



Application Address	13 Danecourt Road, Poole, BH14 0PG
Proposal	Outline Application to demolish existing building and erect a new development of 8 flats with associated parking
Application Number	APP/19/01571/P
Applicant	Ashdrew Ltd
Agent	
Date Application Valid	19 December, 2019
Decision Due Time	13 February, 2020
Extension of Time date (if applicable)	
Ward	Parkstone
Recommendation	Grant in accordance with the recommendation contained in this report and the conditions set out below, which are subject to alterations / additions by the Head of Planning provided any alteration / addition does not go to the core of the decision
Reason for Referral to Planning Committee	This application is brought before committee due to the planning history.
Case Officer	Eleanor Godesar

Description of Development

1. Planning consent is sought to demolish existing building and erect a new development of 8 flats with associated parking.
2. The application has been submitted in outline with all matters reserved.
3. The current application has been submitted in response to a previous application which was refused at Planning Committee for the following reason:

The proposal, by virtue of scale of the building and plot coverage, including the layout of car parking, would have a dominant appearance which would be out of keeping with the established pattern of development in the street. The proposal would therefore be contrary to PP27 and PP28 of the Poole Local Plan (November 2018).

4. When compared to the previous refused application, the current application has the following amendments:

- Reduce the number of flats from 9 to 8.
- Change to the overall design of the building to break up the massing of the roof and introduce more articulation.
- The overall height would be slightly lower, ranging from 8.5m to 9.2m, as opposed to 8.9m – 9.5m. The existing dwelling has a height of 9.6m.
- The height of the eaves would be reduced so the roof would be positioned just above the first floor windows.
- Simplified palette of materials.
- The layout of the parking would be orientated across the site to provide more opportunities for landscaping and screening.

Key Issues

5. The main considerations involved with this application are:

- Impact on the setting and character of the site and surrounding area
- Impact on residential amenities
- Parking and access
- Sustainability and biodiversity

Planning Policies

6. Poole Local Plan (Adopted 2018)

PP01	Presumption in favour of sustainable development
PP02	Amount and broad location of development
PP07	Facilitating a step change in housing delivery
PP08	Type and mix of housing
PP27	Design
PP28	Flats and plot severance
PP32	Poole's Nationally, European and Intern important sites
PP33	Biodiversity and geodiversity
PP34	Transport strategy
PP35	A safe, connected and accessible transport network
PP37	Building sustainable homes and businesses
PP39	Delivering Poole's infrastructure

7. Supplementary Planning Document

SPD1	Parking & Highway Layout in Development
SPD3	Dorset Heathlands Planning Framework (2020-2025)
SPD5	Poole Harbour Recreation SPD (2019-2024)
SPD6	Nitrogen Reduction in Poole Harbour (Adopted Feb 2017)

8. National Planning Policy Framework (February 2019)

Relevant Planning Applications and Appeals

9. **2019:** Demolish existing building and erect a new development of 9no flats with associated parking. **Refused and currently at appeal** (APP/19/00920/P).

Representations

10. Letters have been sent to neighbouring properties to notify them of the application. A further letter consultation was carried out on 24 June 2020 following amended plans.

11. Representations have been received, raising objection. The issues raised comprise the following:

- The current submission is similar to the refused application
- No flats nearby
- Over development
- Out of keeping with the character of the road
- Increased road safety risks
- Pressure on on-street parking
- Increased traffic
- Pressure on infrastructure
- Impact on residential amenity
- Loss of privacy and overshadowing
- Impact on wildlife

Consultations

13. BCP Highway Authority – supports the amended application in highway terms

14. Waste Collection Authority -

15. Society for Poole – the proposal disregards the character of the area and the limitations of the associated infrastructure

Constraints

16. None

Site and Surroundings

17. The application site is located on the northern side of Danecourt Road, close to the rear entrance to Bournemouth and Poole College. The application site is occupied by a detached two-storey house which appears to be unoccupied. Landscaping within the site has been substantially cleared. The site rises up from Danecourt Road to the rear. There are no Tree Preservation Orders affecting the site, although there are a number of trees in the rear of the curtilage that have amenity value.

18. The area is characterised by detached dwellings on large plots with some flatted development, the closest flats being at 9 Danecourt Road.

