

PLANNING COMMITTEE



Application Address	39 & 39A Queens Park Avenue, Bournemouth, BH8 9LH
Proposal	Erection of a block of five flats with parking, refuse facilities and integral bike store
Application Number	7-2019-2983-I
Applicant	H B Holdings Ltd
Agent	Aspire Architects Ltd
Date Application Valid	11 June 2019
Decision Due Date	5 August 2019
Extension of Time Date (if applicable)	31 October 2019
Ward	Queen's Park
Report status	Public
Meeting date	3 October 2019
Recommendation	Grant in line with the recommendation below
Reason for Referral to Planning Committee	<p>Call in by Councillor Mark Anderson:</p> <ol style="list-style-type: none"> 1) Intensification of Access to Highways 2) Parking on Highway 3) Overlooking Bedroom 2 Unit 3 from 41 Queen's Park Ave 4) Highway officers report: <ol style="list-style-type: none"> a. Inadequate cycle Parking contrary to policy CS18 b. Insufficient parking spaces
Case Officer	Charles Raven

Description of Development

1. Planning consent is sought for Erection of a block of five flats with parking, refuse facilities and integral bike store.
2. The applicant has provided the following information:

	Existing	Pre-app	Originally Proposed	Currently Proposed
Number of dwellings	2	2 plus 7	2 plus 6	2 plus 5
Number of parking spaces	6	8	7	8
Maximum height of proposed building	n/a	11.7m	10m	9.6m
Minimum distance to closest boundary	n/a	1m	1m	1m
Minimum distance to Queens Park Ave	n/a		24m	24m
Cycle parking	n/a	None	7 external	6 integral

3. As can be seen from the table above, the scheme has been the subject of pre-application discussions as well as further revisions during the planning application period. The amendments can be summarised as:
 - Reduction in number of flats from 7 at pre-app to 5;
 - Increase in parking provision per unit;
 - Reduction in height of the building;
 - Lowering of eaves;
 - Removal of front gable in favour of a hipped roof;
 - Provision of integral cycle store;
 - Removal of rear blank dormer;
 - Increased separation distance from windows to existing rear dwellings;
 - Internal reconfiguration to mitigate impacts on future occupiers;
 - Revised bin storage arrangements for existing and proposed units;
 - Provision of acceptable scheme to deal with surface water drainage.

Key Issues

4. The main considerations involved with this application are:

Impact on character and appearance of the area;
Impact on residential amenity;
Impact on trees;
Impact on highway safety and parking;

Impact on flooding/drainage;
Impact on heathland.

5. These points will be discussed as well as other material considerations at para 20 to 39 below.

Planning Policies

6. Core Strategy (2012)

Policy CS1 – Presumption in Favour of Sustainable Development
Policy CS4 – Surface Water Flooding
Policy CS6 – Delivering Sustainable Communities
Policy CS16 – Parking Standards
Policy CS18 – Increasing Opportunities for Cycling and Walking
Policy CS21 – Housing Distribution Across Bournemouth
Policy CS33 – Heathland
Policy CS41 – Quality Design

7. District Wide Local Plan (2002)

Policy 4.25 - Landscaping
Policy 6.10 – Flats Development

8. 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

9. 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.

Relevant Planning Applications and Appeals:

10. 39 Queens Park Avenue: 7-1988-2983-G - Alterations and single storey extension to dwellinghouse – Granted
11. 39 Queens Park Avenue: 7-1980-2983-F - Approval in principle - alterations & single storey extensions to dwellinghouse to form cloakroom - Granted

Representations

12. Site notices were posted in the vicinity of the site on 20/06/2019 with an expiry date for consultation of 17/07/2019. Following the submission of revised plans, blue site notices were posted on 30/07/2019 with an expiry date for consultation of 09/09/2019.
13. 7 representations have been received including a call in from Councillor Mark Anderson and comments from the Bournemouth Civic Society, 6 raising objection; and 1 comment. The issues raised comprise the following:-
 - Overdevelopment
 - Flooding
 - Out of character
 - Some underground living
 - Lack of parking
 - Highway safety
 - Pedestrian safety
 - Overlooking

Consultations

14. Trees – no objection subject to conditions.
15. Highways – no objection subject to conditions.
16. Waste & Recycling – no objection as the applicants have specified waste will be dealt with by a private contractor.
17. Flood Management – no objection following submission of additional information.

