

Planning Committee

Application Address	63 Boscombe Overcliff Drive
Proposal	Erection of a block of 7 flats with partial under croft car parking, modification of vehicular access and formation of parking spaces
Application Number	7-2019-27186
Applicant	Brownseabuild Ltd
Agent	Evans & Traves LLP
Date Application Valid	1 March 2019
Decision Due Date	25 April 2019
Extension of Time date (if applicable)	
Ward	Boscombe East Pre May 2019
Report Status	Public
Meeting Date	5 September 2019
Recommendation	Grant subject to conditions and signing a Section 106 Agreement
Reason for Referral to Planning Committee	Call-in by Councillor Andy Jones due to concern about loss of light and privacy to neighbouring properties at 4 Rotherfield Road and 61 Boscombe Overcliff Drive, and the proposal being out of keeping with neighbouring properties and therefore contrary to Policy CS41 of the Bournemouth Local Plan: Core Strategy (2012).
Case Officer	Julie Allington

Description of Development

1. Planning consent is sought for the erection of a block of 7 flats. The development would be over 5 floors with the lower ground floor being below ground level.
2. The proposal includes 2 flats on each of the ground, first and second floors, each with 2 bedrooms, and a 3 bedroom flat on the third floor.
3. The development also includes the provision of 6 surface level car parking spaces to the front of the site with the access sloping down into the site, and 2 parking spaces within private garages at lower ground floor level. There would also be an integral cycle store for 6 bicycles at lower ground floor level.
4. The applicant has provided the following information: Site plans, floor plans, elevations, supporting statement.

	Existing	Proposed
Length of building at longest point	10.5m	19.5m
Width at widest point	11.6m	10.5m
No of storeys	3 including accommodation within roof	5 including lower ground level
Distance from boundaries (at nearest point)	North (rear) 23.0m; East (side) 3.0m South (front) 14.2m; West (side) 17.2m	North (rear) 13.0m; East (side) 3.8m; South (front) 16.3m West (side) 1.2m
Car parking spaces	3	7
No. of residential units	1	7

Key Issues

5. The main considerations involved with this application are:
 - Impact on character and appearance of the area
 - Impact on neighbouring residents
 - Unit Mix and size
 - Trees
 - Parking
 - Cliff stability
6. These points will be discussed as well as other material considerations at paragraphs 21 to 71 below.

Planning Policies

Core Strategy (2012)

CS4: Surface Water Flooding
CS6: Delivering Sustainable Communities
CS16: Parking Standards
CS18: Increasing Opportunities for Cycling and Walking
CS22: New Housing Outside Preferred Locations
CS33: Heathland

District Wide Local Plan (2002)

Policy 6.10: Flats Development

Supplementary Planning Documents:

Dorset Heathlands Planning Framework SPD 2015
Residential Development: A Design Guide – PGN (2008)
Sustainable Urban Drainage Systems (SUDS) - PGN
Bournemouth Parking – SPD

The National Planning Policy Framework (2019)

Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF. The following chapters and paragraph are relevant to the proposed development.

Paragraph 127 requires that development should add to the overall quality of the area. Permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions (para 130).

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Relevant Planning Applications and Appeals:

7. None.

Representations

8. Site notices were posted in the vicinity of the site on 21/03/2019 with an expiry date for consultation of 10/04/2019.
9. Further notices were posted on 31/07/2019 advising local residents that amended plans had been received, inviting comments on the changes by 09/08/2019.
10. 7 letters of representation have been received from 4 addresses within the locality, raising objections. A further letter was received from the Bournemouth Civic Society.
11. The local ward Councillor also objected and submitted a request for the application to be heard by the Planning Committee.
12. The issues raised comprise the following:-
 - Design out of character

- Building line further forward on amended plan than original and is forward of neighbouring property
- Loss of light to neighbouring properties (4 Rotherfield and 61 Boscombe Road Overcliff Drive)
- Additional projection to the rear closer to 4 Rotherfield Road – oppressive and overshadowing impact
- Overbearing impact on no 61 due to length and height
- Overlooking/loss of privacy to neighbours
- Increased noise and disturbance from increased people and vehicles
- Concern about type of piling as other properties have been affected by sheet piling.

