

Planning Committee

Application Address	10 Suffolk Road
Proposal	Outline submission for the erection of a 3 to 6 storey building of 31 flats with basement parking and formation of vehicular access
Application Number	7-2019-6638-J
Applicant	Bournemouth Churches Housing Association
Agent	Ken Parke Planning Consultants
Date Application Valid	20 February 2019
Decision Due Date	21 May 2019
Extension of Time date (if applicable)	TBC
Ward	Central - Pre May 2019
Report Status	Public
Meeting Date	11 June 2020
Recommendation	Grant in accordance with the recommendation below
Reason for Referral to Planning Committee	More than 10 letters of objection received (pre April 2019) and call in from Councillor Mike Greene on the grounds of mass, height and bulk; highways issues and negative effect on the amenity of local residents.
Case Officer	Charles Raven

Description of Development

- Outline planning permission is sought for the erection of a 3 to 6 storey building of 31 flats with basement parking and the formation of vehicular access. The applicant has confirmed that the matters to consider are:

Access, Appearance, Layout and Scale.
- Landscaping is reserved for subsequent consideration.

3. The applicant has provided the following information:

	Existing	Proposed
Use	Hostel	Flats
Number of Units	22	31
Car Parking Spaces	0	27
Cycle Parking Spaces	0	35
Maximum Height		
Minimum Distance from Boundary		

4. A number of amendments were provided during the consideration of the application. These included a reduction in the height and bulk of the built form adjacent to neighbouring properties, changes to the access and parking layout, as well as the addition of a number of balconies. The footprint remained unchanged.
5. This application was submitted to the former Bournemouth Borough Council and fell under the previous scheme of delegation. The delay in bringing to the Planning Committee was due to a continuing dialogue on issues relating to tree protection, highways and impact on neighbours.

Key Issues

6. The main considerations involved with this application are:

Impact on character and appearance of the area;
Impact on residential amenity;
Impact on highway safety/parking;
Impact on trees;
Impact on heathlands;
Affordable housing provision.

7. These points will be discussed as well as other material considerations at para 20 to 49 below.

Planning Policies

8. **Bournemouth Local Plan: 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

9. **Bournemouth District Wide Local Plan (2002)**

Policy 4.25 - Landscaping

10. **Bournemouth Local Plan: Town Centre Area Action Plan (2013)**

Policy D4 – Design Quality
Policy U2 – Housing

11. **Supplementary Planning Documents:**

Affordable Housing DPD – Policy AH1
Dorset Heathlands Planning Framework – SPD
Residential Development: A Design Guide 2008 - PGN
Sustainable Urban Drainage Systems (SUDS) – PGN
Bournemouth Parking SPD
Bournemouth Town Centre Development Design Guide SPD

12. **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.

Relevant Planning Applications and Appeals:

13. March 2002 - Alterations to side elevation and formation of a separate unit - GRANTED
14. June 1991 - Erection of a 3 storey hostel for the homeless and formation of parking spaces – GRANTED

Representations

15. Site notices were posted in the vicinity of the site on 25/02/2019 with an expiry date for consultation of 22/03/2019.
16. 22 representations have been received, 21 raising objection; and 1 comment from Bournemouth Police. The issues raised comprise the following:-
- Height
 - Scale
 - Out of keeping
 - Highway safety
 - Loss of privacy
 - Overlooking
 - Overbearing
 - Loss of light
17. Impact on property value or loss of a view are not material planning considerations

