled crossing with pedestrian refuge providing connectivity between the proposed local centre and the supermarket. The link road design adopts the principles set out in Manual for Streets, with some frontage access to help generate activity and a positive relationship between the street, pedestrians, cyclists and the surroundings. The link road will be subject to a 30mph speed restriction.

8.2.5 A new additional access to serve a small development parcel in the south of the scheme is indicated and this is considered acceptable.

8.2.6 *Vehicular access to the village centre extension is to come from the link road.*

8.2.7 Vehicular access points from the link road designed to serve both the local centre and foodstore are provided.

8.2.8 *Dedicated pedestrian and cycling links are to be provided throughout the housing area with connections into the existing networks to the north, east, west and south towards Bournemouth.*

8.2.9 Toucan crossings are provided at both ends of the link road providing full connectivity for pedestrians and cyclists in and out of the site. A 3m cycleway will be provided along the full extent of the site's boundary with New Road and

Christchurch Road, and the link road will include a 3.5m shared pedestrian/cyclist route separated from the main carriageway.

8.2.10 *Improvements to public transport services.*

8.2.11 The existing bus route 13 along New Road is accessible to all parts of the proposed development within the recommended 400m walk distance and provides a good frequency of service throughout the day. Officers considered whether bus stops should be required on the proposed link road rather than as currently on New Road, however, it was considered that this would be likely to have a negative impact on the viability of the village centre. A request for funding from the development towards the provision of additional bus services was requested by Go South Coast, however, it has not been considered appropriate to prioritise this request over other requirements such as affordable housing.

8.2.12 Policy FWP6 also places expectations regarding the phasing of development and link road as follows.

8.2.13 *The link road must be fully operational prior to the opening of a convenience foodstore, or the occupation of 50% of the new homes.*

8.2.14 The provision of the link road in accordance with this requirement will be secured by condition (Condition 6).

Impact on the Road Network

8.2.15 The submitted Transport Assessment (TA), prepared by the applicant's highways consultants, considers the impact that the development of up to 386 dwellings, 1000m² of retail units, 900 m² of offices and up to 2200 m² of foodstore will have on the highway network in the vicinity of the site. It also considers the sustainability of the development in terms of accessibility to and from the site.

8.2.16 Both Christchurch and East Dorset Council and DCC (as the application was submitted prior to Local Government Re-organisation) were consulted during the preparation of the submitted Transport Assessment. An S-Paramics micro-simulation traffic model of the local highway network surrounding Parley Crossroads has been built in full consultation with the then Dorset County Council. It has been important to ensure that the proposed highway infrastructure supporting the development proposals will marry with the series of programmed works to be undertaken by the Highways Authority. It should be noted that the proposed scheme does not prejudice any future works required by Dorset Council (DC) and accounts for the planned closure of the westbound left turns and northbound right turns at Parley Crossroads, with these movements relocated via the proposed link road.

- 8.2.17 The results of the modelling exercise for Parley Crossroads demonstrates the benefits of a link road through the site with the 2028 forecast for the peak traffic periods (allowing for future traffic growth) indicating a significant reduction in queuing and a reduction in average journey times through the network. The volume of daily traffic passing through Parley Crossroads should materially reduce.
- 8.2.18 Looking further afield on the strategic highway network, four additional junctions were modelled using the TRL software program Junctions 9 for roundabout junctions and Linsig for signal-controlled junction. These junctions were New Road/A341/Whitelegg Way Roundabout, Glenmoor Road/New Road (A347) junction, both in Ferndown, B3073/Ringwood Road (Longham mini-roundabouts) and Ringwood Road/New Road/Victoria Road Ferndown signals.
- 8.2.19 The modelling indicated that last two junctions currently experience existing delay during both the AM and PM peak hours and will be subsequently impacted upon by the development traffic. The applicant will, therefore, make a financial contribution towards the necessary mitigation works at these identified junctions. This is accepted by the Highways Authority as there are on-going studies of the A348 corridor which include the assessment and mitigation of both of these junctions and DC is committed to securing a programme of funding to deliver mitigation schemes.
- 8.2.20 The site will be served by two new signal-controlled junctions, the scale of which were dictated by forecast traffic volume which accounted for other significant allocations and permissions in the locality. The junctions proposed provide solutions which meet the concepts of the Local Plan (Policy FWP6, KS9, 10 and 11), whilst also providing the requisite capacity for forecast traffic demands. The junction sizes are dictated by the forecast traffic demand.
- 8.2.21 The northern signal-controlled junction from Christchurch Road has been designed for maximum efficiency between the site access junction and Parley Crossroads and seeks to promote traffic movement whilst limiting queuing. With the eventual alterations separately proposed for the Parley Crossroads (replaced by the Link Road), the positioning of the site access enables a green traffic light stage at both junctions simultaneously, coordinating east and westbound movements along the B3073 Christchurch Road, thus allowing an increased number of east/west traffic to travel through the two junctions on a green wave. The layout provides multiple lane approaches and allows for access/egress from Parley Close by providing an additional stage to the signal sequence. This will improve upon the current situation experienced by residents of this close whose access and egress are currently often impeded by queuing traffic. A dedicated signal phase that allows them to access and exit the close will overcome this existing problem. A toucan

(pedestrian and cyclist) crossing is proposed north/south on the eastern side of the junction as well as across the link road arm, providing full connectivity across the northern site frontage to Parley Crossroads and the village centre.

8.2.22 The proposed junction at the southern end of the link road, connecting to New Road from the western site frontage, provides options for both north and southbound trips along New Road and eastbound trips towards Bournemouth Airport and beyond. Longfield Drive, located on the western side of New Road, retains its existing operational uses and does not conflict with the proposed junction. A toucan crossing is proposed east/west on the northern side of the junction as well as the link road arm, providing full connectivity across the western site frontage north to Parley Crossroads.

8.2.23 The Highway Authority have advised that the submitted Transport Statement is satisfactory and robust. A suitable means of access can be provided to serve the proposed development alongside providing the relief of existing congestion at Parley Crossroads by the implementation of the proposed link road. Whilst it is accepted that the proposal will obviously increase traffic flows on the highway network the residual cumulative impact of the development cannot be thought to be "severe", when consideration is given to paragraphs 29 to 36 of the National Planning Policy Framework (NPPF).

8.3 FLOODING AND DRAINAGE ARRANGEMENTS

8.3.1 The Environment Agency (EA) (to advise on fluvial flooding); Dorset Council's Flood Risk Management (DC FRM) (to advise on surface water flooding and drainage), and Wessex Water (to advise on foul drainage) were consulted on the application as statutory consultees.

8.3.2 The application site falls entirely within Flood Zone 1 (low risk of fluvial flooding) as indicated by the Environment Agency's (EA) indicative mapping of fluvial flood risk. However, the northern part of the site where the local centre and foodstore are proposed is shown to be at risk of surface water flooding during significant rainfall events (1:100/1000yr). Adjacent land and adjoining highways are also thought to be at some risk of surface water flooding.

8.3.3 The application is supported by a comprehensive Flood Risk Assessment (FRA) document, which incorporates a preliminary/conceptual Drainage Strategy. This includes a Ground Investigation Report.

8.3.4 FRA main findings

8.3.5 The FRA finds that the area to the northern boundary of the site is shown to be at a Medium to High risk of flooding from surface water. This corresponds to a localised low spot within the site that would be drained by the proposed developments surface water drainage system.