Consultations

- Urban Design Officer
13. The Urban Design Officer made no objection and commented the following about the proposed design:
- ‘The modern design and symmetrical nature of the proposal would be in keeping with a number of recently developed properties within the vicinity of the site. The frameless glass balustrades would contribute positively towards the clean and fuss-free appearance. The proposed bronze cladding could have a high quality appearance depending on the specific material chosen, and these details should be agreed by condition’.*
- Highways Officer
14. No objection as the development meets the Parking SPD standards for both car and cycle parking subject to conditions in relation to access, parking and garaging; and the cycle store.
- Trees Officer
15. The Tree Officer has raised no objections to the proposal subject to a condition requiring the tree protection measures stipulated in the Arboricultural Report to be put in place.
- Flood Management Officer
16. No objection raised
- Engineering Consultant
17. No objection raised subject to a condition requiring a Ground Investigation Report to be submitted and approved in writing prior to the commencement of development.

Constraints

- Cliff stability zone
- Trees
- Heathland 5km Consultation Zone

Planning Assessment

Site and Surroundings

18. The application site is located on the cliff top between Boscombe and Southbourne on Boscombe Overcliff Drive. This is a wide street with development to the north side of the road and more open aspects to the south which overlooks the cliffs down to the sea. The site is currently occupied by a fairly large dwellinghouse which is two storeys in height and has a hipped roof.
19. To the west of the site the neighbouring property (no. 61) is also two storeys, with a hipped roof form. This property has been converted to two self-contained flats. To the east of the site is a large block of 12 flats known as 'Purbeck Court' (no. 65-67). To the rear the site shares its boundary with 4 Rotherfield Road, a single storey bungalow.
20. The character of the cliff top is changing with a number of sites having been redeveloped to form blocks of flats. The majority of new developments here have a flat roof design with more modern materials and appearance.

Key Issues

Impact on character and appearance of the area

21. The application site is located within an established residential area of Bournemouth. Boscombe Overcliff Drive fronts the cliff with properties to the north only and open space above the cliffs to the south.
22. The character of the cliff top has changed significantly over recent years with many sites being redeveloped with modern flats developments. Consequently, the character is quite mixed with both traditional hipped roof properties 2 to 3 storeys in height (in use as a mix of single houses and flats) and more modern flat developments with flat roof designs, generally 4 storeys in height with an inset top storey.
23. The proposed development is of modern design with a flat roof. The proposal would provide 5 storeys with the lower storey being largely underground. The overall height of the development would be similar to the ridge height of the existing property, although the roof being flat, would be bulkier. To the west is a group of properties which are more traditional in design retaining a hipped roof form with eaves at two storey height. To the east is a large purpose-built block of flats with a hipped roof form which dates back to the late 1950s. This neighbouring building is three storeys in height with a hipped roof above.
24. Whilst a flat roof design is not in keeping with the properties immediately adjacent to the application site, it is considered to be characteristic when looking at the wider context of the cliff top. The height of the proposed development is slightly below the height of number 61 and similar to that of 59 and 65.