Consultations

18. Urban Design – no objection following revisions

Highways – no objection following revisions

Trees – no objection following revisions

Recycling & Waste – a private collection will be required

Constraints

19. Tree Preservation Order on neighbouring site.

Planning Assessment

Site and Surroundings

20. The site occupies a corner plot with frontages to Suffolk Road and Cambridge Road. Most buildings in the immediate vicinity range from two to five storeys, with taller buildings up to seven storeys on the opposite side of the dual carriageway. Cambridge Road slopes up from north to south with the sites to the north being around 1-2m below the level of the application site. Properties to the south are consequently set at a higher level than the application site.
21. The existing building is operated by the Bournemouth Churches Housing Association (BCHA) and currently in use as a hostel which originally provided supported housing for ex-offenders, but which now helps people out of homelessness. The building has 22 rooms arranged as bedsitting rooms and cluster units with communal facilities on the ground floor.
22. The proposals entail the demolition of the existing two/three storey building and the erection of a three to six storey block of 31 flats with two levels of basement car parking. The accommodation would be arranged as 14 studio flats, 15 one bedroom flats, and 2 two bedroom flats.
23. The development has been subject to pre-application advice which originally proposed a development of up to 8 storeys in height with greater site coverage.

Key Issues

Impact on character and appearance of the area

24. The site occupies a corner plot with frontages to Suffolk Road and Cambridge Road. Most buildings in the immediate vicinity range from two to four storeys. The proposal entails the demolition of an existing two/three storey building in use as a hostel for the homeless and the erection of an up to six storey block of 31 flats with basement parking. By reason of the sloping nature of the site, 5 floors will provide living accommodation. As this is a corner plot, it is considered appropriate for the development to rise higher than its immediate neighbours. The submitted street scene drawings demonstrate the changes in levels and relationships with neighbouring buildings and show that the proposed maximum height is commensurate with the full height of Rivera Court on the opposite side of Suffolk Road (albeit the upper floor is largely recessed and only includes the lift and stairwell). However, the small increase in height over the existing surrounding built form is not considered harmful or out of character.



Cambridge Road



Suffolk Road

25. Officers have negotiated a reduction in the scale of the built form adjacent to both 11 Cambridge Road and 8 Suffolk Road, so the proposed building height next to these properties is more reflective of the heights of those respective buildings, stepping up to address the corner location.
26. The street elevations benefit from generous fenestration, depth and interest and are generally well ordered. The building turns the corner well and the main entrance to Suffolk Road is well articulated. The design of the building is contemporary and there are not any issues with this approach. The buildings immediately surrounding the site, for the most part, are finished with mansard roofs. Whilst design will always be a subjective issue, mansard roofs are not considered a positive design feature and the local buildings are very much of their time.
27. The development is considered to make efficient use of the site, particularly with basement parking removing unsightly surface parking areas. The parking area is on two levels, the first accessed straight off Cambridge Road. The lower level is access via car lifts. A second lift was introduced following discussion with officers to ensure continuity should one fail.
28. Whilst it may not be apparent from the current plans, the scheme has been significantly scaled back in terms of built form from the 8 storey development proposed at pre-application stage and, as stated above, from the original submission. Comments from your Urban Design Officer have been incorporated into the revised design. The scale and design of the development have been fully considered and are considered appropriate and would not have an adverse impact on the character or appearance of the area.

Impact on Residential Amenity

29. *8 Suffolk Road* – this property is located to the north east of the site sharing a side boundary. The building is a two storey to eaves plus mansard roof block of flats. The existing building at 10 Suffolk Road is designed so there are not any windows serving main

habitable rooms on the elevation facing 8 Suffolk Road. In addition, the main bulk of building is concentrated away from this property with only two storey elements in close proximity to the boundary. As discussed previously, the scale of built form of the proposed building has been reduced in the area closest to the boundary with this property so is three storeys in height at this point. The stepped nature of the development also means that the upper floors would be largely unviewable from the closest windows on all levels from this property. Proposed windows are also angled away so there are not any direct window to window relationships. Balconies that could potentially overlook are fitted with privacy screens. Given the changes to the scheme, the impact on the occupiers of this property is considered acceptable.