Constraints

18. Tree Preservation Order

Planning Assessment

Site and Surroundings

19. This residential area is predominantly characterised by large two storey detached dwellings, set back from a tree lined avenue in similar sized plots. There are sporadic examples of flat conversions in larger properties, and a substantial purpose built block of flats at 31 Queens Park Avenue. Notwithstanding these, the area retains a domestically scaled character within

a verdant setting. The application site is somewhat of an anomaly in that it has semi-detached cottages located on its rear boundary and a block of two garages in the centre of the site where you would have expected the main property to be sited. Historically, the site had a cottage and attached stables which is assumed were for use by the large residence now known as 41 Queens Park Avenue.

Key Issues

Impact on character and appearance of the area

20. The proposals originally entailed the demolition of the existing garage/outbuilding currently located approximately half way down the site and the erection of a two to three storey block of six flats, arranged as four no. one bedroom units and two no. two bedroom unit. A parking and turning area will be provided to the front of the site utilising the existing vehicular access and hard surfaced areas. The two existing semi-detached cottages with their gardens and amenity spaces to the far rear of the plot will remain and pedestrian access to them will continue to be via the side pathway. Seven parking spaces have been provided to the front of the proposed building.
21. As mentioned above, the site has been the subject of pre-application discussion which proposed a larger block of eight flats. The original submission under this application as described in paragraph 20 was in response to the advice given. However, Officers considered that the amendments had not gone far enough and in some instances were a retrograde step. Following further discussions, amended plans were submitted which revised the scheme to provide five units arranged as three no. one bedroom units and two no. two bedroom units with eight car parking spaces. Further revisions are outlined in paragraph 3 above.
22. The proposed building has two distinct elements. The front section has a building which is commensurate with properties on similarly sized plots within the immediate area, and provides characteristics gaps to the boundaries. The height of the building has been significantly reduced since the pre-application submission and the roof form revised to provide a full hipped roof and lowered eaves. The front elevation is also staggered with a principle width of 7.5m, a set back of 2m on the western side with a further width of 4.4m. Whilst four full height windows and two balconies would be provided on the front elevation, as two of the windows and one of the balconies would be included in the set back element, the development would provide a building of a domestic scale which would not be at odds with the character or appearance of the area. The rear element would be a significantly subservient addition, set in by over 2m from both side boundaries, with a maximum ridge height of 5.7m, reduced from 8.8m at pre-app stage. The existing properties to the rear are set at a higher level than the proposed building due to a change in levels. The ground floor slab of these houses is around 2.8m above the ground floor of the proposal. The ridge of the rear element is about the same height as the ground floor ceiling of these houses. This element would not be discernible from the public realm, nor would much of the development given the mature dense front boundary screening. Even if this were not the case, it is

considered that the proposed built form, as revised following negotiations with Officers, would not have any adverse impact on the character or appearance of the area. Furthermore, it is a benefit that the originally proposed detached cycle store to the front of the plot has been removed and re-provided internally in the building. Proposed bin storage areas are sited to the side of the building, well away from the street.

Impact on Residential Amenity

37 Queens Park Avenue

23. This two-storey detached dwelling is located to the west of the application site sharing a common side boundary. The property is sited to the west of the plot with a driveway between the application site boundary and the dwelling. A detached garage is sited to the rear and east of the property. The property has two oriel windows on its flank elevation facing the application site, either side of a chimney breast. It is likely that these are secondary windows and not the main source of light to the room to which they serve. The proposed development does not provide any windows at first floor level immediately adjacent to this boundary. There is a window in the flank elevation set back just over 2m from the boundary, this would serve a bathroom and be fitted with obscure glazing. There is a further rooflight in the rear element of the development facing this property, this would serve a stairwell and not give rise to issues of overlooking. The development has been designed so as not to cause an overbearing impact on the occupiers of this property. The existing hedge on the side boundary would be retained. The proposed parking arrangement would actually be improved as currently up to four cars park against the boundary, this would alter to two. For these reasons, it is considered that the development would not have an adverse impact on the living conditions of the occupiers of this property.