25. The top floor would be stepped in by 1.1m from each side of the property to the front and rear with a small section of building projecting out to the side within the middle section of the building to the right (east) side. This stepping in reduces the bulk of the building at top floor level. A change in materials to a darker colour at this level will also help this part of the development to sit more comfortably alongside the more traditional roof forms.
26. The existing property has a small landscaped area immediately in front of the house with a large area of hard surfacing to the front of the site providing 3 parking spaces. The proposed development would provide 6 surface level parking spaces with 2 additional spaces within the lower ground floor. The use of underground parking as proposed is characteristic of more recent development along the cliff top. The surface level parking would remain hidden due to the drop in level and the proposal to retain a boundary wall. There is also existing soft landscaping in front of the boundary and this would be retained/ added to as part of the proposal to ensure a good screen to the frontage.
27. It is considered that the design of the proposed development is in keeping with the changing character of the cliff top and would not result in a harmful impact on the appearance of the existing street scene. Therefore, the proposal is considered to meet the aims of Policy CS41 of the Bournemouth Local Plan: Core Strategy and the NPPF.

Impact on neighbouring residents

28. Concern has been raised by neighbouring residents in relation to the scale of the proposal having an oppressive and overbearing impact; overlooking and loss of light.

61 Boscombe Overcliff Drive

29. This property is a dwellinghouse of similar scale and style to the existing property on the application site. It is currently in use as two flats, one at ground floor level and a maisonette at first and second floor level. The part of the property that is nearest to the application site is shorter than its main rear building line. The property also has a garage adjacent to the site boundary and the rear garden area is hard surfaced. Another garage is located to the northwest corner of the site adjacent to the rear boundary. The existing property on the application site does is shorter than and does not project as far into the site as this neighbouring property.
30. The scheme has been amended from the original plans to significantly reduce the bulk of the building at the rear. This has been achieved by reducing the rear projection significantly, reducing the height of the building beyond the main rear building line to three storeys and stepping it in by 1.2m, and by stepping in the top floor by 1.1m.
31. The proposed development would project 2.95m beyond the main rear building line of this property and 5.4m beyond the nearest part of the property. A gap of 4m is retained between the buildings which is slightly wider than the existing building. Whilst the development would project beyond this neighbouring property, the existing garage located adjacent to the boundary would reduce the impact when viewed from the main part of the garden area.
32. It is considered that proposed reduction in bulk and projection to the rear has significantly reduced the impact of the development on this neighbouring property. There are no windows on the facing section of the rear part of this neighbouring property and it is considered that the separation distance and use of a light coloured render will also help to ensure that the development would not result in an unduly oppressive or overbearing impact.

33. The facing side elevation of the proposed development would have only high level, obscure glazed windows and therefore would not result in any harmful overlooking.
34. Concern has been raised about the projection forward of the building line of the proposed development and the impact this would have on this property. The proposed development would project 1.7m forward of this property at the nearest point, with a staggered frontage projecting 3.6m at the centre of the development. With the separation distance of 4m between the two properties as the angled front it is not considered that the development would result in an oppressive relationship. Whilst there may be minimal impact in terms of loss of sunlight in the early part of the morning, the front elevation is south facing and would have good light for the majority of the day. Staggered frontages like this are characteristic on the cliff top and it is not considered that the development would result in a significant loss of light that would be detrimentally harmful to the existing amenity enjoyed by this property.
35. Concern was raised regarding overlooking to this property. From the site visit the case officer was particularly concerned about the projecting bay window in the centre of this neighbouring property which is used regularly by the occupants for sitting, with a coffee table and two chairs within the bay. The design of the proposed scheme has been changed to remove windows to the front corner of the development and obscure glaze windows to the side elevation. The proposed balconies at first and second floors would have solid walls projecting 0.6m beyond the building to the front of the balcony with the balconies angled so that overlooking to the neighbour's windows and balcony would be avoided. The top floor balcony would have an obscure glazed side screen and angles frontage in a similar manner.
36. It is considered that the amendments to the design would ensure that there would be no harmful overlooking to this property.