8.3.6 The FRA finds a low risk of both groundwater flooding and overwhelmed sewers across the site.

8.3.7 Proposed surface water disposal mechanisms

8.3.8 A sustainable drainage strategy, involving the implementation of Sustainable Urban Drainage Systems (SuDS), is proposed for managing the disposal of surface water runoff from the proposed development on the site.

8.3.9 As the use of infiltration devices may not be feasible across the entire site, the feasibility of using flow balancing methods to store and attenuate surface water runoff to greenfield runoff rates has been assessed with discharges to the local surface water sewer network. Due to the proximity of the site to the Bournemouth Airport, SuDS features that result in permanently wet areas have not been considered to avoid the risk of 'bird strike'. The FRA finds that the required storage may be provided using swales, detention basins, oversized pipes, underground geocellular storage facilities and pervious paving.

8.3.10 When considering the cumulative effects of the proposed development, the FRA finds that surface water flows from the site would be significantly less than the existing greenfield runoff rate during extreme rainfall events. It concludes that, when assessed in combination with other sites, the proposed development would have no detrimental impact in terms of hydrology and, during extreme events, may provide a minor benefit due to the reduction in flow rates from the site.

8.3.11 The FRA complies with the requirements of the National Planning Policy Framework (NPPF), technical guidance and best practice, and sets out an acceptable and deliverable (conceptual) strategy of surface water management, subject to a detailed design being finalised which would require further ground and infiltration testing. The Lead Flood Authority have advised imposition of two pre-commencement conditions (Conditions 21 and 22)

8.3.12 The conditions would require submission of a detailed surface water management scheme to include how surface water would be managed during construction, and submission of details of maintenance and management of the surface water drainage scheme for the lifetime of the development.

8.3.13 Foul water drainage

8.3.14 It is proposed that foul water connects to the public foul water sewage system, with the FRA stating that a point of connection has been agreed with Wessex Water. Wessex Water were consulted on the application and have not raised any objection.

8.4 HERITAGE ASSETS

- 8.4.1 There are two listed buildings situated in close proximity to this site. The site's southern boundary is located approx. 140m from the West Parley Conservation Area.
- 8.4.2 Development is acceptable provided it accords with Policies HE1 to 3 of the Christchurch and East Dorset Core Strategy 2014 as well as sections 12 'Achieving Well Designed Places' and 16 'Conserving and enhancing the historic environment' of the NPPF.
- 8.4.3 Stocks House, a Grade II Listed former farmhouse which now forms part of The Curlew Public House, is located 130m to the north of the site, on the opposite side of Christchurch Road. Officers consider the proposed development can be delivered without any harm to this asset.
- 8.4.4 Brambles Farmhouse is a Grade II Listed dwelling which abuts the boundary of the site to the south-east, and fronts onto Church Lane. The submitted Heritage Statement identifies the importance of the open fields and farmland to the east and west of the farmhouse, which make a positive contribution to its setting. Following the proposed development land to the west of the farmhouse would be utilised as part of the proposed SANG and so this open character would be retained. Consequently no harm has been identified in relation to this asset as a result of the proposed development.
- 8.4.5 Impacts on the setting of the West Parley Conservation Area (CA) have also been considered, again, due to the distance of the CA from the site boundary, and the proposed development at this part of the site being SANG and allotments, no harm to the setting of the CA has been identified.
- 8.4.6 Officers have not identified any harm to heritage assets as a result of the proposed development. Further consideration of heritage assets in relation to the detailed design will be undertaken at the reserved matters stage.

8.5 MASTERPLAN PRINCIPLES

- 8.5.1 Policy FWP6 states that, in terms of layout and design, the new neighbourhood will be set out according to the principles of the Masterplan Reports. Policy FWP6 also states that a design code will be agreed by the Council, setting out the required standards. The requirement for a Design Code can be secured by condition (Condition 5).
- 8.5.2 Policy WMC5 is accompanied by a map showing expected design parameters for the site, taken from the New Neighbourhoods Masterplan Report. The map is indicative, and is intended to show that a development adopting the principles of the masterplan is deliverable, rather than being a prescriptive layout. Greater weight is placed on the Masterplan principles set out in the New Neighbourhoods Masterplan Report for the sites, which Policy FWP6 expects development to be consistent with.

8.5.3 The New Neighbourhoods Masterplan Report provides the following principles which relate to the proposed outline development:

8.5.4 Land use

8.5.5 *“The sites comprise predominantly residential uses. Residential densities are generally higher on the eastern site (to the east of New Road), largely due to its higher landscape capacity (capacity to accommodate development) and proximity to the existing shopping parade at Parley Cross.”*

8.5.6 Residential uses are pre-dominant on the site. With an average residential density of 40 dwellings per hectare, the site will provide a medium density, which is considered to be in accordance with the principle.

8.5.7 *“A new local centre is provided adjacent to Parley Cross and opposite the existing parade of shops on New Road. This local centre could contain a medium sized convenience store. The convenience store could potentially be located adjacent to the local centre with road access from Christchurch Road.”*

8.5.8 Both the new local centre and a convenience store are proposed, with road access to both from the link store. The local centre and store will be provided adjacent to Parley Cross.

8.5.9 *“A small village square has been placed at the heart of the local centre. This could be used as a social gathering space/ meeting point or double up as a parking area at certain times of the day.”*

8.5.10 The illustrative masterplan shows there is space to accommodate this square, with detailed design to be considered through the Design Code and at the reserved matters stage.

8.5.11 *“Land at the northern end of the eastern site is within 400m of Parley Common (a Special Protection Area). No residential development is allowed in this location. Development here should also form a barrier to prevent access north onto Parley Common. Land uses here could, therefore, include a leisure use or indeed a hotel (potentially a good location for this in relation to the airport).”*

8.5.12 No residential development is proposed within the 400m zone and there is no through route proposed into land to the north of the site.

8.5.13 *“No residential land uses are placed in the area within the 60dB airport noise zone.”*

8.5.14 No residential uses are proposed within this area.

8.5.15 Access and movement

8.5.16 *“At a strategic level, both sites link into the main north-south and east-west routes.”*

8.5.17 This has been achieved.

8.5.18 *“The eastern site has one vehicular access point on to New Road and one on to Christchurch Road. The road link between New Road and Christchurch Road will relieve some of the vehicular traffic currently going through Parley Cross. However, the approach taken here is to provide this capacity improvement through streets rather than an over-engineered solution that does little to ensure good place making. New Road would become a central tree lined boulevard and a new improved gateway to the town. It would, however, still accommodate vehicular traffic.”*

8.5.19 The proposed link road is as expected and facilitates the future planned improvements to Parley Cross.

8.5.20 *“No vehicular access is allowed directly onto Church Lane (thus protecting this quiet country lane and the nearby Conservation Area).”*

8.5.21 Vehicular access will serve only the small 0.15ha residential parcel to the east, which is provided in order to enable best surveillance of the SANG and footpath linking out from this development. This is expected to be very low density and is shown as providing three dwellings on the indicative masterplan.

8.5.22 Existing dwellings in Church Lane were removed from the Green Belt at the time that this allocation FWP6 was made and any scope that may exist for their redevelopment in line with Local Plan policies would relate to this decision rather than to the layout of this site.

