

Beach Road Car Park

Draft Development Brief

November 2016



Borough of Poole

Your views

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The closing date for comment is **January 6th 2017**

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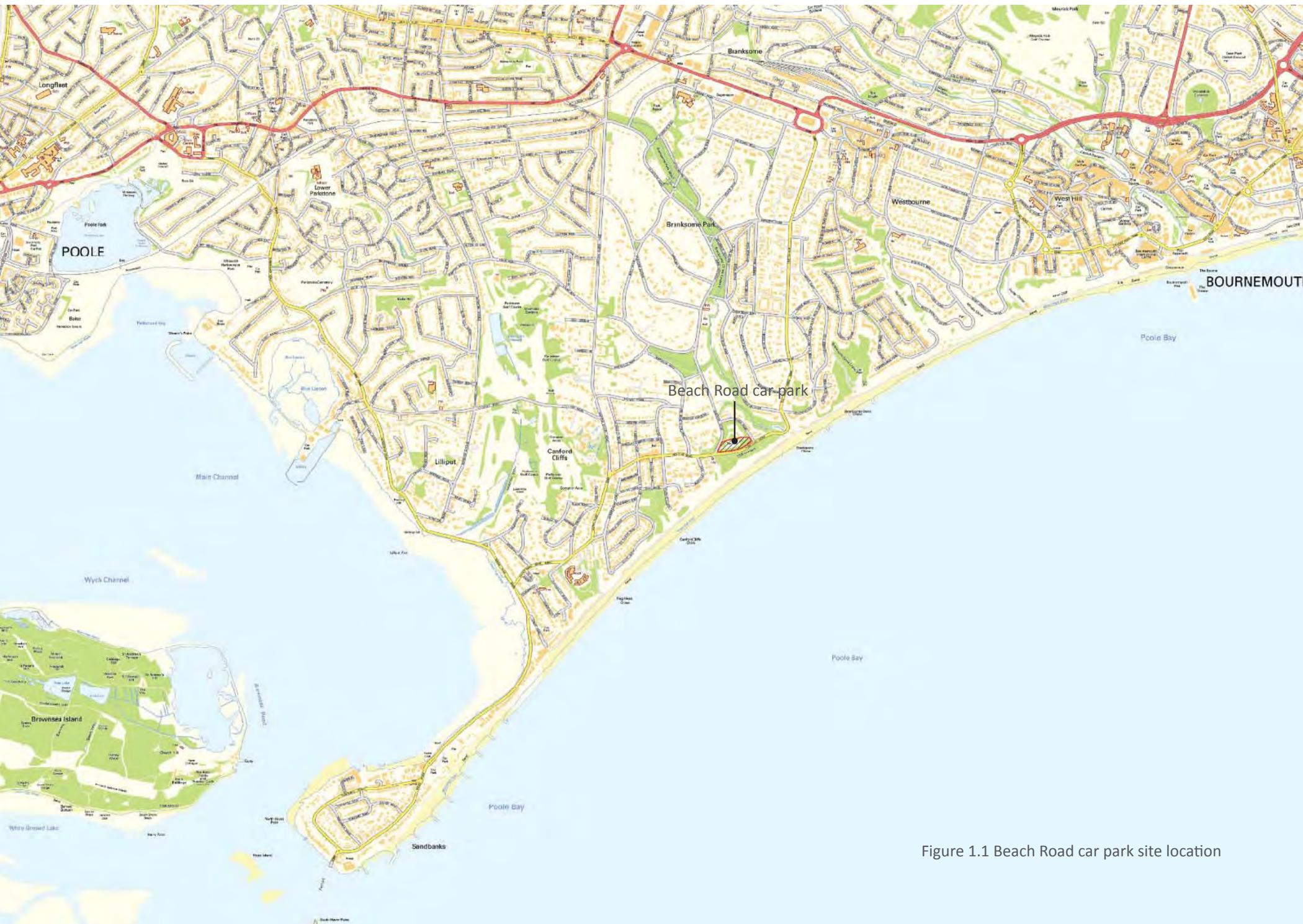


Figure 1.1 Beach Road car park site location

1 Introduction

1.1 Beach Road car park

Beach road car park is located in the south eastern part of Poole, less than 150 metres from the seafront, figure 1.1. The site is located approximately 3 miles from Poole Town Centre to the west and is less than 2 miles from Bournemouth Town Centre to the east. The site is within a 10 minute walk from a range of shops and facilities in Canford Cliffs 'village', figure 1.2.

The site is currently part of a public car park that is laid out inefficiently across its full existing arrangement and historically has low usage rates. Following a review, a better utilisation of space is considered possible that would retain sufficient public car parking across the wider site that would enable the southern section, subject of this Brief, to be redeveloped. The northern section will retained and enhanced for public parking to serve the beach.

1.2 Purpose of this development brief

The purpose of this Development Brief is to:

- Provide planning and design guidance for the development of the site;
- Set out the planning and design requirements to achieve a high standard of development;
- Give prospective developers and other interested parties certainty about the type of development that will be acceptable on the site.

The Brief provides guidance on a number of factors that will influence development such as the possible uses, layout and scale of development appropriate on the site. The Brief is not however intended to be prescriptive in relation to detailed architectural appearance in which there is a degree of flexibility.

1.3 Status

At this stage the Brief has been prepared for a period of public consultation. Once the consultation is complete any necessary amendments will be made before the Brief is formally endorsed by the Council. Details on how to comment are set out inside the front cover.

1.4 Summary of development potential

The site has a total area of 1.27 hectares. Due to a number of trees on site approximately 0.27 hectares of the site can be developed, figure 1.3. Having assessed the surrounding context and pattern of development the site lends itself to the development of residential flats, this could include market flats, retirement, assisted living or care units. Depending on the mix of units it is anticipated that between 40 and 70 flats could be accommodated.