Purbeck Court, 65-67 Boscombe Overcliff Drive

37. This is a purpose built block of flats built in the late 1950s. There are a number of windows to the facing side elevation. The proposed development would be 6.9m from this neighbouring property, approximately 0.8m further than the existing property. The relationship of the development would be similar in terms of proximity to this development. It is considered that the separation distance would ensure no harmful oppressive or overbearing impact on these windows.
38. The proposed development includes only high level and obscure glazed windows to the facing side elevation preventing direct overlooking. The balconies have the same design to this (east) side of the development as those to the west and are therefore not considered to result in overlooking due to the angled design, solid walls at first and second floor and obscure glazed screens at third floor.
39. The development is therefore not considered to result in any harmful impact on the amenities of this neighbouring property.

4 Rotherfield Road

40. Concern has been raised by residents at this property about the development having an oppressive relationship, overshadowing and overlooking the property.

41. The amended plans improve the relationship of the development with this property as they reduce the extent of projection by 3.3m, and reduce the bulk and height of the rear section of the building. The proposed development would retain a gap of over 32 m from the rear elevation of the existing bungalow and a gap of 29.5m from the rear of the recently approved extension at this property.
42. The Council's guidance document 'Residential Development: A Design Guide sets out minimum distances for new residential development. The guide states that for developments of three storeys or more with rear facing living rooms, a gap of at least 25.0m should be retained. It is considered that the separation distance proposed would ensure no harmful oppressive or overbearing impact on this property and there would not be overshadowing.
43. The proposed development has been amended to reduce the amount of glazing to the rear elevation significantly and to remove rear facing balconies. The proposal now includes only windows to the far sides of the rear elevation at first, second and third floors, with obscure glazed high level windows to the central part of the elevation. It is considered that the distance from the boundary (between 16.2 and 18.5m) would ensure no harmful overlooking.
44. It is therefore not considered that the proposed development would have a detrimental impact on the amenities of this property.

Unit mix and size

45. The proposed development would provide a mix of 2 and 3 bed units. The 'Technical housing standards – nationally described space standard' document produced by Central Government sets out internal floor areas for different types of dwellings that are considered to be acceptable. Whilst the Local Planning Authority have not adopted the space standards, they provide guidance on the amount of floor space that we should be looking for with new dwellings, and where development falls far short of these amounts, it suggests that the living conditions for future occupiers would not be acceptable.
46. The table below shows the floor space proposed compared with the technical standards and demonstrates that the application would meet the standards as advised.

	Proposed Floor Space	Technical guidance
Flat 1 (2 bed 3 persons)	75.2 sq m	70
Flat 2 (2 bed 3 persons)	78 sq m	70
Flat 3 (2 bed 3 persons)	75.2 sq m	70
Flat 4 (2 bed 3 persons)	78 sq m	70
Flat 5 (2 bed 3 persons)	75.2 sq m	70
Flat 6 (2 bed 3 persons)	78 sq m	70
Flat 7 (3 bed 5 persons)	103.5 sq m	86

47. The proposed units would therefore meet the minimum floor space standards

Trees

48. Tree Preservation (TPO) ref 1224/2019 covers trees within this site and the surrounding area. Two of these trees are relevant to and could be affected by the proposed development. These are a Sycamore tree (T2) against the rear boundary and an Oak (T1) within the garden of the adjacent property (61 Boscombe Overcliff Drive). There is also a Holm Oak (T3) which is not covered by the TPO but is within the neighbour's garden and could be affected by the proposal. The Arboricultural Impact Assessment notes that this tree is in poor condition.
49. The Arboricultural Consultant has noted that the existing dwelling is not within the root protection areas (RPAs) of any of the trees. The garage which is to be demolished is partly within the RPA of the Sycamore (T2) but special measures are proposed in relation to the removal of this structure which would protect the tree roots. This area of the site will be returned to open ground and landscaped which will be of benefit to the tree.
50. The footprint of the proposed flats would not be within close proximity of the trees or affect the RPAs.
51. Temporary protective fencing is proposed to be put in place prior to any demolition works commencing across the rear part of the site to ensure Trees T1 and T2 are adequately protected. These fences would be retained until the development has been completed to ensure no damage due to access or storage of construction materials/equipment.
52. The Holm Oak (T3) is noted as being poor quality. Whilst the development would be within the theoretical Root Protection Area of the tree, it is in very poor condition and has a very short safe useful life expectancy, and therefore it is not considered by the Arboricultural Consultant or the Council's Tree Officer that it warrants special protection.