39 & 39a Queens Park Avenue

24. These semi-detached cottages are sited within the application plot, to the rear of the proposed development on the rearmost northern boundary. The existing shared garden to the front of the dwellings would be retained as existing, which is considered appropriate. There are no windows on the rear element of the development facing these properties. The only windows to face these properties are two rooflights within the main roof form which are not considered to give rise to any significant issues of overlooking. A rear facing first floor window on the western side of the development would face towards these properties at a distance of 19m. However, given the change in levels, this would essentially be at ground floor level of the rear dwellings. There would be intervening boundary treatment to ensure no loss of privacy. The reduction in height and separation distances ensures no overbearing impacts would be created with no impact on the 45° light splays from the south facing windows of the dwellings facing the proposed development. New bin storage facilities would be provided for the existing residents, and an allocated car parking space provided for each of the dwellings, in line with the requirements of the adopted Parking SPD. It is considered that the development would not

have an adverse impact on the living conditions of the occupiers of these properties.

41 Queens Park Avenue

25. This substantial detached two storeys to eaves property has previously been converted to five flats. The property is located to the east of the application site sharing a common side boundary. The property has windows in its flank elevation facing the application site at ground, first, and second floor levels and it is not clear what rooms these serve. There is no issue with the impact on the ground floor window given the separation distance and intervening boundary hedge which will be retained. The first floor windows on the east facing flank elevation of the proposed development serve bathrooms, a kitchen area, and a stairwell and will be fitted with obscure glazing. It is considered that the development would not result in any loss of privacy, or create an overbearing impact, which could be considered detrimental to the living conditions of the occupiers of this property.

Future Occupiers

26. All proposed properties are provided with useable outside amenity space and the floor areas meet the requirements of the technical housing standards. All units have a dual aspect outlook. The level of car parking and cycle parking meets the requirements of the adopted Parking SPD. The standard of living accommodation proposed is considered acceptable and appropriate.

Impact on Trees

27. The application site and those adjoining are covered by tree preservation orders. Your Arboricultural Officer has assessed the development, as revised, and comments that the sites trees and trees located on adjoining land are to be retained and suitably protected as shown within the heads of terms of the arboricultural method statement. No objections are raised to these proposals subject to conditions for a detailed arboricultural method statement, a soft landscaping scheme and a soft landscaping maintenance scheme.

Impact on Parking and Highway Safety

28. The proposed development, including revisions, has been assessed by your Highways Officer who has not raised any objections subject to conditions. The vehicle access, parking and turning area will be as existing to the front of the site. The two existing semi-detached cottages with their gardens and amenity spaces to the far rear of the plot will remain and access to them will continue to be via a stepped side pathway.
29. For the proposal to satisfy Core Strategy Policy CS16, car parking provision, including the layout and design, should be in accordance with the Parking Supplementary Planning Document (SPD), adopted July 2014.

Car Parking

30. The benchmark parking requirement for the proposed new dwellings in a zone 3 location can be derived from C3 Table E: Flats with Unallocated (Communal Parking), as detailed below:
- 3 x 2-habitable rooms = $3 \times 0.8 = 2.4$ spaces (unrounded)
 - 2 x 3-habitable rooms = $2 \times 0.9 = 1.8$ spaces (unrounded)
 - Total = 4.2 spaces (unrounded)
= 5 spaces rounded up
31. The benchmark parking requirement for the existing dwellings in a zone 3 location can be derived from C3 Table C: Houses with unallocated (communal parking), as detailed below:
- 2 x 5-habitable rooms = $2 \times 1.4 = 2.8$ spaces (unrounded)
= 3 spaces rounded up
32. Following revisions, a total of 8 unallocated spaces are proposed, 5 to be shared by the flats and 3 to be shared by the existing dwellings, which meets the requirement of the SPD and is therefore considered acceptable. A suitable condition is proposed.

Cycle Parking

33. The cycle storage is now internal to the building and can accommodate 6 cycles. Measuring dimensions off the submitted plan shows the dimensions of the storage conform with guidance. The arrangement and level of storage is considered acceptable.

Emergency Access

34. For Emergency access a 3.7 m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75 m over short distances, provided the pump appliance can get to within 45m of dwelling entrances; the width of the short access road measured from the submitted plan reads to be approximately 2.79m. This arrangement is acceptable.