8.5.23 Vehicular access and parking will be provide from the link road to serve both the SANG provided on this site and the adjacent SANG (application 3/17/3610/COU) so SANG visitors will not need to make use of Church Lane.

8.5.24 Urban Form

8.5.25 *“As with the other locations, development is organised as a series of robust perimeter blocks on both the east and west sites.*

8.5.26 *The eastern site comprises a more formal, high density grid of streets and spaces. The lack of landscape and natural features on this site means that the character of this site is defined almost entirely by the new urban form.”*

8.5.27 These principles will be addressed through the Design Code and reserved matters application, however, the indicative masterplan provides assurance

that an acceptable residential layout can be achieved. The Design Code will set urban design principles such as ensuring perimeter blocks and surveillance of open spaces to design out crime and reduce the risk of anti-social behaviour taking place within the development.

8.5.28 Open space and green links

8.5.29 *“The eastern site contains three key green spaces. The first is the new park at the northern end of the development. This park not only provides an attractive green open space, close to the existing residential area, but also helps create a setting for the local centre and its public square. The local centre and surrounding housing will help frame the park and provide for activity throughout the day meaning that this will be an attractive, safe and well used space. It will also help intercept people living in the north of the development from going up onto Parley Common. The second green space lies to the south of the development. Again, this not only serves people in the south, but makes use of land otherwise sterilised from development due to the aircraft noise zone. The third green space is a green corridor that runs along the eastern edge. This ensures that the properties on Church Road are buffered from the new development and retain their separate identity.”*

8.5.30 The submitted illustrative masterplan includes the expected level of green space. The new park/public square to be provided within the area identified for a ‘local centre (including public square)’ will require further consideration in the production of the Design Code and reserved matters application, but officers consider that there is sufficient space for the provision of a green open space with this area.

8.5.31 *“To the south of the development the parameter plan shows an area of SANG which will include allotments and a Local Equipped Area for Play (LEAP) utilising natural play features.”*

8.5.32 The parameter plan also shows a green corridor in the form of SANG along the eastern edge of the site.

8.5.33 *“A key strategy with both the east and west sites is the use of green links to attract people away from the heathland areas to the north of the development. The green spaces form key corridors that ultimately help create new desire lines away from the heathlands and down to the proposed SANG area to the south.”*

8.5.34 The parameter plan indicates the location of green links that will join the local centre and residential areas on this site to the SANG, as well as linking to the West of New Road new neighbourhood.

8.5.35 Landscape and vegetation

8.5.36 *“The existing row of trees opposite the parade of shops on New Road (covered by Tree Preservation Orders) is retained.”*

8.5.37 These trees are shown to be retained and are the subject of conditions (Conditions 17).

8.5.38 *“Additional tree planting is provided, particularly on the eastern site to help create character and green links.”*

8.5.39 This will be picked up through the Design Code and reserved matters application, however, the indicative masterplan provides assurance that there is sufficient room to accommodate new tree planting.

8.5.40 ADDITIONAL DESIGN CONSIDERATIONS

8.5.41 Maximum Building Heights

8.5.42 The parameter plan identifies maximum building heights for the proposed development as follows:

- Residential Main Area: Landmark buildings up to 3.5 storeys, key buildings up to 3 storeys and the remainder up to 2.5 storeys.
- Residential Eastern Parcel: up to 1.5 storeys
- Mixed Use Commercial: up to 2 storeys
- Foodstore: Maximum building height up to 7m to ridge allowing for point/entrance features

8.5.43 The proposed maximum building heights for residential properties will allow for the creation of new character areas on the site, with areas of lower, medium and higher density. They will ensure the new urban form includes variety and variation rather than the creation of a homogenous estate.

8.5.44 It is acknowledged that residential development in adjoining areas is between one and two storeys in height, however this is a large site and once developed its central area will have a minimal relationship to this existing development. It is expected that the character of existing development will be respected and considered in creating the Design Code and reserved matters layouts.

8.5.45 The proposed maximum height of 2 storeys for the mixed use commercial area is considered a positive element of the scheme, as it enables a two storey local centre with offices at first floor level which will add more vitality to village centre, and could bring economic investment into West Parley.

8.5.46 The proposed maximum ridge height for the foodstore is considered acceptable, however officers wish it to be made clear that, while parts of the building reaching this height will be acceptable, a flat-roofed structure uniformly 7m tall would not be acceptable on this site.

8.5.47 Illustrative Masterplan

8.5.48 Although officers are satisfied that the illustrative masterplan demonstrates that the proposed level of development can be accommodated within this site, this should not be taken as acceptance of this detailed design of this layout. A number of concerns will need to be addressed in preparation of the Design Code and reserved matters applications including:

- The siting of the proposed foodstore
- How the foodstore and local centre will be serviced
- The over-dominance of car parking for the proposed foodstore and local centre within the street scene
- The large parking courts within the residential areas

8.5.49 An informative note is proposed setting out these concerns in more detail (Informative Note 4).

8.6 HOUSING MIX

8.6.1 Policy LN1 of the Core Strategy states that individual sites will be expected, in terms of the size and type of new market and affordable dwellings, to reflect the needs of the Strategic Housing Market Assessment (SHMA). Policy LN3 of the Core Strategy states that greenfield residential development resulting in a net increase of housing is to provide up to 50% of the residential units as affordable housing.

8.6.2 The proposed housing types and sizes indicated in the submitted information differs slightly from the mix identified in the SHMA. A comparison between the SHMA requirements and what is proposed by the applicant is as follows:

Unit Type	Affordable Housing SHMA Requirement / (Amount proposed by applicant) / Quantity Proposed	Market Housing SHMA Requirement / (Amount proposed by applicant) / Quantity Proposed	Total Site Numbers (%)
1 bed	32.5% (41.1%) 30	8.3% (6.7%) 21	51 (13.2%)
2 bed	42.3% (37%) 27	48.7% (36.1%) 113	140 (36.3%)

3 bed	22.8% (20.5%)	15	43.0% (34.8%)	109	124 (32.1%)
4+ beds	2.4% (1.4%)	1	0.0% (22.4%)	70	71 (18.4%)
Total Units Proposed	73		313		386

8.6.3 The proposed affordable housing mix is very close to that required by the SHMA and will secure a good mix of properties including larger properties for affordable rent that are currently in high demand. The shared ownership mix will provide a higher proportion of 1 and 2 bed properties. Officers consider that the proposed affordable mix is acceptable and will make a valuable contribution to meeting needs for affordable housing.

8.6.4 The proposed market housing mix provides some 4+ bed properties, but also provides a good mix of 1, 2 and 3 bedroom market units. It is considered unrealistic to expect housing sites to come forward with no 4+ market units and given that to reduce the number of 4+ bed market units would likely have a negative impact on site viability the proposed market mix is considered satisfactory.

8.6.5 Subject to the completion of a legal agreement to secure the proposed affordable housing and mix of units, and having regard to Policies LN1 and LN3 of the Core Strategy as well as other material considerations, the proposal is considered acceptable.

8.7 AFFORDABLE HOUSING

8.7.1 Policy LN3 requires that greenfield residential development which results in a net increase of housing should provide up to 50% of the residential units as affordable housing. Where a lower level of affordable housing is offered, this must be supported by clear and robust evidence that will be subject to verification.