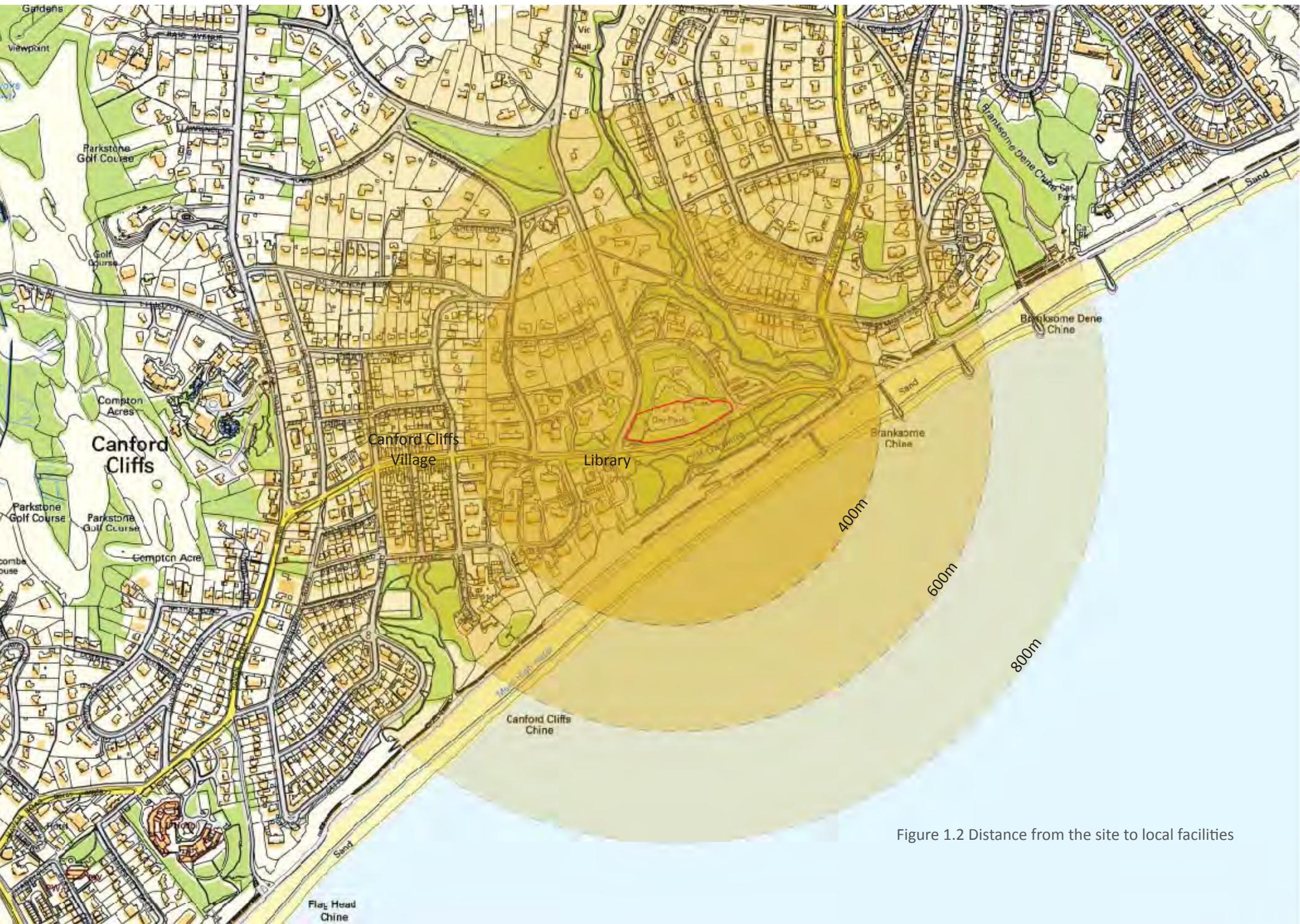


Figure 1.2 Distance from the site to local facilities

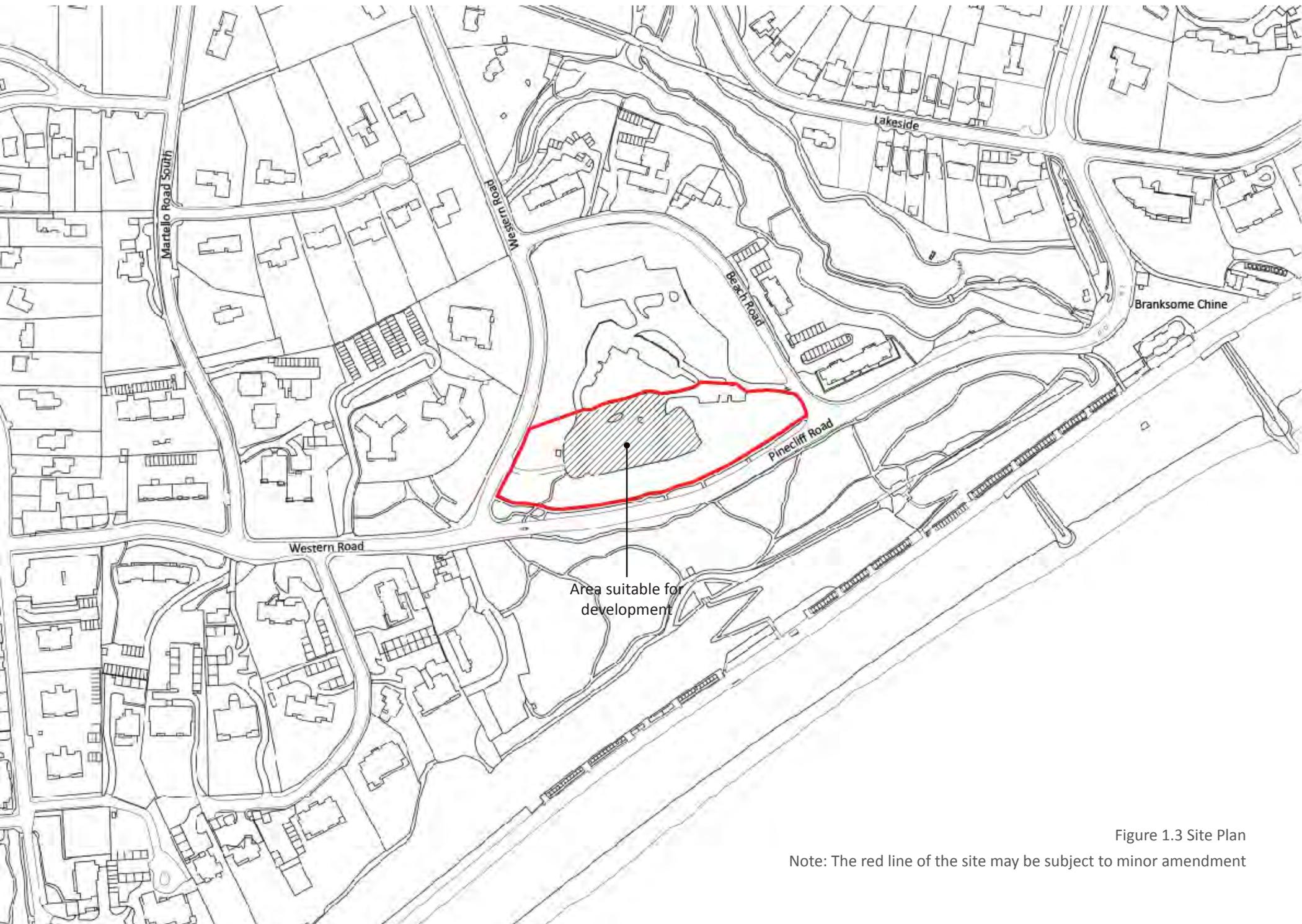


Figure 1.3 Site Plan

Note: The red line of the site may be subject to minor amendment

2 Context and analysis

2.1 Site characteristics

The site forms part of a 350 space public car park. The area that is being considered by this Brief is a 1.27 hectare site which is currently laid out as 150 public car parking spaces surrounded by a mature woodland, figure 2.1.

2.2 Ownership

The site is owned by the Borough of Poole and vacant possession would be available upon completion of sale. Negotiations are ongoing to ensure the land is not subject to any covenants or restrictions to development.



Figure 2.1 Ariel view of the site

2.3 Land uses