30. *11 Cambridge Road* – this property is located to the south east of the site sharing a common boundary and is a two storey to eaves plus mansard roof block of flats. The existing building at 10 Suffolk Road is designed so there are not any windows serving main habitable rooms on the elevation facing 11 Cambridge Road. In addition, the second floor of No.10 is stepped away from the edge of the ground and first floors so has minimal impact on No.11. No.11 is a later development and was designed taking into account the layout, design, and siting of No.10. Therefore, No.11 has windows serving main habitable rooms on its flank elevation facing the proposal site. In addition to the negotiated reduction in height of built form adjacent to this property, potential issues of overlooking have been mitigated through the repositioning of windows to ensure no direct window to window relationships with main habitable rooms. Remaining windows would be secondary and fitted with obscure glazing. Privacy screens to the three balconies on this elevation are also provided. Upper floor terraces would not be afforded any direct views into windows serving this property. Given the stepped nature of the proposal and the reduction in height of immediate adjacent built form, it is considered that the development would not result in an overbearing impact or a significant loss of direct sunlight which would be detrimental to the living conditions of the occupiers of this property. Given the changes to the scheme, the impact on the occupiers of this property is considered acceptable.
31. *Future Residents* – following discussions with officers, additional balconies have been added where appropriate, meaning 21 of the units will have access to a balcony. Whilst not formally adopted, all of the units meet or exceed the minimum standards contained within the nationally described space standard.

Impact on Highway Safety/Parking

32. The development has been assessed by your Highways Officer who has negotiated a number of revisions to enable support of the scheme.

Access

33. A new access to basement car park is proposed from Cambridge Road. The existing access from Suffolk Road is proposed to be closed. The new access is close to the junction with Suffolk Road, but turning manoeuvres already occur at this point, due to vehicles accessing the on-street parking bays. However, the loss of on-street car parking spaces should be identified on a plan together with an assessment of the line of sight/visibility splay to the south, in accordance with Manual for Streets. It is likely that no on-street parking will be possible south of the proposed access. A modification to the Traffic Regulation Order for Cambridge Road will also be required, at the cost of the applicant.

Car parking provision

34. The site is within Zone 1 of the Parking SPD, which estimates that the proposed development will generate a demand for 41 allocated parking spaces or 22 unallocated

spaces. 23 spaces are proposed following revisions, so they will need to be unallocated. The applicant has confirmed the spaces to be unallocated and this will also be conditioned.

Car parking layout

35. Car parking is proposed in two basement levels, named the upper and lower basement. The parking spaces are of the correct dimensions, a 500mm offset is required adjacent to internal walls, so that doors on both sides of the vehicle can be opened and has now been provided.
36. The upper basement is proposed to be accessed via a 1:10 ramp with acceptable headroom, whereas the lower basement is proposed to be served by a car lift. Vehicles can only enter and leave the lower basement via the proposed car lift. This did not provide sufficient resilience if the lift is out of order. Therefore, a second lift has now been provided which addresses this concern.

Car park information system

37. The submitted plans indicate a car parking information screen adjacent to the upper basement. This is welcomed but a display screen will also be required adjacent to the car lifts so that drivers can turn into the lifts if the upper basement is full. The display should indicate the availability of standard and disabled spaces.

Visitor car parking

38. The submitted plans indicate that visitors arriving by car will be able to use a buzzer/intercom system to access the basement, this is acceptable and can be conditioned.

Cycle parking provision

39. 35 cycle parking spaces are proposed in two separate cycle stores, one on the ground floor and the second in the upper basement. This is an acceptable level of provision. Revisions to the layout and access have addressed concerns previously raised.
40. Your Highways Officer does not raise any objections subject to conditions.

Impact on Trees

41. The protected Corsican Pine and Western Red Cedar on the adjacent site are fine quality trees of high visual amenity value and their retention without damage is essential. Your Tree Officers have been in detailed discussions with the applicants consultant arboriculturalist. Following the provision of additional justification, Officers have assessed the amount of tree root harm that could occur and have found this to be limited. There are therefore no objections to the development subject to full compliance with the submitted arboricultural method statement at all times during the development phases.

Sustainable Homes

42. Policy CS2 of the Core Strategy requires at least 10 percent of the energy to be used in developments of more than 10 dwellings to come from decentralised and renewable or low carbon sources. Details have not been provided at this stage, although the plans show an area for PV Panels on the roof of the block. A condition will ensure compliance with the policy.