8.7.2 In 2012 the Council commissioned a study on affordable housing viability of the Local Plan Housing Sites by Whiteleaf Consulting. The Whiteleaf Viability Assessment of the East of New Road new neighbourhood anticipated that 40% affordable housing could be achieved. The Planning Inspector who found the Local Plan sound judged that up to 50% affordable housing on greenfield development sites across the district was realistic based upon the non-site specific viability assessment undertaken in 2010 by the consultancy Three Dragons.

- 8.7.3 It has now been over five years since the Local Plan was adopted, and so a review of it is needed in order to ensure that policies are up-to-date. This work has started but has not yet been concluded. The work to date has not identified the need for changes to the targets set by Policy LN3 nor is there any evidence that there does not remain a significant need for affordable housing within the plan area. The NPPF allows the submission of viability assessments at the planning application stage in the absence of up-to-date policies, and states that such assessments should be made publically available. The NPPF also requires all viability assessments use the approach recommended in the NPPG.
- 8.7.4 The NPPG provides further guidance on the approaches and standardised inputs that must be used when assessing site viability. This includes advice on the definition of Gross Development Value (GDV), assessment of development costs, assumptions regarding the return to the developer and how to establish Benchmark Land Value (BLV).
- 8.7.5 When it was originally submitted the proposal included no provision of affordable housing. Following negotiations, an offer of 10% affordable housing was made by the applicant.
- 8.7.6 The applicant's Viability Appraisal was independently reviewed by a District Valuer (DV) at the Valuation Office Agency, followed by negotiations between the applicant's viability consultants and the DV. It was the opinion of the DV that the site could support affordable housing at a level of 19%, based upon the following affordable housing mix, and this led to submission of a "without prejudice" offer at this level.

Dwelling Type	Affordable Rented (70%)	Shared Ownership (30%)
1 bed flat	20	10
2 bed flat	8	10
2 bed house	9	0
3 bed house	13	2
4 bed house	1	0
TOTAL	51	22

- 8.7.7 Policy LN5 requires that, of the affordable housing proposed, there should be a tenure split of 70:30 between affordable rented and intermediate forms, such as shared ownership, respectively. The final mix is subject to negotiation, and dependant on a number of factors including the market for different unit sizes and tenures.
- 8.7.8 In this instance, officers have chosen to prioritise the provision of a SHMA-compliant mix, including larger 3 and 4 bed properties. The impact of delivering larger properties is a detrimental effect on overall site viability,

however, due to the significant demand for larger properties in the former East Dorset administrative area at present officers believe the overall percentage of units that can be achieved needs to be balanced against securing the units types that are most in demand.

8.7.9 Officers have had regard to changes in the market and other circumstances that have occurred since the publication in 2012 of the Whiteleaf Viability Assessment, and which are reflected in the DV's assessment. The main factor in the reduction of viability on this site is that while residential sales values (GDV) have increased since 2012 by 40%, construction costs have increased by 55%. This is the result of a general trend in build costs compared to sales values across the country.

8.7.10 The level of developers profit assumed in 2012 was 25% for the open market units and 8% for the affordable units. The NPPG now provides guidance on the level of return to the developer, stating that profit should be assumed within the range 15-20%. In light of this guidance, and taking into account the level of risk associated with this site and the availability of a loan to forward fund the link road, the DV advised that a profit level of 17.5% for market housing and 6% for affordable housing is a reasonable assumption for this site and this profit level has been adopted in the DVs viability appraisal.

8.7.11 Another factor affecting viability of this site in particular is the extent of land required to deliver the SANG required by Natural England to support this development, which is only just outside the 400m Dorset Heathlands buffer zone. SANG is being provided totalling 22ha which is proportionally larger than many other strategic sites in the plan area. In terms of the BLV value, this assumed value has been decreased from that assumed in 2012 taking into account the advice in the NPPG. The BLV assumption for the site in 2012 was £11.5mil, while the BLV agreed with the applicant is £9.8mil.

8.7.12 Despite the reduction in assumed returns to the developer and landowners in the form of profit and land values, the site is found to be unviable to support affordable housing at the level of 40% as found viable in 2012. This is due to the discrepancy between increases in sales values and construction costs. In such circumstances the NPPG provides for viability to be reviewed during the lifetime of a project, and the affordable housing mix above along with a viability review at the halfway point of this site will be secured through a S106 agreement.

8.8 AMENITY

8.8.1 Policy HE2 of the Core Strategy states that new development should be compatible with or improve its surroundings in relation to nearby properties and general disturbance to amenity. Policy DES2 of the Local Plan states that developments will not be permitted which will either impose or suffer

unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.

- 8.8.2 The majority of properties abutting this site are located within Church Lane, adjacent to proposed SANG areas, where there is unlikely to be any unacceptable disturbance to amenity. Likewise development facing the site from Christchurch Road and New Road will not be detrimentally affected, and indeed may see improvements to amenity as a result of the reduction in traffic and congestion on these roads.
- 8.8.3 The development of the site will have an impact on private views from existing dwellings opposite the site in New Road and Christchurch Road. However, it is considered possible to develop the site without any unacceptable loss of amenity to these dwellings and detailed layout is not being considered at this stage.
- 8.8.4 The impacts on nos. 292-296 Christchurch Road merits more detailed consideration at this outline stage. These three dwellings are all located in substantial plots but fall within the 400m heathland consultation zone, hence they were not induced within the FWP6 site boundary.
- 8.8.5 The illustrative masterplan shows residential dwellings located a minimum of 10m from the southern boundaries of 292-296, which would not be unacceptable particularly given the sizeable gardens of these dwellings.
- 8.8.6 What is less likely to be acceptable is the indicative layout for the foodstore including its siting, massing and the location of servicing. However, this is only an indicative design and officers consider that the area identified for the provision of the foodstore on the parameter plan could successfully accommodate a foodstore of up to the 2,200sqm proposed in this outline application.
- 8.8.7 The impact of the foodstore on neighbours amenity will need further and careful consideration at the reserved matters stage, and a condition will require the submission of a noise assessment to accompany this application (Condition 27). It is considered appropriate to leave consideration of opening hours for the foodstore to the reserved matters stage where these could be conditioned, however, officers consider that the location and proximity of this foodstore to neighbours would not make it suitable for extended hours.
- 8.9 TREES
- 8.9.1 Policy HE2 of the Core Strategy states that development will only be permitted if it is compatible with or improves its surroundings in terms of its relationship, amongst other things, to mature trees.