The site is surrounded by predominantly residential land uses, figure 2.2. A number of other land uses exist near the site including Canford Cliffs Library and a restaurant/cafe and newsagents in Branksome Chine. In the wider area other commercial development exists including tourist accommodation and a range of shops and services in Canford Cliffs village.

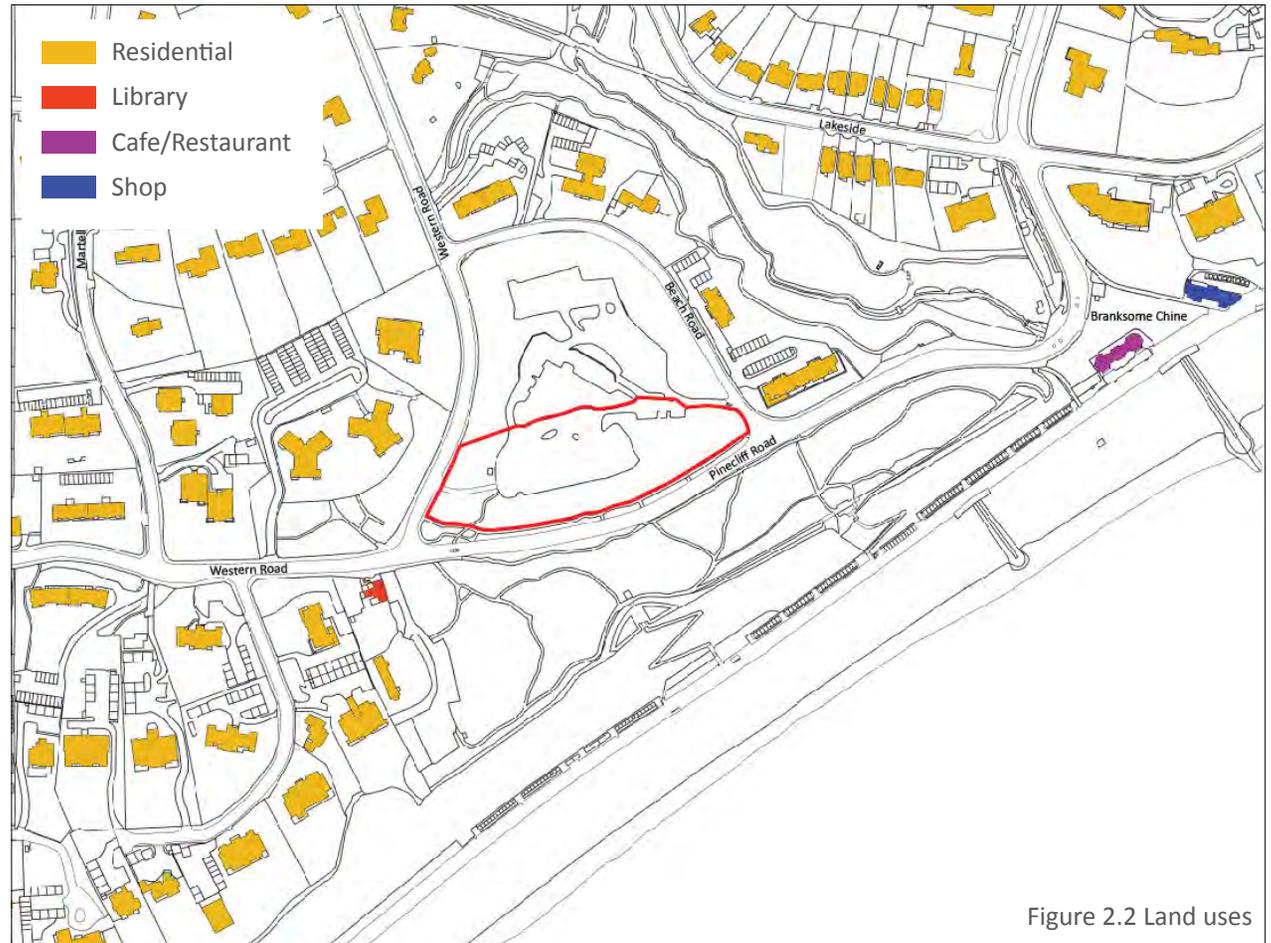


Figure 2.2 Land uses

2.4 Pattern of development

The existing pattern of development is one of large buildings in spacious plots, that are typically of at least 0.3 hectares. The substantial properties are well spaced and the plots heavily landscaped, with an abundance of mature trees creating a strong sylvan character. Buildings typically front the road, with parking to the rear or side of the building. Given the amount of landscaping in the area buildings are usually glimpsed through vegetation or along driveways. A wide range of architectural styles exist and no prevalent style dominates.