Parking

53. The proposed development includes 6 unallocated surface parking spaces and 2 parking spaces within private garages.
54. The application site is within Parking Zone 3 of the Bournemouth Parking SPD. The document states that parking should be provided at the ratio detailed below:

Number of habitable rooms	With unallocated parking	With allocated parking
2	1	1.2
3	1.4	1.5

55. The proposal includes 6 x 2 bedroom flats, 5 of which would be provided with unallocated parking and 1 with allocated parking within a garage. The penthouse flat (3 bedroom) would also have an allocated parking space within a garage. The parking ratio required for this development is as below:

5 x 1	= 5
1 x 1.2	= 1.2
1 x 1.5	= 1.5
Total	= 7.7

56. The development includes 8 parking spaces (2 within garages and 6 unallocated) and therefore meets the requirements of the SPD in terms of numbers.
57. An integral cycle store is proposed at lower ground floor level for 6 cycles. The store would provide Sheffield stands and is considered to meet the requirements of the Parking SPD.
58. Amendments were sought to the plans in relation to increasing the width of some of the parking spaces, increasing the width of the manoeuvring aisle and amending the gradient of the access to the underground parking to meet disability requirements. The revised plans have addressed these concerns and the Highway Officer raises no objections subject to a number of conditions which have been included within this report.

Cliff Stability

59. The Engineering Consultant has advised that he is satisfied from the information provided that there would be a low risk of cliff instability in relation to loadings from the construction of the development proposed due to the distance of the development from the cliff crest, which is in the order of 80m.
60. He also commented that soakaways and the discharge of surface water into the surrounding ground should not be permitted due to the sensitivity of the cliff frontage to elevated ground waters
61. He has requested that a site specific Ground Investigation should be undertaken to inform the underlying geology and to inform substructure design and that a geotechnical risk register be developed and maintained as a live document throughout the detailed design stage and construction process. A condition has been attached requiring these details.

Heathland Mitigation

70. The site is within 5km of a designated Dorset Heathlands SPA (Special Protection Area) and Ramsar Site, and part of the Dorset Heaths candidate SAC (Special Area of Conservation) which covers the whole of Bournemouth. As such, the determination of any application for an additional dwelling(s) resulting in increased population and domestic animals should be undertaken with regard to the requirements of the Habitat Regulations 1994. It is considered that an appropriate assessment could not clearly demonstrate that there would not be an adverse effect on the integrity of the sites, particularly its effect upon bird and reptile habitats within the SSSI.
71. Therefore as of 17th January 2007 all applications received for additional residential accommodation within the borough is subject to a financial contribution towards mitigation measures towards the designated sites. A capital contribution is therefore required and in this instance is £1694.00, plus a £75.00 administration fee. A signed legal agreement would be required to secure this contribution.

Community Infrastructure Levy (CIL)

72. As the proposal would include an increase in floorspace, a contribution toward CIL is required.

Summary

73. It is considered that:

- The proposal seeks development in an urban sustainable area, re-using a previously developed brownfield site
- The proposal results in the replacement of the existing dwelling with a development that provides a net gain of 6 residential units (7 in total)
- The design of the development is considered to be in keeping with the changing character of the cliff top
- The proposals include the provision of 8 parking spaces which is considered to be adequate and in accordance with Bournemouth Parking SPD
- The proposal would not result in any harm to the trees protected by a Tree Preservation Order
- The development is not considered to result in a detrimental impact on neighbouring properties in terms of being overbearing or overshadowing impact or result in harmful overlooking.