- 8.9.2 There are relatively few mature trees located in the areas of this site proposed for residential, retail and office development. The key tree groups and some of the individual trees have been retained. The loss of the trees along Christchurch Road, necessitated by the new junction is regrettable but inevitable and in mitigation the layout includes space for new landscape and greenspace which will allow space for replacement planting.
- 8.9.3 The Ash in the centre of the site is shown on the illustrative masterplan as being retained in open space which is the best way of keeping mature trees on new developments.
- 8.9.4 The TPOd group of trees on the New Road frontage will become a permeable feature which will need an engineering solution at the detailed stage to ensure that any new surfacing does not damage the rooting environment. There will be some tree loss and some pruning in this location but the effect of the large landscape feature will be retained.
- 8.9.5 Most of the hedgerows have been shown for retention and new planting will supplement and continue the lines of hedges as well as filling in some gaps.
- 8.9.6 The Council's Tree Officer has raised no objection, subject to conditions (Conditions 17 & 18)

8.10 BIODIVERSITY

- 8.10.1 Policy ME1 of the Core Strategy states that the Core Strategy aims to protect, maintain, and enhance the condition of nature conservation sites, habitats and species. The application includes an Ecological Appraisal dated February 2017 and Biodiversity Mitigation Plan (BMP) dated 29/03/2018 endorsed by DCC's Natural Environment Team in a certificate of approval dated 03/04/2018.
- 8.10.2 The Report advises the site consists of predominantly species-poor semi-improved grassland, with a small area of semi-improved acid grassland, an area of woodland and stretches of hedgerow, scrub and bracken on field boundaries. A number of birds were identified on the site, which also has the potential to support reptiles. The appraisal found potential bat roosting and foraging habitats so further survey work was undertaken. This did not identify any bat roosts on site but did find evidence of bat foraging in particular in the hedgerows at site boundaries.
- 8.10.3 The survey concluded that the areas of semi-improved acid grassland and woodland, which are located within the area proposed for SANG and would therefore be retained, are of moderate local value, while the remainder of the site is of low local value.

8.10.4 Mitigation/compensation/enhancement for the development is set out in the BMP, which is endorsed by DC's Natural Environment Team and therefore complies with the Dorset Biodiversity Protocol, demonstrating the application is acceptable in respect of its impact on biodiversity. The application thereby accords with Policy ME1 of the Local Plan, subject to a condition requiring the implementation of the BMP, as it demonstrates the proposal will provide mitigation for the impact on local biodiversity from the proposed development (Condition 19).

8.11 DORSET HEATHLANDS

8.11.1 The areas of the application site proposed for residential development lie within 400m to 5km of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for a 386 net increase in residential units, in combination with other plans and projects and in the absence of avoidance and mitigation measures, is 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.

8.11.2 The appropriate assessment has concluded that the mitigation measures set out in the Dorset Heathlands 2015-2020 SPD and Policy WMC5 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 a Sustainable Alternative Natural Greenspace (SANG), partially on-site and partially on adjoining land to the east of Church Lane, as required by policy WMC5 would be provided as a HIP.

8.11.3 The SANG provision for this site totals some 22 hectares, and this provision results from the requirements of Policy FWP6 and recommendations and guidance from Natural England. The SANG on this site is required to be proportionally larger than provision elsewhere due to a combination of the very close proximity of this site to the Dorset Heathlands as well as the lack of natural features such as water or woodland that might draw people to visit other SANGs. The requirement to provide a SANG of this scale does result in a somewhat less viable development, which impacts on the level of affordable housing provision.

8.11.4 Parking for the both parts of the SANG will be provided with access from the link road on this development site. This has been agreed with the applicant following discussions with Natural England and Highways regarding application 3/17/3610/COU. This will ensure the SANG caters not only to residents of the site but also to existing residents within the surrounding area.

This is required due to the proximity of the heathlands to this site and the impossibility of preventing new residents utilising these, these impacts will therefore be mitigated by reducing access to the heathlands by existing local residents who will choose to make some of their trips to the SANG. This is considered acceptable and the parking provision will be secured through S106.

8.11.5 Appendix E of the Dorset Heathlands SPD contains guidelines for the quality of SANGs and includes a checklist of requirements, such as the provision of vehicle parking arrangements; pedestrian access; the design and length of walking routes; the provision of signage; advertising of the SANG to ensure members of the public are aware of it; inclusion of habitats; ensuring sites have a semi-natural character; connections to the public right of way network; and the provision of adequate space for the exercise of dogs.

8.11.6 Natural England is satisfied that the proposals are sufficient to meet the requirements of the SPD and to ensure the SANG areas are useable by those who will occupy the proposed development. The proposed SANGs are within walking distance of the proposed development, and beyond, and for those who may choose to drive, the proposed development will contain visitor parking spaces accessed from the new link road.

8.11.7 Natural England have agree that the long term management and maintenance of the SANG can remain the obligation of the applicant (or its suitable nominee). A S106 legal agreement will secure the long term management of this SANG in perpetuity through a Management Company, with management financed by service charges attached to the properties of the new development.

8.11.8 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.

8.11.9 A S106 legal agreement will secure:

- the implementation, maintenance and management of the proposed SANG area both on site and east of Church Lane (3/17/3609/OUT)
- the payment of a £20,000 SANG Maintenance Sum (to safeguard the Council against deficiencies in the owner's management)
- a SAMM contribution of £179 per flat and £263 per house towards Strategic Access Management and Monitoring in accordance with the Dorset Heathlands SPD. This contribution does not relate to the provision of infrastructure so it is not subject to pooling restrictions, is reasonable and necessary; the contribution complies with Regulations

122 and 123(3) of the Community Infrastructure Levy Regulations 2010 (as amended).

8.11.10 An Appropriate Assessment of the proposal concluded that, with the above mitigation secured the development will not result in an adverse effect on the integrity of the designated sites so in accordance with regulation 70 of the Habitats Regulations 2017 planning permission can be granted; the application accords with policy ME2.

8.12 LANDSCAPE

8.12.1 Policy HE3 requires development to protect and seek to enhance the landscape character of the area. Proposals must take into account a number of factors including the character of settlements and their landscape settings, important views and visual amenity.

8.12.2 The site is not viewable from any national or local landscape designations, and will be visually contained by surrounding development to the north, east and west and woodland to the south. The proposed development is considered unlikely to have any adverse effects on the local landscape or townscape.

8.12.3 With regard to the proposed landscaping within the development, the illustrative masterplan has demonstrated the site has capacity to provide a good standard of amenity, subject to a condition requiring submission of full landscaping details (Condition 18).

8.13 PUBLIC FOOTPATH

8.13.1 The site includes public footpath E56/7, which crosses the site east-west from opposite 107 New Road to exit to the south of the Osborne Day Centre, Church Lane. The indicative layout shows this Right of Way (RoW) could be accommodated within the proposed residential layout and SANG, however, the treatment of the RoW can be addressed through the Design Code and reserved matters applications.

8.14 AIRPORT SAFEGUARDING

8.14.1 This site is located within the Bournemouth Airport safeguarding zone. The airport has made no objection to the proposals but has identified a number of detailed considerations to be secured and addressed through the discharge of conditions. These relate to the development of SUDs on the site in a way that ensures the SUDs do not attract large birds, and construction management (Conditions 13 and 21).

8.15 AIR QUALITY AND NOISE POLLUTION

8.15.1 Policy DES2 of the Local Plan states that developments will not be permitted which will either impose or suffer unacceptable impacts on or from existing or likely future development or land uses in terms of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.

8.15.2 The Council's Environmental Health officers have considered the submitted Air Quality Assessment and Acoustic Assessment and, in response, have raised no objections to the proposal.

8.16 RENEWABLE ENERGY

8.16.1 Policy ME4 of the Core Strategy states that 10% of the total regulated energy used in major residential development should be from renewable, low-carbon, and decentralised energy sources. It is also stated that, for the New Neighbourhoods, district heating and/or power facilities should be investigated. A condition will require the approval of details, and their implementation, to ensure that the requirements of Policy ME4 would be achieved (Condition 24).