Highway Safety

35. In response to issues raised by the Councillor and other representations received, your Highways Officer comments:
- Queens Park Avenue is a local road;
 - The proposal is using the existing vehicle access;
 - According to accident data (statmap) no PIA (personal injury accidents) have been recorded in the proximity of the vehicle access – PIA's recorded at Queens Park Avenue junction with Howard Road;
 - The on-site unallocated car parking provision of 8 spaces accords with the parking standard benchmark for the existing dwellings (2.8 spaces rounded

- up to 3 spaces) and the proposed flats (given 5 spaces rounded up from 4.2 parking standard) giving a total policy compliant requirement of 8;
 - The site lies on the outside of the slight bend in the road and forward sight lines are not affected, also due to significantly wide footway/verge, the trees are aligned such that allow visibility between the gaps;
 - The internal car parking layout allows vehicles to enter and leave in forward gear;
 - Emergency service vehicles will be able to access all the units on the site.
36. Given the above, your Highways Officer has not raised any objections to the development, subject to conditions.

Impact on Flooding/Drainage

37. Following discussions with your Flooding and Drainage Engineer, the applicants submitted a revised strategy for the disposal of surface water including an appropriate soakaway to the front, an aco drain to catch the overflow from the properties to the rear, and permeable hardsurfacing where appropriate. This is considered to be a workable solution and no objections are raised.

Heathland Mitigation

38. 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.
39. 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 £1,120, plus a £75 administration fee. A signed legal agreement has been drafted to provide this contribution.

Community Infrastructure Levy

40. The development is liable for a community infrastructure levy contribution which would be due on the commencement of development.

Summary

41. It is considered that:
- The proposal provides housing development within a sustainable location;

- The built form would be in keeping with the character and appearance of the area;
- The development would not have a negative impact on residential amenity;
- The development ensures the long term retention of protected trees;
- The development is acceptable in terms of off street parking provision and highway safety;
- The proposed drainage solution is considered acceptable;
- The application makes appropriate provision to mitigate the impact on protected heathlands.

Planning Balance

42. Your Officers and the applicants have worked together to bring forward a policy compliant development which will provide much needed residential accommodation. Negotiated amendments ensure a built form of an appropriate scale and good quality design. The number of units has been reduced and the level of parking increased. It has been demonstrated that there would not be any adverse impact on residential amenity, highway safety or surface water drainage. The level of parking provision meets the requirements of your adopted Parking SPD.
43. 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 recommendation are set out above.

Recommendation

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 (SAMM): £1,210 plus £75 admin

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: ASP.19.054.001A, ASP.19.054.002B, ASP.19.054.003, ASP.19.054.004, ASP.19.054.100B, ASP.19.054.101B,

ASP.19.054.200A, ASP.19.054.201A, ASP.19.054.202A, ASP.19.054.500B, ASP.19.054.501B.

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

2. On site working hours (inc demolition) restricted when implementing permission.

All on-site working, including demolition and deliveries to and from the site, associated with the implementation of this planning permission shall only be carried out between the hours of 8 a.m. and 6 p.m. Monday - Friday, 8 a.m. and 1 p.m. Saturday and not at all on Sunday, Public and Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS14 and CS38 of the Bournemouth Local Plan: Core Strategy (October 2012).

3. Method statement to be submitted to include operatives' car parking, noise reduction measures, storage of materials

No site clearance or development work shall commence until there has been submitted to and approved in writing by the Local Planning Authority a Method Statement that includes the following measures:

- a) parking arrangements for operatives and construction vehicles working on-site;
- b) noise reduction measures [including times of piling operations]; and the
- c) details and siting of equipment, machinery and surplus materials on the site.

The parking arrangements for operatives and construction vehicles shall be implemented prior to development commencing and the development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in the interest of highway safety in accordance with Policies CS38, CS41 and CS14 of the Bournemouth Local Plan: Core Strategy (October 2012).

4. No Permitted Development for enclosure

Notwithstanding the provisions of Class A, under Part 2, Schedule 2 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 erection or construction of a gate, fence, wall or other means of enclosure or physical division to delineate separate areas of ownership within the grounds of the application site.