Heathland Mitigation

43. 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.
44. 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 (SAMM) towards the designated sites. A capital contribution is therefore required and in this instance is £8,339, plus a £417 administration fee. A signed legal agreement has been drafted to provide this contribution.

Affordable Housing

45. All applications proposing residential development in excess of 10 units net will be subject to the Council's adopted affordable housing policy. The affordable housing DPD sets out an approach to achieving contributions towards the delivery of affordable housing in the borough. Policy AH1 contained within DPD requires all residential development to contribute towards meeting the Borough target of 40% affordable housing. When considering residential development the Council will seek a 40% contribution except where it is proven to not be financially viable. The DPD was revised in November 2011 and sets out in greater detail how the DPD will be implemented as well as including an indicative contribution table which applicants can agree to rather than submit viability information. In this instance, the applicant is a registered provider of social housing and will retain ownership of the units. In order to meet the requirements of the adopted affordable housing policy, a condition is proposed which ensures that at least 40% of the units are made available as affordable housing as defined by the NPPF. The applicant has agreed to the condition.

Community Infrastructure Levy

46. As the site is located within the Town Centre Area Action Plan boundary, residential development is zero rated for CIL so a contribution is not required.

Summary

47. It is considered that:

The development makes more efficient use of an underutilised site;
The scale and design of the development are appropriate;
The impact on neighbouring occupiers has been successfully mitigated;
The level of parking provision conforms to the adopted Parking SPD;
The development would not have an adverse impact on highway safety;
There would not be a harmful impact on protected trees;
Heathland mitigation and affordable housing provision are policy compliant.

Planning Balance

48. It is acknowledged that the tallest part of the proposed building is higher than its immediate neighbours, however, taking the wider context into consideration, as well as the corner location and revisions negotiated, the height as proposed would be acceptable. The impact on neighbouring occupiers has been fully explored and mitigated where necessary. The development provides needed living accommodation within a town centre and sustainable location.
49. 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

50. **GRANT permission with the following conditions, which are subject to alteration/addition by the Head of Planning and Building Control 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): £8,339 plus £417 admin
Transport Contribution: £800

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: 1426-51C, 1426-56B, 1426-57E, 1426-58B, 1426-59C, 1426-60B, 1426-61C, 1426-62D, 1426-63D, 1426-64D, 1426-65B, 1426-66C, 1426-67D, 1426-68D, 1426-69B, 1426-70C, 1426-84.

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. Construction Management Plan

Prior to the commencement of the development, a detailed Construction Management Plan shall be prepared and submitted for written approval of the Local Planning Authority in conjunction with the Local Highway Authority. The Construction Management Plan shall include details of safe access to the site for deliveries, loading and unloading of plant and materials and wheel cleansing of vehicles prior to egress from the site onto the public highway. The approved Construction Management Plan shall be implemented and complied with upon commencement of the development and the obligations within the Construction Management Plan shall be adhered to throughout the construction phase of the development.

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

5. Sustainable Homes

Prior to the commencement of development, an energy and sustainability appraisal shall be submitted in writing and the written approval to the details obtained from the Local Planning Authority, demonstrating that at least 10% of the energy to be used in the development will come from a decentralised and renewable or low carbon source. The agreed recommendations of the appraisal shall be implemented in full.

Reason: In order to reduce the carbon footprint of the development in accordance with Policy CS2 of the Bournemouth Local Plan: Core Strategy (October 2012).

6. 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).

7. Surface Water Drainage (SUDS Implementation)

Before the commencement of development, unless otherwise agreed in writing by the Local Planning Authority, a scheme for the whole site providing for the disposal of surface water run-off and incorporating sustainable urban drainage systems (SUDS), shall be submitted to and

approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the approved details prior to occupation of the development or in accordance with a timetable to be agreed in writing by the Local Planning Authority. The scheme shall include the following as appropriate:

- a) A scaled plan indicating the extent, position and type of all proposed hard surfacing (e.g. drives, parking areas, paths, patios) and roofed areas.
- b) Details of the method of disposal for all areas including means of treatment or interception for potentially polluted run off.
- c) Scaled drawings including cross section, to illustrate the construction method and materials to be used for the hard surfacing (sample materials and literature demonstrating permeability may be required).