The majority of buildings in Beach Road and this section of Western Road are four storey's high, see figure 2.3. However, heights do vary between two and seven storeys and Branksome Court, immediately to the west of the site, is seven storeys. An important characteristic is derived from the building heights typically being lower than surrounding trees, allowing the landscaping to dominate. Development on the site will need to respect this established pattern of development.



Figure 2.3 Heights

2.5 Heritage

The site is within close proximity of a number of heritage assets, figure 2.4. The Pinecliff Walk woodland to the south of the site, and the Chine to the east, both fall within the Branksome Park and Chine Gardens Conservation Area. In addition, Canford Cliffs Library on Western Road and the restaurant/cafe building at Branksome Chine are Locally Listed. The site itself was historically within the Beach Road Conservation Area, but the designation was removed following a boundary review in 2014.

Providing development respects the established pattern of development in the area then it is not anticipated that there would be any adverse impact on heritage assets.



Figure 2.4 Heritage assets

2.6 Topography

The area of the site currently laid out as parking is relatively flat with the land falling steeply away to the north, east and south-east, figure 2.5. Given the relatively flat nature of the site it is not considered that the topography will place any constraints on development. The remaining car park to the north of the site consists of a series of terraces cut into the slope connected by vehicle ramps.

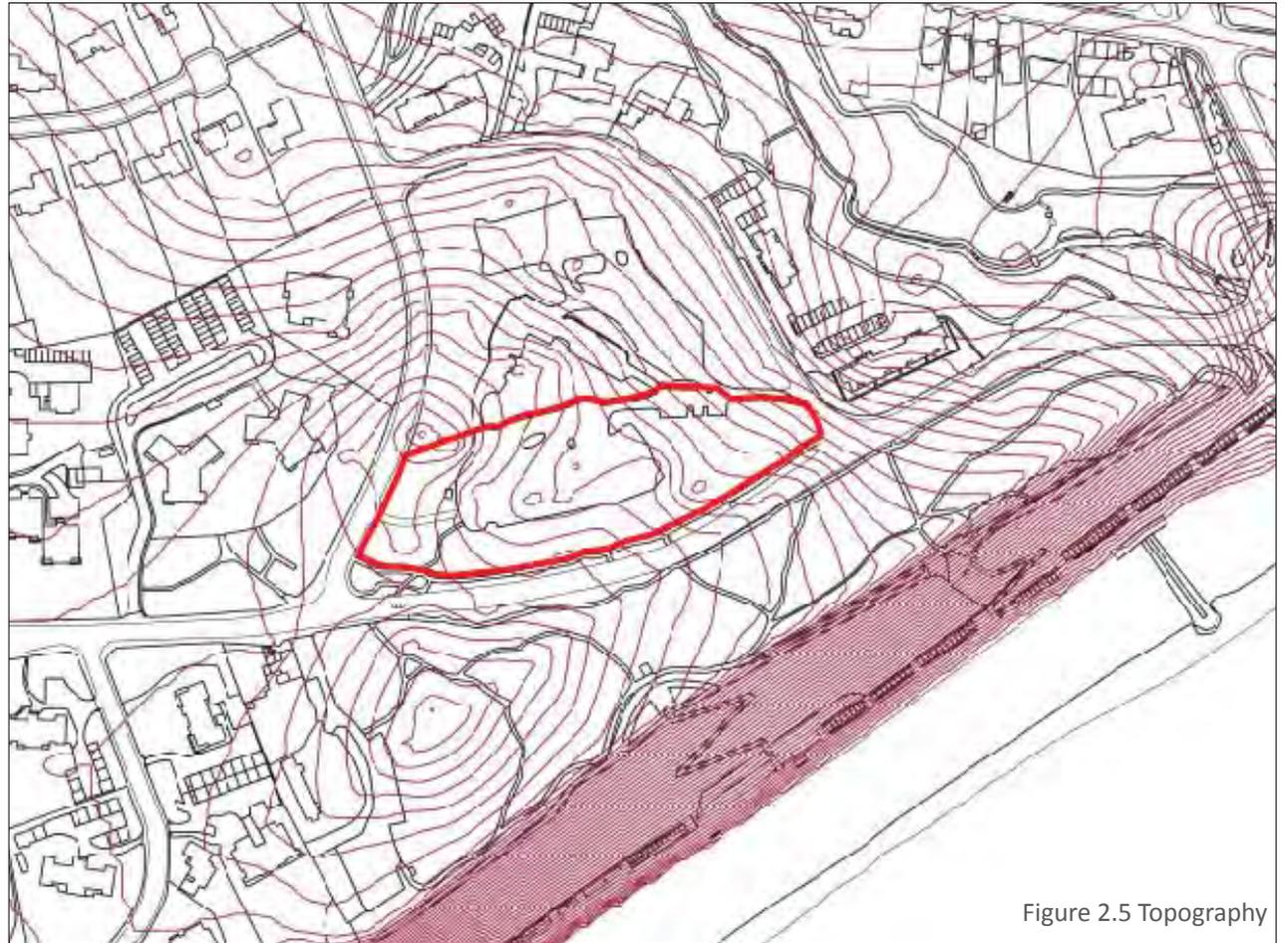


Figure 2.5 Topography

2.7 Transportation and access

The site is in an accessible location, being 500 metres away (less than a 10 minute walk) from the local shops and services in Haven Road at Canford Cliffs Village. The Canford Cliffs library is only 75 metres away from the existing entrance to the site, on Western Road. The seafront is less than 150 metres away and the beach facilities at Branksome Chine are located 300m to the east.