Planning Balance

74. The proposed development would provide an additional 6 units of accommodation on an existing brownfield site.
75. With the amendments to the design and reduction in bulk and scale it is considered that the development would be in keeping with the character of the area and would not result in a detrimental impact on neighbouring properties.
76. Therefore, subject to the conditions outlined below and the Section 106 Agreement in relation to Heathlands mitigation, the proposals are considered to be acceptable.
77. Therefore, having considered the appropriate development plan policy and other material considerations, including the NPPF, it is considered that subject to compliance with the conditions attached to this permission, the development would be in accordance with the Development Plan, would not materially harm the character or appearance of the area or the amenities of neighbouring and proposed occupiers and would be acceptable in terms of traffic safety and convenience. The Development Plan Policies considered in reaching this decision are set out above.

Recommendation

78. **GRANT permission with the following conditions, which are subject to alteration/addition by the Head of Planning Services provided any alteration/addition does not go to the core of the decision and the completion of a Section 106 agreement with the following terms:**

Section 106 terms:

Heathland mitigation: £1694.00
Administration fee: £75.00

Conditions:

1. Development to be carried out in accordance with plans as listed

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

- 2019-04-21 Rev C - Location, Site and Block Plan
- 2019-04-22 Rev D - Proposed Lower Ground Floor, Upper Ground Floor and First Floor Plans
- 2019-04-23 Rev D - Proposed Second Floor, Third Floor and Roof Plan
- 2019-04-24 Rev F - Proposed Elevations and Street Scene
- 2019-04-25 - Existing Floor Plans and Elevations
- 2019-04-26 - Bin Store Details
- 2019-04-27 Rev A - SUDS Plan

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

2. Ground Investigation Report

Prior to commencement of the development hereby approved a ground investigation will be carried out at the site and a factual and interpretative report on the investigation shall be submitted and approved in writing by the local planning authority.

The ground investigation shall include sufficient data to establish ground conditions beneath the site to give a full profile of materials beneath the proposed structure. Ground investigation, interpretation and design shall be undertaken in accordance with relevant British Standards.

The submission shall include a detailed assessment and recommendations for construction where the development imposes on the current slopes. This will comprise a full stability study to assess the risk for potential instability and any mitigation works required to accommodate the proposed works and recommendations for the design of retaining walls for the lower ground level and foundations.

The development shall be carried out in accordance with the recommendations and details of the approved report.

Reason: To ensure that the development is carried out safely in the public interest and in accordance with best practice.

3. Prior Approval of Materials

Details/samples of the render; cladding; external material of the top floor; fenestration types; obscure glazing, doors; balustrades; pergola; and any other materials to be used in the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any superstructure works on site. Development shall be carried out in accordance with the approved details.

Reason: To maintain the character and appearance of the building and to ensure a satisfactory visual relationship between the existing and the new development in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

4. Windows in side elevations to be glazed with obscure glass, high level and non opening

All of the proposed windows in the east and west side elevations of the building shall be glazed with obscure glass to a level equivalent to Pilkington Level 3 or above (or the nearest equivalent standard), high level (minimum 1.75m above floor level) and fixed shut and shall be permanently retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenity and privacy of adjoining properties and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

5. Privacy Screens

The proposed third floor balconies on the front elevation shall be provided with 1.8m high privacy screens in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The privacy screens shall be sited on the outer sides (east and west) elevations facing before the development hereby approved is first occupied in full or in part and thereafter maintained and retained for that purpose.

Reason: To protect the privacy of occupiers of the adjoining dwelling in accordance with Policy 6.10 of the District Wide Local Plan and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

6. Hard Landscaping residential infill

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of hard landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. The details should include where appropriate:

Proposed finished levels; Layout of car parking space(s); Surfacing materials; External fixtures e.g. lighting; bollards; Vehicle and pedestrian access and circulation.

