

BCP LOCAL HIGHWAY AUTHORITY COMMENTS

8/19/0943/OUT - Land at Jesmond Avenue, Highcliffe, Christchurch, Dorset, BH23 5AY

Application for Outline Planning Permission (Access, Appearance, Layout, Scale) with Landscaping matters reserved

Proposal: Development of 18 houses and 36 apartments together with associated access

I refer to the above planning application received on 15 July 2019.

The Local Highway Authority (LHA) has assessed the application and seeks clarification on a number of matters and proposes a number of modifications to the submitted plans.

Accessibility

The proposed development is located within comfortable walking distance (c.250m) of bus stops on Lymington Road, which are served by the 1a, 780, 788, X1 and X2 bus routes. The site is also located within comfortable walking distance (c.650m) of local amenities, including a food supermarket, convenience store and Highcliffe Library. The site is located approximately 1.7km south-east from Hinton Admiral Rail Station which operates hourly services to London Waterloo and Poole.

The site layout features a shared surface internally, and proposes new footways on the southern and western sides of Jesmond Avenue and Greenways respectively, tying into the existing pedestrian facilities on the local highway network. An existing footpath provides a connection between the wooded area adjacent to Greenways and Lymington Road.

It is noted that Yellow Buses have provided a consultation response on the proposals and have sought improvements to public transport services or improve bus stop

infrastructure along the A337 corridor. It is noted that there are two nearby bus shelters on the A337 Lyminster Road but neither have RTI screens. Due to the size of the development and to promote sustainable and alternative modes of travel in line with Policies KS9 & KS11 of the Core Strategy, it is considered that the applicant should make a transport contribution of £8000 towards two RTI screens at the two nearby bus shelters on the A337.

Access and Site Layout

Access to the Houses

The Highways Officer site visit on 21/08/19 indicated that Jesmond Avenue was relatively full of parked cars on the south side of the road when the site visit was made.

The location of the access road off Jesmond Avenue which provides access to 9 houses is considered to be acceptable and is to be provided as a shared surface access road.

A new footway is to be provided on the southern side of Jesmond Avenue, however, the current proposal is too narrow. The footway width should be 2.0m minimum and this should be annotated on an amended plan. The amended plan also needs to identify that existing street lighting, road name, services plates and any other street furniture should be relocated to the back of the new footway, an annotated accordingly. An appropriate agreement with the LHA will need to be entered into to undertake any highways works and land would need to be dedicated to the LHA.

Access to the Apartments

The access to the 36 apartments is from the southern end of Greenways. There is a metalled footpath (with street lighting) which heads southwards from the proposed access and joins with Lyminster Road. A signalised crossing over Lyminster Road is just to the east of southern end of the footpath.

There is a potential conflict point between vehicles and pedestrians and cyclists at the proposed access point to the apartments from Greenways. The applicant should give further consideration to this matter, preferably by seeking advice from a transport consultant, and amend the access arrangements to minimise any potential conflict. This may include moving the proposed footway eastwards into the site for pedestrians to move safely from/to the footpath which leads to Lyminster Road. Good vehicle/pedestrian/cyclist visibility needs to be demonstrated at this point also.

There is proposed car parking in close proximity to the proposed access to the apartments. The end “longitudinal” parking bay (No 29) should be removed or relocated and measures put in place to prevent parking in that space as there is the potential for a vehicle to reverse into pedestrian or cycle traffic on the footpath at this location.

Servicing Strategy

The applicant has not provided details of a refuse strategy for the servicing of the site. Details should be provided for safe and convenient servicing by refuse vehicles for the whole site, taking into account appropriate bin pull distances. The preamble to Saved Policy ENV1 refers to ease of access required for waste disposal contractors.

Car Parking

Parking is considered to be a “layout” matter under consideration at this stage. Car parking for the proposed development should be provided in accordance with guidance outlined within the residential parking standards in the *‘Residential Car Parking Provision – Local Guidance for Dorset’* document as well as the Dorset Residential Parking Calculator for the Christchurch – Local Public Transport Corridor area. The Design and Access Statement at para 9.1 mentions that there would be 42 parking spaces for the detached properties and 29 spaces for the apartments. It is not particularly clear how the number of car parking spaces has been calculated and which are allocated or unallocated as the case may be.

The applicant should provide details of their calculations for the car parking provision to demonstrate that they are in accordance with Parking Guidance. It should be shown on the plans where there are any garages and how many spaces are to be provided on each driveway/forecourt area for the houses. The calculations should include for visitor parking. Allocated and/or unallocated parking spaces should be identified to cater for the proposed number of residential units and clearly shown on the plans, to ensure that the required parking provision can actually be provided at this outline stage.

The above Dorset Parking Guidance at Appendix C states that car parking spaces should be 2.8m x 5.0m. The submitted plan, Drg No 3244-P-02 H, shows the parking spaces to be generally 2.4m x 4.8m in echelon style and 2.4m x 6.0m in longitudinal parking for the apartments parking; the parking bays are substandard in size. The parking areas for the houses need to clearly demonstrate that they can accommodate the number of parking spaces expected to be provided and that the sizes of the spaces are in accordance with the Parking Guidance.

Having regard to the three separate Parking Standards for the former Christchurch, Bournemouth and Poole Councils, it is considered that the standard parking bay for Christchurch development (5.0m x 2.8m) is quite onerous and it is considered that the applicant can use a smaller size car parking bay of 4.8m x 2.6m and provide

appropriate allowance for spaces adjacent to wall or fences using recommended guidance. The longitudinal bays should be 6.0m x 2.6m though.

Cycle Parking

The submitted layout plan does not include any details with regards to cycle parking arrangements. The applicant is required to submit further information in relation to proposals for cycle parking provision, with specific reference to the proposed apartments. The applicant will be required to ensure that cycle parking provision for the apartments is of the highest quality design as mentioned in Policy KS12. It would appear that cycle parking guidance is limited in the Parking Guidance document and in the absence of such, and with the need to provide high quality cycle parking, it is recommended that the applicant provides cycle parking in accordance with the Poole Parking & Highway Layout in Development SPD (2011). Cycle parking should be shown on amended plans.

Conclusion

At present the LHA raise an objection to the development and It is considered that the applicant should address the matters raised above and provide amended plans. The LHA would then be in a position to review its recommendation.

RECOMMENDATION

The LHA recommends refusal of the development.

Reasons for Refusal

The access to part of the development is not acceptable, the proposed footway on Jesmond Avenue is substandard in width and details have not been provided in relation to ease of access for the servicing of refuse and waste. It is unclear whether the level of car parking provision is appropriate for the development, based upon relevant Parking Guidance, and the car parking space dimensions and layout are not acceptable. No details have been provided for cycle parking provision to the apartments. Furthermore, it is considered that a financial contribution should be provided to support public transport infrastructure.

The development would prejudice the condition of highway safety and is contrary to Policies KS9, KS11 and KS12 of the Christchurch and East Dorset Local Plan Part 1 –

Core Strategy (April 2014). The development is also contrary to Saved Policy ENV1 of the Borough of Christchurch Local Plan 2001.

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