A bus route runs along Pinecliff Road / Western Road, the nearest bus stop being some 300 metres to the east of the site. The current no.50 bus service runs

past the site along Pinecliff Road from Bournemouth station to Swanage via Canford Cliffs Village. The service runs daily on an hourly basis during school term time and half-hourly during school holidays (including weekends and bank holidays). In addition, the no. 52 Poole to Sandbanks service stops in Canford Cliffs Village.

The site forms part of a public car park which is currently operated on a one way basis with access from Western Road on the west of the site and egress from the eastern side of the site onto Beach Road. Neither vehicular route currently has a footway for pedestrians and a separate dedicated pedestrian route provides

access southwards onto Pinecliff Road. Historically access and egress has been achieved from the existing egress on Beach Road, however access into the car park was removed, making it exit only, due to safety reasons.

Vehicular and pedestrian access and egress arrangements need to be devised to serve the new development and the remaining car park area. This is discussed further in section 3.4.



View of existing access off Western Road



Existing car park entrance off Western Road



View of existing exit from Beach Road

2.8 Trees

The site is surrounded by trees and vegetation and also includes some isolated trees within the parking area. A tree survey has been completed and identified that the majority of the trees on the site are Category B Trees of moderate quality which it is preferable to retain.

2.9 Ecology and biodiversity

A biodiversity assessment report has also been completed. The report notes that the site is close to the Poole and Bay Cliffs SSSI; and the Luscombe Valley SSSI and concludes that the site is used by nesting birds and roosting, feeding and commuting bats. It is therefore recommended that the majority of the woodland should be retained, both the tree canopy and the shrub layer. The report specifically notes that trees with holes and splits should be retained for roosting bats.



The existing area of hard standing looking west



View west along Pinecliff Road



Existing route to the site exit



The existing area of hard standing looking east

2.10 Ground conditions

A ground investigation report has been prepared. The report found that the solid geology beneath the site comprises River Terrace Deposits overlaying Branksome Sand Formation. The report notes that ground stability will not restrict development and that traditional foundations could be suitable if taken through any made ground into or onto the River Terrace Deposits or Branksome Foundation. This will however be dependent on the proposed structure and loading. The report highlights that a piled solution is likely to be more appropriate where higher column loads are anticipated.

Of significance was the presence PAHs (Polycyclic Aromatic Hydrocarbons) in the near surface soils. The concentrations of PAHs exceed the assessment criteria for residential land use with plant uptake, therefore some form of remedial measures such as a cover system is likely to be required. When a planning application is submitted details of the contamination and proposed mitigation will need to be provided.

The site overlies a Secondary A aquifer, but is outside of any Source Protection Zone (SPZ).

2.11 Drainage and flood risk

The site is situated outside of either Flood Risk Zone 2 or 3 and therefore has a low risk of flooding as a result of fluvial or coastal inundation. However, the open areas of hardsurfaced car parking have the potential to give rise to surface water run-off. Currently the surface water appears to discharge into the woodland that surrounds the car parking areas and a surface water management plan will be required to accompany any future planning application.

2.12 Archaeology

There has been no known development on the site, other than the car park. A series of historical maps demonstrating this are provided in appendix A. There may however be some archaeology given the location of the site near to Branksome chine, as the chine would have allowed movement to and from the coast from pre-historic times up until the enclosure of Branksome Park. However, no evidence of archaeology was encountered when site boreholes were dug as part of the ground conditions investigation.

2.13 Other site information

A utilities search has taken place that shows that all main services are in the roads which bound the site. There is a Vodafone telecommunications mast currently located on the site, to the north of the access. The mast will be repositioned by the operator to reduce its visibility and visual impact from the development. Continued adhoc access to maintain the mast will be required.

2.14 Planning context

The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they expect them to be applied. The NPPF and planning law requires development to be assessed in accordance with the Development Plan unless material considerations dictate otherwise.

The development of the site is governed by policies within the adopted Borough of Poole Core Strategy 2009 and the Site Specific Allocations & Development Management Policies Development Plan Document (DPD) 2012. There are also a number of related Supplementary Planning Documents and Guidance, which are material considerations for future planning applications.

The Local Authority are currently in the process of undertaking a Local Plan review which seeks to update the existing policies in the Core Strategy and Site Specific Allocations and Development Management Policies, and combine them into one document. The Local Plan review has been subject of a number of consultation exercises.

The most recent consultation took place in summer 2016 and included Beach Road car park as a potential site to accommodate approximately 40 flats. There

were a number of responses specifically relating to the site. The majority of these comments related to the loss of public car parking. It is acknowledged that the car park has an important role in serving the seafront. The site covered by this Brief only relates to part of the car park with public car parking retained on the remaining area. Opportunities exist to reconfigure the remaining car park area to provide adequate public parking capacity.

A draft of the Local Plan is now being prepared and it is anticipated that Beach Road car park will be taken forward as a site allocation. The draft Local Plan will be subject to another period of public participation in the Spring/Summer of 2017 with the aim of submitting the Plan to the Secretary of State for examination later in 2017.

However, within an urban area, there is no policy reason why the re-development of this site cannot progress taking into account up to date evidence and existing policy.

National policy

The NPPF sets out the presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that local planning authorities should positively

seek opportunities to meet the development needs of their area. As part of the decision making process, development proposals that accord with the development plan should be approved without delay. There are a number of specific sections of the NPPF which are particularly relevant to the development of the site include Section 4 Promoting sustainable transport, Section 6 Delivering a wide choice of high quality homes, Section 7 Requiring good design and Section 8 Promoting healthy communities. The policies included within these sections of the NPPF have shaped the content of this Brief.

Existing local policy

No current site specific policies currently exist for the site. However, a number of the generic policies are relevant including:

Core Strategy Policies

- Policy PCS 5: Broad Locations For Residential Development
- Policy PCS 6: Affordable Housing
- Policy PCS 15: Access and movement
- Policy PCS 23: Local distinctiveness

Site Specific & Development Management Policies

- DM 1: Design
- DM 2: Heritage Assets

- DM 7: Accessibility and Safety
- DM 8: Demand Management
- DM 9: Green Infrastructure and Biodiversity

These are set out in full at in Appendix B. The most relevant aspects of these policies are discussed below. In addition, there are also a number of Supplementary Planning Documents which are relevant to the site, including:

- Borough of Poole Parking and Highway Layout in Development 2011
- Sustaining Poole's Seafront 2015

The relevant aspects of the documents are also discussed below.