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. Drainage Hard surfaced areas

Any new or replacement hard surfaced area(s) shall either be made of porous materials, or provision shall be made to direct run- off water from the hard surface to a permeable or porous area or surface within the curtilage of the property.

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.

Note: Further guidance in this regard is contained in the Department for Communities and Local Government publication entitled "Guidance on the Permeable Surfacing of Front Gardens" (September 2008).

9. Affordable Housing

At least 40% of the approved units on the site shall be provided as affordable housing. The development hereby approved shall not be occupied until a scheme for the provision of the affordable housing has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the NPPF or any future guidance that replaces it, and shall be retained as such thereafter. The scheme shall include:

- i. The tenure of the affordable housing provision
- ii. The arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing (if no RSL is involved) ;
- iii. The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- iv. The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: In order to deliver mixed, balanced and sustainable communities in meeting the lack of affordable housing provision in the borough and in accordance with the adopted Affordable Housing Development Plan Document (2009).

10. Scheme for external pipework

Prior to the installation of any external pipe work and/or flues to the building(s), a scheme for external pipe work and flues shall be submitted to and approved in writing by the Council. Works shall be carried out strictly in accordance with the approved scheme and unless shown on the

approved elevation drawings any pipe work (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).

11. Turning/ Parking

Before occupation of the development, the parking and turning areas shall be laid out in accordance with the approved plans using a bound material and shall be permanently maintained and retained thereafter.

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

12. Pedestrian Inter-visibility Splays

Before occupation of the development, pedestrian inter-visibility splays of 2m x 2m shall be provided on both sides of all vehicular accesses. No fence, wall or other obstruction to visibility over 0.6m in height above ground level shall be erected within the area of the splay at any time.

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

13. Unallocated parking

All 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).

14. Car lifts, car park information system and visitor access

Prior to the occupation of the development hereby approved, unless agreed in writing by the Local Planning Authority, details of the operation and maintenance of the car lifts, car park information system and visitor access system shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site and shall be retained and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

15. Cycle Store for Flats

The cycle stores shown on the approved plans shall be completed prior to the occupation of any of part of the development granted by this permission. The cycle stores shall have lockable doors and keys should be made available to all residents. The cycle stores shall have internal and external illumination and adequate lighting shall be provided along the route to the stores. The cycle stores and associated lighting shall thereafter be retained, maintained and kept available for the residents of the development.

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).

16. Implementation of the approved Arboricultural Method Statement

The tree protection measures as detailed in the arboricultural method statement dated 10 December 2019 and prepared by Treecall Consulting Ltd 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).

17. Windows in NE Elevation to be Glazed with Obscure Glass

The proposed window(s) in the North East facing (rear) elevation of the building as shown on the approved drawings, 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).

18. Privacy Screens

The proposed balconies on the SE side and NE rear elevations as shown on the approved drawings 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 elevations facing the neighbouring buildings 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 saved Policy 6.10 of the District Wide Local Plan and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

19. 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).

20. 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).

21. Boundary /Subdivision 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 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: The applicant is advised that notwithstanding this consent, Section 184 of the Highways Act 1980 requires the proper construction of vehicle crossings over kerbed footways, verges or other highway land. Normally this work will be undertaken at the expense of the applicant by the Highway Authority although on occasions there might be instances where the applicant under supervision can undertake this work. The applicant must contact the Service Director, Technical Services, Town Hall Annexe, St. Stephens Road, Bournemouth, BH2 6EA to initiate the procedure.

INFORMATIVE NOTE: The applicant is advised that a contribution towards heathland mitigation measures is required and will be secured by entering into an Agreement under Section 106 of the Town and Country Planning Act 1990 in compliance with Policy CS33, as well as the adopted Dorset Heathlands Planning Framework SPD