The approved hard landscape scheme shall be implemented in full prior to occupation or use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development includes a properly designed and suitably landscaped amenity area in the interests of visual amenity and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

7. Soft Landscaping - residential infill

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of soft landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. The details should include where appropriate:

Planting plans; Schedule of plants; Implementation timetable. The approved soft landscape scheme shall be implemented in full prior to occupation or use of the development

commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development includes a properly designed and suitably landscaped amenity area in the interests of visual amenity and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

8. Landscape Maintenance

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of a landscape maintenance plan for a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the arrangements for its implementation. The landscape management plan shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development includes a long-term management plan for the landscaped areas in the interests of visual amenity and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

9. Implementation of proposed protection measures within the approved Arboricultural Impact Assessment

The tree protection measures as detailed in the arboricultural impact statement (ref D1936AIAL1) dated 26.06.19 and prepared by Alderwood Consultancy Limited and shown on the plan AC1 'Tree Protection Plan for Arboricultural Impact Assessment' shall be implemented in full and in accordance with the approved timetable and maintained and supervised until completion of the development.

Reason: To ensure that trees and other vegetation to be retained are not damaged during construction works and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002).

10. Boundary Treatment

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, details of boundary treatment shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a plan showing: the positions, height, design, and materials. The approved boundary treatment scheme shall be implemented in full prior to occupation or use of the development commencing and permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and privacy and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

11. Parking to remain unallocated

All residential car parking spaces (spaces number 1-6 but excluding garage spaces) shown on the approved plans shall be made available for any resident of the development and persons visiting the residents of the development, and shall remain unallocated to any specific residence for the lifetime of the development

Reason: In the interests of highway safety and in accordance with Policies CS16 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

12. Cycle store to be erected prior to occupation

Before the occupation of any part of the development hereby approved, the cycle store shall be erected as shown on the approved plans and thereafter retained, maintained and kept available for the occupants of the development at all times.

Reason: To promote alternative modes of transport and in the interests of amenity in accordance with Policies CS18 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

13. Provision of a Refuse Management Plan

The development hereby permitted shall not be occupied until a Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include: details of the management company to be set up; the employment of a private contractor to collect the refuse; measures to be taken if no private contractor is available at any time in the future (such as the employment of a person or persons to ensure bins are wheeled to the collection point); and that bins will not be stored in the open or at the collection point apart from on the day of collection.

The refuse management plan shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the proposed development includes a long-term management plan for the collection of refuse in the interests of visual and residential amenities, and to accord with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

14. Closure & Reinstatement of Existing Access

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) there shall be no vehicular or pedestrian access to or from the site other than that proposed, as shown on the approved plan. All existing and previously existing access(es) to the site shall be closed, the footway and verge reinstated to the specification and satisfaction of the Local Planning Authority prior to occupation of any part of the development.

Reason: In the interests of highway safety and in accordance with Policy CS14 of the Bournemouth Local Plan: Core Strategy (October 2012).

15. Informative Note: No storage of materials on footway/highway

The applicant is advised that there should be no storage of any equipment, machinery or materials on the footway/highway this includes verges and/or shrub borders or beneath the crown spread of Council owned trees.

16. Informative Note: Highway and Surface Water/Loose Material

The applicant is advised that in order to avoid contravention of highways legislation, provision shall be made in the design of the access/drive to ensure that no surface water or loose material drains/spills directly from the site onto the highway.

17. Informative Note: Consent from Highways Authority required for new vehicular access

The new vehicular access will involve works which affect the highway and/or its verge. Before commencing such works, you must obtain the separate consent of the Highways Authority. Please contact: The Service Director, Environmental Services, Town Hall Annexe, St Stephen's Road, Bournemouth BH2 6EA, or alternatively a Section 171 (Highways Act 1980) licence application form for the new access is available on the council's website (www.bcpCouncil.gov.uk).

Background Documents:

Case File – ref 7-2019-27186

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

Case Officer: Julie Allington