8.17 ARCHEOLOGY

8.17.1 Paragraph 128 of the NPPF states that:

8.17.2 *"Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation."*

8.17.3 Dorset Council's Archaeology team have considered the submitted information and do not require any condition to be placed in relation to archaeology on this site.

8.18 MINERALS

8.18.1 The site is within a Minerals Safeguarding Area which is defined on the Adopted Policies Map and supported by a clear policy. The proposed housing development could sterilise the potential mineral resource, which Policy SG1 of the adopted Minerals Strategy seeks to avoid.

8.18.2 There is a need for housing and other non-mineral development, and great weight must be given to the fact that this site is allocated for this purpose in the Local Plan. In addition, the water table is at a level which would make it difficult to achieve prior extraction of the minerals.

8.18.3 However, it may be that there is some scope for the utilisation of minerals on-site during the construction process. The Minerals Team have spoken with the applicant who has agreed informally to re-use the excavated material on site and provides a report when the groundworks are substantially complete

setting out how much they have managed to re-use. An informative will be placed on any approval of this application to this effect (Informative 3).

8.19 EDUCATION

8.19.1 The application site is within the catchment area of Parley First School, Ferndown Middle School and Ferndown Upper School.

8.19.2 This section of the report has been prepared having regard to Dorset Council Schools Admission Team (DC SAC) advice, which requires the proposal to provide a financial contribution towards education provision for the schools which have the application site as their catchment area.

8.19.3 A development of this size will generate 50 children for the First School, 43 children for the Middle School and 48 children for the Upper School and Post 16. The site does not generate sufficient children to require on-site school provision.

8.19.4 The Parley First School is likely to require a 1Form Entry (1FE) extension as a result of the proposed development. Middle School and Upper School expansion will also be required at either Ferndown Middle or West Moors Middle and Ferndown Upper School. The manner in which these schools will be expanded is a matter for consideration by the Local Education Authority, along with consideration of any proposed expansion that requires planning permission by the Local Planning Authority.

8.19.5 Based on the DC agreed methodology, a cost per East Dorset house of £5,880 is required to be provided by way of a S106 contribution. This contribution will be secured through a S106 legal agreement.

8.20 HEALTH

8.20.1 The application site is within the catchment area of a number of doctors surgeries, and the Clinical Commissioning Group have identified a need for expansion of facilities as a result of this and the planned new neighbourhood West of New Road. This may take the form of a strategic project to relocate existing surgeries to a new site at Hyde Road, or should this not be viable the expansion of an existing surgery which serves the site.

8.20.2 A contribution of £48,000 towards a new clinical consulting/nurses room was requested and was found to be directly related and necessary to support the development. However, the amount requested was not proportionate as the proposed development would only provide half the number of new patients that such a room would serve. Consequently a contribution of £24,000 has been agreed, to be secured through S106.

8.21 COMMUNITY FACILITIES

8.21.1 The West Parley Parish Council (PC) are owners of the West Parley Sports and Social Club, located 125m to the north of this site. This facility has been privately leased however it is due to revert back to the Parish Council in the very near future. The existing buildings at this facility are in dis-repair and do not provide the level of community provision that would be expected given the Local Plan allocations to expand of West Parley at East and West of New Road neighbourhoods.

8.21.2 The PC wish to demolish and construct a new community facility at the Sports and Social Club to provide a wide ranging community centre for all age groups, including Equalities Act compliant facilities for people with disabilities. This building would provide changing and function rooms for the sports grounds but also space for other community activities and for PC offices. While the provision of offices for the PC does not constitute infrastructure, the other elements are considered directly related and necessary to support the development. The total cost of the new facility has been estimated by the PC at £1mil, and a proportionate contribution from this site towards the infrastructure elements of the project has been calculated at £130,000 to be secured through S106.

8.22 CONCLUSION

8.22.1 This assessment exercise has involved considering the acceptability of the proposal in relation to the Development Plan, taken as a whole, and all other materials considerations. All of the foregoing factors have also been considered in relation to the social, economic, and environmental benefits to be provided by the proposal.

8.22.2 The proposal for this site accords with the requirements of Local Plan New Neighbourhood Policy FWP6. A parameter plan has been submitted which provides confidence that the proposed development will be distributed across the site in a way which will not have adverse impacts on the Dorset Heathlands, Green Belt or existing properties in Church Lane.

8.22.3 In other respects the proposal conforms to the requirements of the general policies of the Christchurch and East Dorset Local Plan Part 1, as explained in each subject area above, taking into account material considerations.

8.22.4 The scheme will (in combination with application 3/17/3609/OUT) secure approx. 22 hectares of informal public recreational land as SANG including allotments and play space, 73 affordable housing units and 313 market dwellings towards the Council's five year housing land supply, a village centre extension and convenience store for West Parley village centre and a new eastern link road to improve congestion at Parley Cross.

8.22.5 The Council has also secured a good package of contributions to provide benefits to the overall area including:

- 19% affordable housing (73 dwellings), to be reviewed at 50% occupation
- Funding towards education
- Funding towards off-site highways works at the Longham mini-roundabouts (B3073 / Ringwood Road) and Ringwood Road./ New Road / Victoria Road signals junctions
- Funding towards a new consulting / nurses room at a nearby doctor's surgery
- Funding towards the Parish Council's Community Project at the West Parley Sports and Social Club

8.22.6 Having had regard to the representations of objection and support and the advice of the various consulted parties, Officers consider that the benefits of the scheme significantly outweigh the impacts.

8.22.7 Overall the proposal represents sustainable development, which accords with current National Planning Policy Guidance and the Local Development Plan, and as such approval is recommended subject to completion of a suitably worded S106 agreement.

9.0 HUMAN RIGHTS

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property

9.1 This Recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

10.0 PUBLIC SECTOR EQUALITIES DUTY

10.1 As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have "due regard" to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

- 10.2 Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the PSED.

11.0 RECOMMENDATION –

A) GRANT, SUBJECT TO THE COMPLETION OF A LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) IN A FORM TO BE AGREED BY THE LEGAL SERVICES MANAGER TO SECURE THE FOLLOWING:

1. 19% affordable housing (73 dwellings), to be provided in the following mix, or as subsequently agreed by officers.

Dwelling Type	Affordable Rented	Shared Ownership
1 bed flat	20	10
2 bed flat	8	10
2 bed house	9	0
3 bed house	13	2
4 bed house	1	0
TOTAL	51	22

Review of affordable housing viability at mid-point of the development with any additional affordable housing found viable to be delivered on-site.