Planning assessment

19. The proposal proposes eight flats at 13 Danecourt Road. The applicant has also submitted a planning application for eight flats at the adjoining site at 15 Danecourt

Road (APP/19/01572/P). Whilst the applicants have submitted a 'Certificate B' in respect of both applications, indicating that they do not own either site, the assessment below has had regard to the possibility that both sites could potentially be re-developed within a similar time scale.

Broad Location of Development

20. A strategic objective of the Poole Local Plan is to deliver a wide range and mix of homes in the most sustainable locations. PP1 states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

21. PP2 identifies the amount and broad locations of development. The majority of new housing will be directed to the most accessible locations within Poole, including the town centre; district; and local centres. Outside these areas, higher density housing development will be concentrated along sustainable transport corridors.

22. The preamble to PP2 defines sustainable transport corridors as parts of Poole within 400m walk of locations that are served or capable of being served over the plan period by a frequent bus service (at least 4 buses per hour). The application site is within a sustainable transport corridor and the principle of flats is therefore supported in terms of the location being sustainable.

Design

23. PP28 enables flatted development where a number of criteria are satisfied. The current proposal has been submitted with all matters reserved. Notwithstanding this, detailed floor plans and elevations have been submitted to indicate the proposed scale, appearance and layout of the flats. The current proposal has overcome the previous refusal concern regarding scale by breaking up the massing of the building into smaller components than previously. The roof would have more articulation and would be lower than the roof of the existing dwelling. The design of the roof would also have a more comfortable appearance with the eaves positioned slightly above the first floor windows. The majority of the roof form on the front elevation would slope away from the front wall and second floor windows would have a subservient appearance.

24. In terms of scale, the current proposal would also reduce the number of flats from nine to eight. Three 2-bedroom flats are proposed on ground and first floors and two 2-bedroom flats would be located on the second floor. Taking into account head height within the second floor, the layout of flats 7 and 8 would not be significantly larger than the flats in the lower floors. All the flats would exceed the minimum floor space recommended in the nationally described space standards.

25. The palette of materials would have a traditional appearance which take cues from existing dwellings in the streetscene. The proposal would have an individual design when compared to the proposed flats at no. 15.

26. The proposed flats would remain larger in scale and massing than the existing single dwelling. However, Danecourt Road has a mixed character with a range of dwelling types and scale. No. 11 to the west is a large detached dwelling and No. 9

beyond is purpose built flats. The current proposal would be set back further from the frontage than the existing dwelling by between 1m and 2.5m, with an overall setback from the front boundary of at least 20m. Whilst the proposal would be wider than the existing dwelling, it would have a comfortable appearance in the streetscene which would be in keeping with mixed character of nearby buildings.

27. The indicative layout of parking in the front of the site has been amended so it would be orientated across the frontage of the site. There would be more opportunity for landscaping along the front boundary to assist in dividing the parking area and offering screening. More detail of landscaping would be secured at reserved matters stage. The bin store would be in a position which satisfies the Waste Collection Authority with appropriate dimensions. It would be in a visible location, but would be of a modest scale and height. A significant proportion of the site would be allocated to communal amenity space and would have a layout which would reflect rear gardens of nearby dwellings.

28. The proposal would therefore accommodate a form of development, including plot coverage and car parking which would be in keeping with neighbouring buildings and the established pattern of development in this part of Danecourt Road.

Neighbouring Amenity and Privacy

29. The proposal would have a similar footprint and alignment to no. 11. The neighbour at no. 11 has requested a daylight survey. The proposal is positioned to the east of no. 11 and may cause some overshadowing in the morning. However, the neighbouring dwelling has its habitable windows on the front and rear of the dwelling and these would maintain adequate levels of daylight during the rest of the day. In addition, the rear garden of the neighbour has a northerly aspect which already has a level of overshadowing caused by the dwelling at no. 11 rather than from the application site. As such, a daylight survey is not necessary in this case.

30. There is sufficient separation distance from the existing dwelling at no. 15 and the proposal would have a similar alignment to the proposed flats at no. 15.

31. Given the alignment and orientation of the proposal relative to its closest neighbours, it would preserve neighbouring amenity in terms of daylighting, outlook and would not result in an overbearing impact to either adjoining neighbour.