Flat development

PCS 5 considers that outside of the town centre, local centres, and areas well served by public transport and a range of facilities flats will only be permitted in streets or parts of streets where flats predominate. In this case of numerous other blocks of flats exist in the vicinity of the site, figure 2.6 and therefore it considered that the site is located in an area where flats predominate. A scheme for flats would therefore be acceptable to the Local Planning Authority in principle.

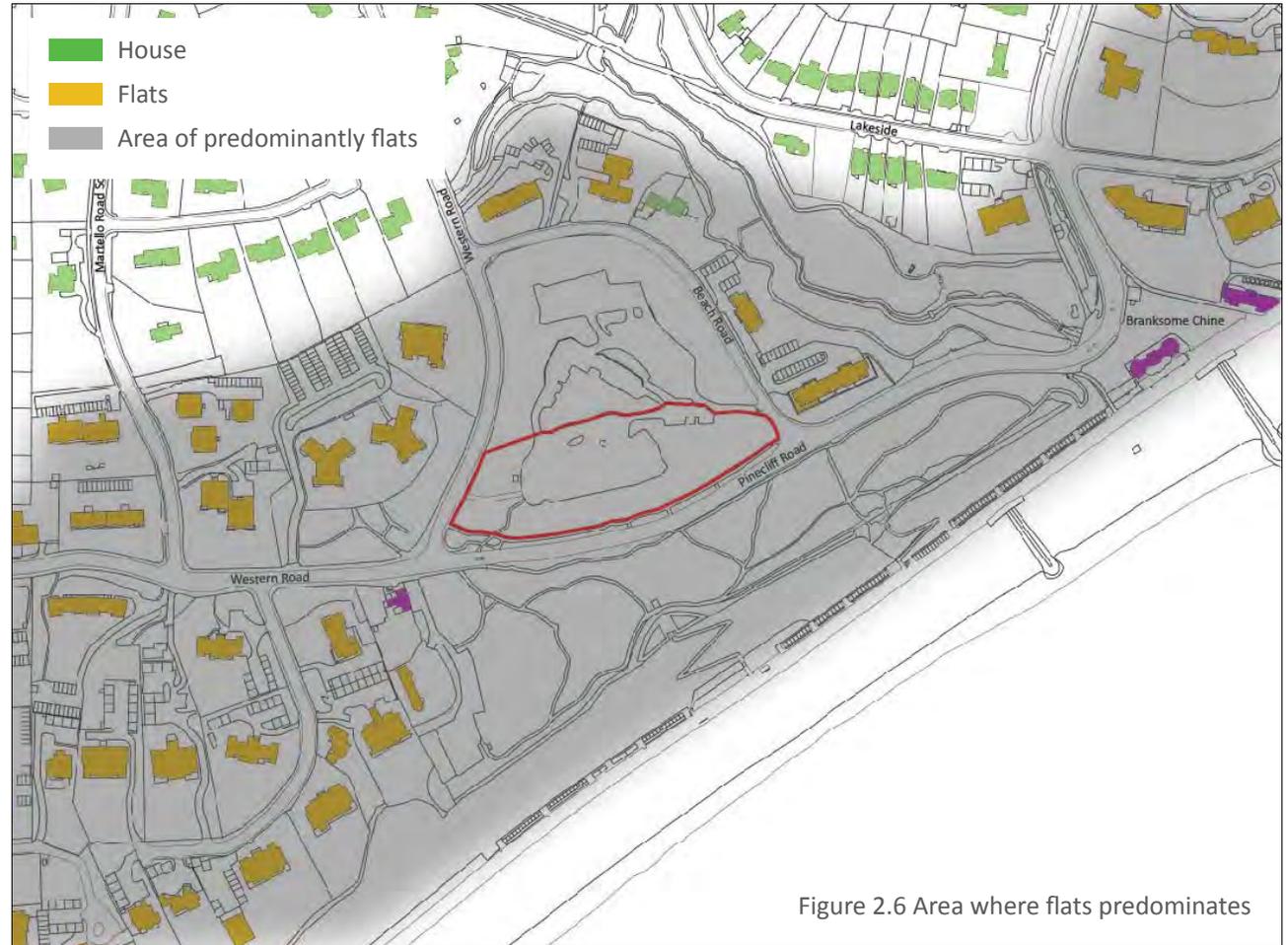


Figure 2.6 Area where flats predominates

Design

PCS 5 states that the design of new flats must contribute positively to the overall character of the area and this is reinforced by PCS 23 and DM 1. The policies set out how the design of buildings should contribute positively to those attributes of a particular street which distinguish it, including building materials, height, roof form, fenestration, site coverage, car parking arrangements, spacing of buildings, retention of front and rear gardens, tree cover and other vegetation. The existing pattern of development is described in Section 2.0 of this Brief and Section 3.0 provides more detail on how an appropriate form of development which respects the established pattern of development this can be achieved on the Beach Road site.

Affordable housing

PCS6 sets out Poole's affordable housing policy, this has in part been superseded by the National Planning Practice Guidance. The current national guidance states that affordable housing will be sought on all developments of 11 or more units or where the gross floor area exceeds 1000 sqm. It is anticipated that the number of units on the Beach Road site will exceed this threshold and therefore development of the site will be expected to satisfy the requirement of PCS6 in relation to provision of affordable housing.

Open space

The car park is currently designated as Public Open Space on the Local Plan proposals map. However, public open space is usually considered to be open amenity areas that require protection to support functional recreation and leisure activities. In this case, the site is a car park with a different overall function and therefore is not considered to have significant recreation or leisure value, which raises questions over its continued status as designated public open space. It is also noted that the majority of public car parks across the borough are not designated as public open space. In this case the existing area designated as open space contains areas of surface car parking which has extremely limited, if any, recreational value. These areas are used to park cars. Some of the surrounding woodland contains routes that can be used for recreational purposes but these are excluded from the development site.