2. Market housing to be provide in the following mix or as subsequently agreed by officers:

Dwelling Type	Market Dwellings
1 bed flat	21
2 bed flat (inc. FOG)	92
2 bed house	21
3 bed house	109
4+ bed house	70
TOTAL	313

3. Education contribution of £5,880 per eligible dwelling (two or more bedrooms)
4. Local Health Facility Contribution of £24,000
5. Link Road loan of £2million to be made available for a period of one year from the date of permission should the applicant wish to draw against this.
6. Requirement to enter into a S278 in respect of the link road.
7. Off-Site Highway Works Contribution of £156,234 for Longham Road double roundabout + £92,802 for Ringwood Road / New Road junction

8. SANG to be created including on the main site approved pursuant to this permission, and east of Church Lane approved pursuant to application 3/17/3610/COU in accordance with a SANG Management Plan. SANG to include a LEAP in the form of a natural children's play area (within the boundary of application 3/17/3609/OUT) and a car park serving both SANG areas to be accessed from the new link road. Monitoring of SANG to take place in accordance with a Visitor Monitoring Strategy.
9. On-going management and maintenance of the SANG in the form of the appointment of a Management Company by Lewis Wyatt (Construction) Ltd to manage the SANG or transfer to another suitable organisation e.g. The Land Trust, Dorset Wildlife Trust approved by Natural England. SANG to be managed in perpetuity.
10. SANGS Step In Maintenance Contribution of £20,000
11. SANG Contribution - Flats (@ £179 per flat) & houses (@ £263 per house)
12. Community Contribution towards West Parley Parish Council's community project at the Parley Sports and Social Club of £130,000
13. Provision of Allotments (0.23ha)
14. All financial contributions to be index-linked from 6 months post-committee resolution or date of consent, whichever is sooner.

And the following conditions (NB. The agreement of the applicant to pre-commencement conditions is not required in relation to Outline consents):

1. (a) Before any development is commenced details of 'Reserved Matters', (that is any matters in respect of which details have not been given in the application and which concern the siting, design or external appearance of the building(s) to which this permission and the application relates, or to the means of access to the building(s) or the landscaping of the site) shall be submitted to and approved in writing by the Local Planning Authority.

(b) An application for approval of any 'Reserved Matters' must be made not later than the expiration of three years beginning with 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:

- W524/02 rev B (Proposed Link Road between Christchurch Road and New Road)
- W524/04 (New Road Access)
- W524/05 (Church Lane Access)
- Preliminary Tree Loss and Impact Plan (10537/P15 – included within Tyler Grange Preliminary Arboricultural Impact Assessment, 14 December 2017) insofar as it relates to highway works approved pursuant to drawings W524/02 rev B, W524/04 and W524/05
- LP-01 rev E (Site Location Plan)
- LUBHP-01 (Land Use and Building Heights Plan)

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

3. No development shall commence until a scheme of phasing of construction for the housing, foodstore, local centre and associated works including SANG hereby approved has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed scheme of phasing unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the housing and commercial development is fully supported by associated development.

4. An extension to the village centre shall be provided within the area identified for Mixed Use Commercial development on approved plan LUBHP-01, not exceeding 1,900sqm floor area.

Reason: To ensure compliance with policy WMC7 of the adopted Local Plan.

5. Prior to the submission of any application for Reserved Matters for any phase, a detailed Design Code, accompanied by a masterplan, shall be submitted to and approved in writing by the Local Planning Authority. The detailed Design Code shall set out the proposed design principles for the development and the associated measures intended to secure a high quality development, taking into account the character of the site and its surroundings. It shall include details of:

- Street hierarchy and character;
- Green infrastructure and green corridor framework;
- Urban form, and;
- The character areas, including boundary treatments and materials.

All applications for Reserved Matters approval shall be accompanied by a Design Statement which shall explain how the proposal conforms to the principles and requirements of the approved detailed Design Code.

Reason: To ensure that a design code is agreed by the Council as required by Policy FWP5 in order that development respects it's setting in the interests of visual amenity.

6. The following works must have been constructed to the specification of the Local Planning Authority prior to the opening of the foodstore or the occupation of the 193rd dwelling unless otherwise agreed in writing with the local planning authority:
- The construction of a link road and associated signal-controlled junctions (including crossing facilities) as shown on Drawing No W524/02 Rev B (or similar scheme to be agreed in writing with the Local Planning Authority).
 - A continuous 3.00m wide shared footway cycleway along the complete site frontages to both Christchurch Road and New Road as shown on Drawing No W524/02 Rev B (or similar scheme to be agreed in writing with the Local Planning Authority).

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

7. Each phase of the development hereby permitted must not be occupied or utilised until a scheme showing precise details of the proposed motor vehicle and cycle parking facilities for that phase is submitted to the Local Planning Authority. Any such scheme requires approval to be obtained in writing from the Local Planning Authority and these works shall be carried out as approved and thereafter, must be maintained, kept free from obstruction and available for the purpose specified.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes.

8. The reserved matters application for access in relation to each phase of the development shall include details of the access, geometric highway layout, turning and parking areas for that phase.

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

9. Prior to the occupation of any dwellings within the phase of the development it serves the first 15.00 metres of the vehicle access formed onto New Road, as shown on Drawing Number W524/04, measured from the rear edge of the highway (excluding the vehicle crossing – see the Informative Note 1 below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

10. Prior to the occupation of any dwellings within the phase of the development it serves the visibility splay areas as shown on Drawing Number W524/04 must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

11. Prior to the occupation of any dwellings taking vehicular access from Church Lane the first 5.00 metres of each vehicular access formed onto Church Lane, as shown on Drawing Number W524/05 measured from the rear edge of the highway (excluding the vehicle crossing – see the Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

12. Prior to the occupation of any dwellings taking vehicular access from Church Lane the visibility splay areas as shown on Drawing Number W524/05 must be cleared/excavated to a level not exceeding 0.60 metres above the relative level of the adjacent carriageway. The splay areas must thereafter be maintained and kept free from all obstructions.

Reason: To ensure that a vehicle can see or be seen when exiting the access.

13. No phase of development shall take place, including any works of demolition, until a Construction Method Statement for that phase has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. an airport communication plan for any cranes and tall plant equipment
- ix. radio frequency use by staff site to be agreed with Bournemouth Airport

Reason: This information is required prior to commencement to safeguard the amenity of the locality and to reduce or mitigate the impacts of construction traffic on the surrounding highway network, to prevent the possible deposit of loose material on the adjoining highway and to ensure aircraft safety.

14. Demolition or construction works shall not take place outside 7:30 hours to 18:30 Mondays to Fridays and 8:00 hours to 13:00 hours on Saturdays nor at any time on Sundays or Bank Holidays.

Reason: To protect the amenities of the locality.

15. A Travel Plan for each land use category (Residential, Mixed Use Commercial and Foodstore) shall be submitted to and approved in writing by the Planning Authority prior to the first occupation and / or bringing into use of any building for the relevant use. The Travel Plan, as submitted, will include:

- Targets for sustainable travel arrangements.
- Effective measures for the on-going monitoring of the Travel Plan.
- A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation/utilisation of the development.
- Effective mechanisms to achieve the objectives of the Travel Plan by the occupiers/users of the development

The development shall be implemented only in accordance with the approved Travel Plan.

Reason: This information is required to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site in accordance with the requirements of policy KS11 of the Local Plan and Government Guidance contained in the National Planning Policy Framework

16. The plans and particulars submitted in accordance with condition 1 above shall include:
- (a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
 - (b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;
 - (c) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
 - (d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, [within the crown spread of any retained tree or of any tree on land adjacent to the site] [within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree];

Reason: In order to allow for the preservation of trees during the design process.

17. No development shall commence on any phase or development parcel until details of the adequate protection of all trees and tree root systems to be

retained within, bordering and adjacent to that phase have been submitted to and approved in writing by the Local Planning Authority and enacted (retention / protection shall be in accordance with BS 5837:2012 'Trees in Relation to Design, Demolition and Construction'). The details shall include a site plan identifying all trees to be retained and removed in accordance with the Preliminary Arboricultural Impact Assessment (December 2017), unless otherwise agreed in writing with the local planning authority. The details shall include the location of Root Protection Areas and Construction Exclusion Zones and the erection of tree protection measures. The tree protection measures shall be in place prior to the commencement of development for that phase and retained until the development in that phase is completed. The areas enclosed by the tree protection measures shall not be used for any storage and the levels within these areas shall not be altered.