32. Windows are proposed on all elevations. Windows on the front and rear would have adequate separation distance from neighbours to preserve neighbouring privacy. The balconies proposed on the front elevation would have views into less private front gardens of nearby dwellings and into the public realm.

33. The neighbour at no. 11 has raised concerns about overlooking. The rear windows would be positioned deeper into the rear curtilage than the existing first floor windows, however, views towards the neighbouring garden would be oblique and focused towards the rear end of the garden, rather than higher activity areas directly to the rear of the neighbouring dwelling. The first floor balcony on the rear would be positioned on eastern side of the building. However, obscured screens on the sides of the balcony could be secured by condition (#5).

34. Upper floor windows are proposed on the side elevations. On the west elevation, side windows in the front, wider part of the building would have views towards the side wall of no. 11, which does not have habitable side windows. There would be a roof window associated with bedroom 2 of flat 8. This may have views towards the neighbouring garden. However, it is one of two roof windows in this room and could be reasonably obscure glazed by condition (#6). Upper side windows in the rear, narrower part of the building would have views towards the neighbouring conservatory and garden. However, these windows would be secondary and could also be reasonably obscured glazed by condition (#6).

35. On the east elevation, the front, wider part of the building would have side windows facing towards the existing dwelling at no. 15. If this detached dwelling were to remain then the bedroom window would introduce some additional overlooking towards the side windows of no. 15 and its rear garden. If, as is proposed, this dwelling were to be redeveloped then there would be no loss of privacy since the windows in both proposed flat blocks have been designed to avoid overlooking each other with the stagger between the two proposed buildings.

36. The proposal would therefore preserve neighbouring privacy through designed position of windows and conditions to secure obscure glazing of the balcony and side windows, where necessary.

Access and Parking

37. Amended plans show that the existing access would now be utilised, although widened, and would be wide enough to allow two vehicles to pass. Appropriate visibility splays are provided on both sides of the access. This would also provide an increased separation from the proposed vehicle access for the neighbouring site.

38. The parking has been reduced to 8 spaces. However, this still meets the Council's parking standards for unallocated parking and could be secured by condition (#7).

39. Secure cycle parking is provided, which is acceptable and secured by condition (#11).

40. A scheme of lighting within the car park area and along the footways would be required and this can be conditioned (#12).

Trees

41. The application site is not covered by any Tree Preservation Order, however, there are trees on the application site and the Local Planning Authority has a statutory duty to consider the protection and planting of trees. An Arboricultural Impact Assessment has been submitted which identifies the closest trees to the proposed building as 'Category B' Limes. The footprint of the building would be outside of the root protection areas and the Council's Arboricultural Officer is satisfied that a proposed path could be constructed without harm to any tree. Amendments to the submitted arboricultural report and tree protection plan to address amendments to the proposals made during the application process could be secured by condition (#14). Supervision by the

applicant's Arboriculturalist and submission of a report once the tree protection is in place is also conditioned (#15).

Energy and Biodiversity

42. An energy and resources statement has been submitted. A condition can ensure the use of technology to reduce the carbon footprint of the development, in accordance with PP37. Biodiversity enhancements could be secured by condition (#16).

Section 106 Agreement/CIL compliance

Contributions Required			Dorset Heathland SAMM	Poole Harbour Recreation SAMM
Flats	Existing	0	@ £269	@ £96
	Proposed	8		
	Net increase	8	£2152	£768
Houses	Existing	1	@ £394	@ 140
	Proposed	0		
	Net increase	-1	£394	£140
Total Contributions			£1758 (plus admin fee)	£628 (plus admin fee)
CIL	Zone C		@ £115sq m	

43. Mitigation of the impact of the proposed development on recreational facilities; Dorset Heathlands and Poole Harbour Special Protection Areas; and strategic transport infrastructure is provided for by the Community Infrastructure Levy (CIL) Charging Schedule adopted by the Council in February 2019. In accordance with CIL Regulation 28 (1) this confirms that dwellings are CIL liable development and

are required to pay CIL in accordance with the rates set out in the Council's Charging Schedule.