Notwithstanding this, given its current designation Policy DM9 currently applies and will need to be considered as part of any planning application considered before the adoption of the new Local Plan. DM9 requires that where public open space is lost that replacement open space of an equivalent or greater area and value is provided in the same locality, unless the development is for essential community purpose.

In addition to DM9, given the site's status as a car park and low recreational value it is relevant to also consider the national policy approach to open space as set out in the NPPF as a material consideration in this case.

The NPPF sets out specific requirements for open space stating in paragraph 74 that existing open space should not be built on unless:

- An assessment has shown the open space is surplus to requirements; or
- The loss resulting from the development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

An assessment of open space has been undertaken for the whole Borough. This assessment forms part of the evidence base for the Local Plan review. The assessment demonstrates that Canford Cliffs ward contains 97 hectares of open space which is equivalent of 11.25 hectares per 1000 people. This significantly exceeds the Borough's open space standards of 5.2 hectares per 1000 people. The assessment also illustrates that in terms of distribution the large majority of properties in the ward are within 400m walking distance of an open space. The ward can therefore be considered to have a surplus of open space.

Due to the limited recreational value of the existing car park and the surplus of open space in Canford Cliffs ward it is considered that development of the site would be in accordance with Paragraph 74 of the NPPF. However, in addition to compliance with para 74 of the NPPF it will still be necessary for any future development proposal to endorse the aims of DM9 that seek to mitigate loss of public open space by securing significant new and enhanced areas of public open space as compensation. Any future planning application for the site will therefore be expected to be accompanied by landscape and public open space enhancement strategy that identifies how the development could enhance the recreational value of the site itself as well as deliver significant enhancements (such as through offsite contributions) to the areas of public open space in the immediate vicinity such as on land around Canford Cliffs library, Branksome Chine and the beaches to ensure that the Council can be satisfied that the provisions of both para 74 of the NPPF and DM9 are adequately met.

In summary, it is recognised that whilst designated as public open space its functional value in this regard is limited due to it being a car park. Given that there is a surplus of public open space in Canford Cliffs ward the Local Plan Review will regularise this and propose to remove the open space designation and re-allocate the land for an alternative use.

If, however, a planning application is made before the revised Local Plan is adopted the Local Planning Authority as decision takers on any proposal will consider both the provisions of NPPF Para 74 (that supports its redevelopment due to the current over provision of public open space in the locality) and the weight that can be given to the emerging Local Plan. It is anticipated that by the time an application is submitted the Local Plan will be relatively well advanced. This fact combined with the surplus of open space in the ward and provisions of the NPPF are likely to ensure the aims of DM9 are met, should an application be submitted in advance of the Local Plan being adopted.

Contributions

Residential development will be subject to a Community Infrastructure Levy. This site is currently in Zone A where the charging rate is currently £150 per square metre. The CIL charging rate is subject to change as part of the Local Plan Review. In addition, residential development in this location will be required to make a Heathland contribution for Strategic Access, Management and Monitoring. The current level of contribution is £355/house and £242/flat. An obligation will also be likely be sought to improve the value of surrounding public open space and to secure

improvement to the remaining area of public car parking. Other obligations may be sought depending on the nature and content of the proposal.

Parking

Parking provision in new development will be expected to have regard to the provisions set out in the Borough of Poole Parking and Highway Layout in Development Supplementary Planning Document 2011. In this area the current parking standard for flat development is between 1.3 to 2.3 parking spaces per unit depending upon the number of rooms within each unit. Each unit will also be expected to provide a space for bicycle parking.

The development should also incorporate measures to encourage sustainable transport choices such as walking, cycling and the use of public transport. Where appropriate, proposals for development will be backed up through Travel Plans which will contain a package of measures to reduce travel by car.

Seafront Strategy

The Sustaining Poole's Seafront Supplementary Planning Document highlights that the Beach Road car park is an important high season car park but one

which for much of the year has spare capacity. The document highlights that the provision for new housing could be accommodated providing half the existing parking area is retained as public car parking.

Site planning history

Aug 2014 Permission granted to install an equipment cabinet within telecommunications compound at Beach Road Car Park. APP/14/01100/TE.

May 2014 Prior approval granted to remove x3 antennas, then add x3 antennas, x 1 300mm dish and x1 cabinet with ancillary equipment at existing base station. APP/14/00620/TE

2006 Permission granted to erect a 20 metre pole with 6 antennas, 2 dishes, 2 equipment cabinets and associated equipment (total height 22.3m).P/14/00620/TE

3 Development principles

3.1 Land uses

The site is within a residential area and the surrounding properties are predominantly flats. The site therefore lends itself to the development of a residential scheme, which could include market flats, retirement, assisted living or care units. Given the predominance of flats in the surrounding area the provision of a flatted scheme would be in accordance with the existing local planning policy.

Indicative densities for this location set out in existing local planning policy are 30 – 50 dwellings per hectare. However, planning policy does allow for some change, either an increase or decrease, where the scheme design can demonstrate that this will not be detrimental to the area concerned in terms of its specific character, or its function and amenity.

Depending on the nature of the proposal other land uses may also be considered acceptable. The acceptability of other uses will depend on the requirements of relevant planning policy and the

requirements set out in this Brief. The council will use this period of public consultation to help establish if any alternative uses should be considered.

3.2 Trees and landscaping

A development proposal should aim to retain the majority of the trees and vegetation on the site, particularly that around the edge of the existing hard standing area. This landscaping plays an important function in creating a special character in the area and also contributes to biodiversity. It is acknowledged that the trees within the hard standing area may need to be removed to facilitate development, where trees are to be removed replacement planting will be required. The position of buildings should ensure structures are not located too close to trees. The root protection areas and crown spread will need to be taken into account along with future pressure to fell which could arise if the buildings are not positioned sensitively.

A full arboricultural assessment will be required to

support any future planning application. A more detailed ecological survey should also be carried out in association with any detailed development proposals. This should include adequate mitigation for any loss of habitat.