Reason: To safeguard the future of these trees and shrubs in the interests of visual amenities and the biodiversity value of the area and the setting and character of the proposed development in accordance with policies HE2 and HE3 of the Christchurch and East Dorset Local Plan- Core Strategy Part 1.

18. No development above DCP (damp proof course) within each development phase shall take place until full details of both hard and soft landscape works for that phase 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 hard surfacing materials; means of enclosure; details of boundary planting, schedules of plants (noting species, plant sizes and proposed numbers/densities where appropriate).

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

Reason: The long term establishment, maintenance and landscaping of the site is necessary to preserve the amenity of the locality. This decision has also had regard to Policies HE2 and HE3 of the Local Plan and Government Guidance contained in the National Planning Policy Framework.

19. The development hereby approved shall be undertaken in accordance with the biodiversity mitigation plan dated 29 March 2018 approved by Certificate of Approval dated 3 April 2018, unless otherwise agreed in writing by the Local Planning Authority in conjunction with Dorset Council's Natural Environment Team. Thereafter approved mitigation 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: To ensure the protection and enhancement of biodiversity on the site in accordance with policy ME1 of the Christchurch and East Dorset Core Strategy.

20. No development shall take place in each phase until a lighting strategy for that phase has been submitted to and approved by the local planning authority in writing. The approved scheme shall be implemented and thereafter retained.

Reason: To ensure that the lighting is appropriate in its context, to safeguard the safety of Bournemouth Airport and contribute to public safety.

21. 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 due consideration of the construction phase, 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 commenced. The surface water management system shall be designed in a way that will avoid attracting large birds.

Reason: To prevent the increased risk of flooding, to improve water quality and to safeguard the airport flightpath.

22. 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.

23. No development shall take place within any phase until a plan showing details of existing and proposed finished ground levels (in relation to a fixed datum point) and finished floor levels for that part of the site and its relationship with adjoining buildings, including indicative floor levels of adjoining properties within any future phase, and adjoining ground levels has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved finished floor and ground levels.

Reason: To control matters which will impact on neighbouring amenity, views within the site and the visual impact of the development.

24. Details shall be submitted with the first reserved matters application which demonstrate:

- how the development shall achieve at least 10% of the total regulated energy (used for space heating, hot water provision, fixed lighting and ventilation) used in the dwellings in each phase from renewable sources, unless otherwise agreed in writing with the local planning authority
- that options for district heating, and/or power facilities to serve the development have been investigated
- Where it is possible to do so the development should be connected to a district heating and/or power facility in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.

Reason: To help meet the UK's carbon emissions targets and comply with Policy ME4 of the Christchurch and East Dorset Core Strategy.

25. No development above DPC (damp proof course) shall take place within each development phase until details and samples of all external facing and roofing materials within that phase have been provided on site, and approved in writing by the Local Planning Authority (LPA). All works shall be undertaken strictly in accordance with the details as approved, unless otherwise agreed in writing with the LPA.

Reason: This information is required to ensure satisfactory visual relationship of the new development to the existing.

26. Residential properties fronting onto New Road and onto the proposed link road shall be designed to minimise the adverse impacts of road traffic noise within internal spaces including the use of acoustic glazing to facades facing these roads as identified within the submitted Acoustic Assessment.

Reason: To ensure development is carried out in accordance with the submitted evidence.

27. The SANG Land as shown on drawing LUBHP-01 shall not be utilised until details of a car park accessed via a vehicular access road from New Road or Christchurch Road and intended to serve the SANG Land, including that approved under planning permission ref: 3/17/3610/COU, are submitted in writing to and approved by the Council. The submitted details shall include a timetable for the delivery of the car park. The car park shall thereafter be laid out in accordance with the agreed details and retained in perpetuity.

Reason: To mitigate the impacts of vehicular access and parking on existing residential properties in Church Lane.

28. The details submitted pursuant to condition 1 with respect to the approved food store shall include an assessment of the noise generated by this use carried out by a suitably qualified person and the design shall incorporate mitigation measures where necessary.

Reason: To safeguard the amenity of nearby existing and proposed residential uses.

Informatives:

1. Highways – Section 38
2. Highways – Section 184
3. Measures shall be taken to ensure the re-use on-site of all suitable sands or gravels raised during construction wherever viable, environmentally feasible and practicable to reuse them. Within six months of the substantial completion of groundworks in each phase of the development a report setting out the quantum of material re-used on-site shall be submitted to the Mineral Planning Authority.
4. Comments on illustrative layout
5. Legal agreement details

B) REFUSE PERMISSION FOR THE REASONS SET OUT BELOW IF THE AGREEMENT IS NOT COMPLETED BY 31 January 2020 OR SUCH EXTENDED TIME AS AGREED BY THE HEAD OF PLANNING SERVICES OR RELEVANT LEAD OFFICER:

1. The proposal does not make provision through a S106 legal agreement for the delivery of policy compliant affordable housing on the site, contrary to Policy LN3 of the Local Plan Part 1 (2014) and the Affordable Housing SPD. The submitted evidence is insufficient to warrant a departure from policy requirements.
2. The site lies within 5km of a number of Sites of Special Scientific Interest (SSSIs) which are also designated European wildlife sites, namely Dorset Heathlands Special Protection Area, Dorset Heaths Special Area of Conservation and Dorset Heathlands Ramsar. The proximity of these European sites means that determination of the application should be undertaken with regard to the requirements of the Conservation of Habitats and Species Regulations 2017, in particular Regulation 63. The proposal fails to secure the avoidance measures identified as necessary to mitigate the impact of the development, in combination with other plans and projects, on the integrity of the designated site as set out in the Dorset Heathlands Planning Framework Supplementary Planning Document (SPD) 2015-2020 and there are no imperative reasons of overriding public interest in support of the proposal. The development is therefore contrary to policy ME2 of the Christchurch and East Dorset Local Plan, Part 1 - Core Strategy adopted April 2014, the provisions of the National Planning Policy Framework, particularly paragraphs 175-177 and the Conservation of Habitats and Species Regulations 2017.
3. The provision of a financial contribution towards education provision is required to ensure sufficient provision of school places to support the development. In the absence of a completed legal agreement to secure the

necessary education contribution, the proposal is contrary to paragraph 94 of the NPPF.

4. The provision of a LEAP, is required to serve the development, along with providing for its long terms maintenance and management. In the absence of a completed legal agreement to secure the necessary LEAP, the proposal is contrary to Policy HE4 of the Local Plan Part 1 (2014) and paragraph 8 of the NPPF.
5. The provision of financial contributions to mitigate identified transport impacts on Longham Road double roundabout and Ringwood Road / New Road junction is required. In the absence of a completed legal agreement to secure the necessary works, the proposal is contrary to Policy KS11 of the Local Plan Part 1 (2014) and paragraphs 108 of the NPPF.

Background Documents:

Updated Review of Development Viability Assessment (July 2019) DVS

Case Officer: Elizabeth Fay

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy, enforceability and amendments resulting from S106 negotiations.