44. The site is within 5km (but not within 400m) of Heathland SSSI and the proposed net increase in dwellings would not be acceptable without appropriate mitigation of their impact upon the Heathland. As part of the Dorset Heathland Planning Framework a contribution is required from all qualifying residential development to fund Strategic Access Management and Monitoring (SAMM) in respect of the internationally important Dorset Heathlands. This proposal requires such a contribution, without which it would not satisfy the appropriate assessment required by the Habitat Regulations

45. In addition, the proposed net increase in dwellings would not be acceptable without appropriate mitigation of their recreational impact upon the Poole Harbour SPA and Ramsar site. A contribution is required from all qualifying residential development in Poole to fund Strategic Access Management and Monitoring (SAMM) in respect of the internationally important Poole Harbour. This proposal requires such a contribution, without which it would not satisfy the appropriate assessment required by the Habitat Regulations.

46. The applicant has submitted a Section 111 form and paid the relevant contributions towards Dorset Heathlands and Poole Harbour Recreation SAMM.

Summary

- The proposal would accommodate a form of development with a scale, height, design and plot coverage which is in keeping with the established pattern of development in Danecourt Road.
- Neighbouring amenity and privacy would not be materially harmed.
- Highway safety would be preserved.

Planning balance

47. The proposal would deliver sustainable patterns of development which would provide the social and economic benefits of seven additional dwellings within the urban area.

RECOMMENDATION

It is therefore recommended that this application be Grant subject the conditions set out below, which are subject to alterations / additions by the Head of Planning provided any alteration / addition does not go to the core of the decision.

1. OL010 (Submission of Reserved Matters)

No development shall commence on site until details of the access, appearance, landscaping, layout, and scale in respect of which approval is expressly reserved and are hereinafter called 'the reserved matters' have been

submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason:

The application was made for outline planning permission and is granted to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 and Part 3 of the Town and Country Planning (General Development Procedure) Order 2015.

2. OL080 (Submission of Reserved Matters (3 Years))

Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission and the development hereby permitted shall be begun before the expiration of 2 years from the final approval of reserved matters, or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason -

This condition is required to be imposed by the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004

3. PL02 (Plans Listing - Outline)

Pursuant of discharging conditions 1 and 2, the development hereby permitted shall be carried out in accordance with the following approved plans:

9306/100 Rev C Site, Block & Location Plans received 2 July 2020

9306/101 Rev B Floor Plans received 2 July 2020

9306/102 Rev A Elevations received 18 May 2020

9306/103 Rev C Streetscene + Bin & Bike Store received 2 July 2020

Reason -

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

4. GN030 (Sample of Materials)

Details and samples of all external facing and roofing materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before any on-site works commence. The development shall thereafter be carried out in accordance with the approved details.

Reason -

To ensure that the external appearance of the building(s) is satisfactory and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

5. GN080 (Screening to Balcony)

Obscure glazed screens which conform to or exceeds Pilkington Texture Glass Privacy Level 3 and are at least 1.8 metres in height shall be erected along the sides of the first floor balcony associated with Flat 6, as shown on the approved plan. The screens shall be erected prior to the first use of the dwelling, hereby permitted, and shall thereafter be permanently retained as such.

Reason -

In the interests of privacy and amenity of the neighbouring properties and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

6. GN090 (Obscure Glazing of Window(s))

Both in the first instance and upon all subsequent occasions, the first floor window associated with bedroom 1 of Flat 6 and the second floor windows associated with bedroom 1 and bedroom 2 of Flat 8 on the approved plan on the west elevation shall be glazed with obscure glass which conforms to or exceeds Pilkington Texture Glass Privacy Level 3 and shall either be a fixed light or hung in such a way as to prevent the effect of obscure glazing being negated by reason of opening.

Reason -

To protect the amenity and privacy of the adjoining properties and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

7. HW100 (Parking/Turning Provision)

The development hereby permitted shall not be brought into use until the access, turning space, vehicle parking and cycle parking shown on the approved plan have been constructed, and these shall thereafter be retained and kept available for those purposes at all times. The car park spaces on the approved plans shall be available for residents and visitors to the residential units. The parking shall therefore remain as unallocated parking at all times with no parking spaces allocated to any individual resident or residential unit and no parking barriers shall be placed to restrict access to the car parking area or any individual bays.