Reason: In order to preserve the character and appearance of the area and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

5. Prior Approval of Materials

Details/samples of the materials to be used on the external surfaces of the proposed 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 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).

6. FF Windows in E and W Elevations to be Glazed with Obscure Glass

The proposed first floor window(s) in the east and west facing flank 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) and shall be permanently retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent undue overlooking of the adjoining residential property and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

7. Surface Water Drainage

The surface water drainage solution provided in the SuDS Statement Rev A dated 08.08.19, together with drawings nos. ASP.19.054.500B and ASP.19.054.501 shall be provided in full prior to the first occupation of the development hereby approved and retained thereafter fully maintained.

Reason: To provide satisfactory drainage for the development in accordance with Policy CS4 of the Bournemouth Local Plan: Core Strategy (October 2012) and in order to achieve the objectives set out in the Local Planning Authority's Planning Guidance Note on Sustainable Urban Drainage Systems.

8. No external pipework on elevations

Unless shown on the approved elevational drawings any pipework (with the exception of rainwater down pipes) shall be internal to the building.

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

9. Access/Turning/ Parking

Prior to the occupation of the development hereby approved, the access and areas for turning and parking shown on the approved plan shall be constructed in accordance with the approved details and permanently retained and kept available for the residents and visitors of the development hereby permitted at all times.

Reason: In the interests of highway safety and in accordance with Policies CS14 and CS16 of the Bournemouth Local Plan: Core Strategy (October 2012).

10. Parking Allocation

Except for three unallocated car parking spaces for the existing dwellings at the rear of the site, the remainder of the residential car parking spaces shown on the approved plans shall be made available for any resident of the development and those persons visiting residents of the development and shall remain unallocated to any specific resident or residence for the lifetime of the development.

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

11. Cycle store to be provided prior to occupation

Before the occupation of any part of the development hereby approved, the cycle store shall be provided 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).

12. Provision of Refuse Bin Store

The bin stores hereby approved shall be constructed in accordance with the approved details prior to the occupation of the proposed development and shall be retained and maintained for that use thereafter.

Reason: To preserve the visual amenities of the locality in accordance with Policy 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. Tree Protection

No site clearance or development work shall commence until there have been submitted to and approved in writing by the Local Planning Authority an arboricultural method statement and detailed drawings showing:

(a) the specification and position of fencing and other measures such as temporary surfacing, for the protection of the roots and crown spread of trees, groups of trees and other vegetation to be retained on and adjoining the site. Protective fencing should accord with the recommendations of BS 5837:2012. Trees in relation to design, demolition and construction.

Recommendations.

(b) the programme for the erection and maintenance of protective fencing and the installation of any other protective measures; such programme will include details of supervision by an arboriculturist;

(c) details of any proposed alterations in existing ground levels and of the position of any proposed excavation and constructional details of any drainage, hard surfacing, foundations, walls and similar works within the protected area;

(d) details of contractors compounds and areas for storage; and

(e) schedule of proposed tree works.

The details contained in the arboricultural method statement shall be thereafter implemented on site and the protective fencing and other protective measures shall be maintained during the course of construction.

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).

15. Soft Landscaping

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 shall include:

Planting plans; Schedule of plants; Implementation timetable; 5 year maintenance schedule.

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 saved Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

16. Hard Landscaping

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 saved Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

17. Boundary /Subdivision Treatment (Location & Type to be approved)

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 and/or subdivision 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).

INFORMATIVE NOTE: 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.

INFORMATIVE NOTE: 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.

INFORMATIVE NOTE: This permission is subject to the Community Infrastructure Levy (CIL) introduced by the Town and Country Planning Act 2008. A CIL Liability Notice has been issued with this planning permission that requires a financial payment on commencement of development. Full details are explained in the notice.

Statement required by National Planning Policy Framework

In accordance with paragraph 38 of the revised NPPF the Council, as Local Planning Authority, takes a positive and proactive approach to development proposals focused on solutions. The Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this instance the applicant was provided with pre-application advice. The applicant was provided with the opportunity to address issues identified by the case officer following the initial site visit and allowed a positive recommendation to the Planning Committee.

Background Documents:

Case File – ref 7-2019-2983-I

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