3.3 Layout

The tree report highlighted that the majority of trees on the site are Category B trees which should be retained. In addition, the Ecology report highlighted the importance of the trees and vegetation around the edge of the site for biodiversity. The established pattern of development is one of substantial buildings in landscaped plots. Given the character of the area along with the findings of the tree and ecological reports the mature trees and landscaping around the edge of the site will need to be retained, and the developable area will be limited to that of the existing hard standing, which equates to approximately 0.27 hectares.

To accord with local planning policy development will need to respect the established pattern of development of a large building(s) set within a landscaped setting.

A proposal for one block or two individual blocks within the existing area of hard standing could be supported, providing the overall scale and design quality are suitable. Two illustrative layouts are shown in figures 3.1 and 3.2 showing how a building(s) could be positioned on the site. In the first example a single building is positioned to the front of the site with surface parking to the rear. In the second example two buildings are positioned to the front of the site with basement parking provided. This results in a better landscaped setting for the building. However, basement parking will increase build costs and would need to be designed to ensure that the surrounding trees can be retained.

If the isolated trees within the hard surfaced area need to be removed to facilitate development replacement planting around the edges of the site will be required.



Figure 3.1 Layout with one building and surface parking

3.4 Access and movement

Vehicular and pedestrian access and egress arrangements need to be devised to serve the new development and the remaining car park area. Separate access/egress should be provided for the proposed development and for the remaining car park.

Access/egress to the proposed development should be achieved from the existing access point in Western Road. Improvements will be needed to provide adequate width of access/egress, and to ensure adequate visibility. The improvements should also incorporate pedestrian footways.

A new access and/or exit will be needed for the remaining public car park area. A new access from Western Road is preferred. The location of the access will need to be subject to the consideration of trees, topography and road safety. The existing egress on Beach Road can be retained. It is however unlikely that a safe access into the remaining public car park can be achieved off Beach Road for road safety reasons.

A safe pedestrian route from the remaining public car park to the beach will need to be provided and this will



Figure 3.2 Layout with two buildings and underground parking

include ensuring that pedestrians can safely and easily cross Pinecliff Road. Legal agreements will be needed to ensure the necessary improvements to the remaining public car park are secured and/or contributions may be sought depending on how a future developer wishes to fulfil these requirements.

3.5 Height

The existing buildings in the area range from two to seven storey and are typically subservient to the surrounding trees. The trees surrounding the Beach Road site are in the region of 20m tall and as such it is anticipated that a building in the region of six storey would be appropriate. At this height the development would respect the established pattern of development of buildings subservient to the landscaping. Proposals for considerable taller buildings which extend up above the tree line are unlikely to be supported.

3.6 Design quality

The buildings will need to be of high quality and inclusive design. The design of buildings should respond positively to local character and history, and reflect the identity of the local surroundings and materials. This should not, however, prevent or discourage appropriate innovation. In this particular situation, buildings of good quality and attractive modern design could be appropriate. Development should take any opportunities available for improving the character and quality of the area and the way it functions.

Given the orientation of the site there is also the opportunity to incorporate energy saving design principles and micro generation installations as part of the design.

3.7 Quantum

It is anticipated that the development could yield between 5,500 sqm and 7,500 sq metres of gross floor space. Some space for communal areas and circulation will be required resulting in between 4,400 sqm to 6,000 sqm of net floor space. Table 3.1 illustrates the

	Nationally Described Space Standard (sq m)						
	1 bed flat		2 bed flat		3 bed flat		
National Standard	39	50	61	70	74	86	95
National Standard + 20%	47	60	73	84	89	103	114
No of units in 4,400sqm	117	92	75	66	62	53	48
No of units in 6,000sqm	128	100	82	71	67	58	53

Table 3.1 Potential quantum of units

potential number of units based on different floor areas for flats. The floor areas assumed have been taken from the national floorspace guidance produced by government with a mark up of 20% to reflect the larger floor areas which are more typical in the Canford Cliffs area.

It will be up for any future developer to prepare a viable proposal that they consider will be deliverable in the market. The precise mix and size of units will therefore vary depending on which developer brings forward the site. High level viable work indicates a scheme is likely to be between 40 and 70 units with a mix of two and three bed flats.

3.8 Parking

In this area the parking standard for flat development is between 1.3 to 2.3 car parking spaces per unit depending upon the number of rooms within each unit. A minimum of 1 secure and sheltered cycle space per unit will be required. Depending on the building layout and number of units proposed it may be possible to accommodate all the parking at ground level. This is however likely to result in a relatively large amount

of hard standing around the building. An alternative option would be to provide underground parking. Any basement parking would need to be sensitive to the tree protection areas but would result in a more attractive setting for the building.

3.9 Sustainable transport

The developer will be required to provide improvements to bus stops on Western Road. This will include relocating the east bound stop opposite the library closer to the development and providing an additional west bound stop on Pinecliff Road close to the Western Road junction. Each stop needs to be upgraded with accessible kerbs, a seat and real time information screens. The east bound stop will also require a bus shelter.

3.10 Ancillary structures

Bin, cycle or buggy storage that is to be provided will ideally be incorporated into one of the main buildings which forms part of the development. A proliferation of separate structures that are clearly visible from the road are unlikely to be considered acceptable. If separate structures are proposed these should be limited in number, set back into the site and screened with vegetation.

4 Next steps

4.1 Preparing an application

The Council is keen to positively engage with developers through the planning process. Therefore, before making a planning application developers/ applicants are strongly encouraged to undertake pre application discussions.

When submitting an application the Council's validation procedure will apply. This is available to view on the Council website www.poole.gov.uk/planning and lists the plans and additional information that will be required in order to assess a planning application. A Design and Access Statement will be required to accompany any application. This should explain the design thinking behind the proposal and how the principles set out in section 3.0 of this Brief have informed the development.

Applicants should also be aware that, depending on the nature of the proposal, a range of other requirements

and financial contributions may be required. These requirements can also be clarified as part of pre application discussions.

If you have any questions regarding the planning application process or the additional information that will be required to make an application please contact the planning customer services team on 01202 633331 or view the planning section of the Council website: www.poole.gov.uk/planning