Reason -

In the interests of highway safety and in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

8. HW080 (First 4.5 Metres Constructed)

Concurrently with the construction of the development hereby permitted, the first 4.5 metres of the access crossing, measured from the near side edge of the carriageway, shall be laid out, constructed, hardened and surfaced, in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason -

In the interests of highway safety and in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

9. HW200 (Provision of Visibility Splays)

Before the development hereby permitted is brought into use and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any subsequent re-enactment thereof, the land designated as visibility splays as indicated on the approved plans shall

be cleared of all obstructions over 0.6 metres above the level of the adjoining highway, including the reduction in level of the land if necessary, and nothing over that height shall be permitted to remain, be placed, built, planted or grown on the land so designated at any time.

Reason -

In the interests of highway safety and in accordance with the approved plans and Policies PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

10. AA01 (Non standard Condition)

Notwithstanding the approved plans or pedestrian visibility splays, the first 1m of the site measured from the back edge of the Danecourt Road footway line, shall be cleared of all obstructions over 0.6 metres above the level of the adjoining highway, and nothing over that height shall be permitted to remain, be placed, built, planted or grown on the land so designated at any time.

Reason -

In the interests of highway safety and in accordance with the approved plans and Policies PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

11. HW110 (Cycle Provision)

Prior first occupation, secure cycle parking will be provided in accordance with the scheme which has been submitted to and approved by the local planning authority, and thereafter retained.

Reason -

In order to secure the provisions of appropriate facilities for cyclists and in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

12. AA01 (Non standard Condition)

Prior to first occupation of any new residential unit hereby approved, details of a proposed scheme of lighting along the access drive and footways within the site, to include details and specification of the type of lighting proposed, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to first occupation of any new residential unit hereby approved and thereafter retained and maintained to ensure the lighting remains in working order.

Reason -

In the interests of highway safety and in accordance with the approved plans and Policies PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

13. HW230 (Permeable surfacing condition)

All ground hard surfaces 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 site. The hard surface shall thereafter be retained as such.

Reason:

In the interests of delivering development which does not result in unacceptable levels of run-off and in accordance with Policy PP38 of the Poole Local Plan (November 2018).

14. TR010 (Arb Method Statement-Submission Required)

An arboricultural method statement prepared by an arboricultural consultant holding a nationally recognised arboricultural qualification providing comprehensive details of construction works in relation to trees shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of demolition/development. All works shall subsequently be carried out in strict accordance with the approved details. In particular, the method statement must provide the following:-

- a) erect protective fencing to trees during both demolition and construction phases which complies with BS5837:2012 and a plan indicating the alignment of the protective fencing;
- b) erect scaffolding and ground protection within tree protection zones in accordance with BS5837;
- c) ensure an area for storage of materials, concrete mixing and use of fires is provided;
- d) ensure the plans and particulars showing the siting of the service and piping infrastructure is implemented;
- e) ensure the specification for the construction of any arboriculturally sensitive structures and sections through them, including the installation of boundary treatment works, the method of construction of the access driveway including details of the no-dig specification and extent of the areas of the driveway are constructed using a no-dig specification;
- f) ensure the works requiring arboricultural supervision are carried out by the developer's arboricultural consultant, and details of the frequency of supervisory visits and procedure for notifying the Local Planning Authority of the findings of the supervisory visits are recorded; and
- g) details of all other activities which have implications for trees on or adjacent to the site are notified to the Local Planning Authority.

Reason -

In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

15. TR110 (Arboricultural Supervision)

Site visits shall be carried out by the developer's arboricultural consultant in strict accordance with the supervision schedule contained within the approved arboricultural method statement. Copies of written site notes and/or reports detailing the results of all site supervision visits and any necessary remedial works undertaken or required shall be submitted to and approved in writing by the Local Planning Authority. Variations to the approved supervision schedule must be submitted in writing to the Local Planning Authority and shall not be implemented until written consent has been obtained.

Reason -

In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

16. AA01 (Non standard Condition)

Prior to the construction of the flats hereby permitted, details of biodiversity enhancement to be delivered on site, prepared by suitably qualified and experienced person/s, shall be submitted to, and approved in writing by, the Local Planning Authority. The agreed enhancements shall be implemented prior to occupation of any of the flats hereby approved. The details could include, but are not restricted to bat and bird boxes and bricks; bee bricks; hedgehog ramps; native plant species.

Reason -

In order to deliver the biodiversity enhancement required by the NPPF and in accordance with Policy PP33 of the Poole Local Plan adopted 2018.

Informative Notes

1. IN72 (Working with applicants: Approval)

In accordance with the provisions of paragraphs 38 of the NPPF the Local Planning Authority (LPA) takes a positive and creative approach to development proposals focused on solutions. The LPA work with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service, and
- advising applicants of any issues that may arise during the consideration of their application and, where possible, suggesting solutions.

Also (add as appropriate):

- in this case the applicant was advised of issues after the initial site visit
- in this case the applicant was provided with pre-application advice and this was reflected in the proposals
- in this case the application was acceptable as submitted and no modification or further assistance was required
- in this case the applicant was afforded an opportunity to submit amendments to the scheme which addressed issues that had been identified
- the application was considered and approved without delay

2. IN74 (Community Infrastructure Levy - Approval)

Part 11 of the Planning Act 2008 and the Community Infrastructure Levy Regulations

The proposed development referred to in this Planning Permission is a

chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (amended).

In accordance with CIL Regulation 65, the Local Planning Authority (LPA) will issue a Liability Notice in respect of the chargeable development referred to in this planning permission as soon as practicable after the day on which this Planning Permission first permits development. The Liability Notice will confirm the chargeable amount for the chargeable development referred to in this Planning Permission and will be calculated by the LPA in accordance with CIL Regulation 40 (amended) and in respect of the relevant CIL rates set out in the adopted charging Schedule. Please note that the chargeable amount payable in respect of the chargeable development referred to in this planning permission is a local land charge.

Please be aware that failure to submit a Commencement Notice and pay CIL in accordance with the CIL Regulations and Council's payment procedure upon commencement of the chargeable development referred to in this Planning Permission will result in the Council imposing surcharges and taking enforcement action. Further details on the Council's CIL process including assuming liability, withdrawing and transferring liability to pay CIL, claiming relief, the payment procedure, consequences of not paying CIL in accordance with the payment procedure and appeals can be found on the Poole website: <http://www.poole.gov.uk/planning-and-buildings/planning/ldf/community-infrastructure-levycommunity-infrastructure-levy/>

3. IN81 (SAMM Approval)

The necessary contributions towards SAMM arising from the proposed development have been secured by a S.111 agreement and have been received.

4. IN84 (AA passed)

This application is subject to a project level Appropriate Assessment in accordance with the Conservation of Habitats and Species Regulations 2017, concluding that the likely significant effects arising from the development can be mitigated and have been mitigated ensuring there would not be an adverse effect on the identified designated sites of Nature Conservation Interest.

5. IN11 (First 4.5m Access Crossing)

The applicant is informed that the "first" part of the 4.5 metres of the access crossing in any case falls within the highway and is subject to the direct jurisdiction of the local highway authority. The remaining proportion of the 4.5 metres is also required to be surfaced to ensure free and easy access to and from the highway and to ensure stones, mud, gravel and the like do not result in a hazard on or near the highway.

6. IN13 (Kerb Crossing to be Lowered)

The applicant is informed that the Local Highway Authority will require the footway and kerb to be lowered and reconstructed in the position(s) corresponding to the vehicular means of access to the site. This requirement is imposed in order to service the means of access; in order to prevent danger and inconvenience to other road users and to pedestrians; and in order to prevent possible damage to highway surfaces. The work shall conform to a specification to be provided by the Highway Authority (BCP Council), or it may be required to be undertaken by the Authority itself. In either event, the work will be required to be undertaken at the applicant's expense. With regards to such works the applicant should contact BCP Council on Tel: 01202 261700, by email at droppedcrossings@bcpcouncil.gov.uk, or in writing to BCP Council, Environmental Services, Hatchpond Road Depot, Hatchpond Road, Poole, Dorset, BH17 7LQ. Contact should be made before the commencement of any works on or adjacent to the public highway. The footway crossing work will involve the alteration of the on-street parking bay markings and any work associated with the footway crossing work would be at the applicant's expense.