

Planning Committee

Application Address	4 Queens Park Avenue, Bournemouth, BH8 9LG
Proposal	Alterations, extensions, formation of dormer windows and conversion of dwelling house to 5 flats with cycle store, modification of vehicular access and formation of parking space
Application Number	7-2019-16827-E
Applicant	Mr D Raoof
Agent	RLM Architects
Date Application Valid	1 November 2019
Decision Due Date	26 December 2019
Extension of Time date	28 August 2020
Ward	Queen's Park
Report Status	Public
Meeting Date	13 August 2020
Recommendation	GRANT in accordance with the recommendation below
Reason for Referral to Planning Committee	<p>Call in request by Councillor Mr Mark Anderson</p> <p>Stated material reasons for referral:</p> <ol style="list-style-type: none"> 1. Intensification 2. Trees 3. Parking & Highways
Case Officer	Richard Cable

Description of Development

- 1 Planning consent is sought for alterations, extensions, formation of dormer windows and conversion of dwelling house to 5 flats with cycle store, modification of vehicular access and formation of parking space

- 2 The proposed units consist of 3x2bed and 2x1bed units.
- 3 The main building works consist of:
 - a. A two/single storey rear extension
 - b. A replacement single storey side extension to the western elevation
 - c. Front porch
 - d. Detached outbuilding to provide cycle store
 - e. Bin store enclosure
- 4 Widened vehicular access & closure of existing opening within front boundary nearest to 6 Queens Park Avenue (QPA) providing pedestrian access
- 5 The current scheme seeks to address the grounds of refusal for the previous D scheme development. The main differences between the schemes being:
- 6 Reduction in flats from 6 to 5 with omission of 1 bed unit
- 7 Omission of dormers to both side roof planes
- 8 Repositioning of rooflights & raising of lower sill to finished floor heights to 1.75m
- 9 Form & dimensions/height of extensions – rear and side – moderated/reduced (introduction stepped ridgeline to main roof, reduced height side extension and remodelling of rear extension) to result in a more subservient redesign
- 10 Improved design form/appearance – window forms & layout improved design cohesion, external facing treatment with existing building style
- 11 Revised car parking layout replacing row of 5 car spaces aligned from the front elevation to front boundary of the site to 2 parking bays of 5 car spaces (consisting of a row of 3 & pair of car spaces aligned in perpendicular arrangement) set off the site boundaries
- 12 Provision of soft landscaping areas within the frontage area around and between the parking and front boundary of the site
- 13 Revised bin storage facility layout relocated from extension along full length of front boundary with 6 QPA to a bin enclosure along western side wall
- 14 Provision of additional detailed information regarding tree impacts and building & ground work construction and services to demonstrate impact on Trees

Key Issues

- 15 The main considerations involved with this application are:
- Policy
 - Impact on character and appearance of the area including trees
 - Impact on residential amenity
 - Impact on highway safety
 - Waste & Refuse facilities
- 16 These points will be discussed as well as other material considerations below.

Planning Policies

Core Strategy (2012)

CS1 Sustainable development
CS4 Surface water flooding
CS6 Delivering sustainable communities
CS13 Key transport routes
CS16 Parking standards
CS18 Cycle & walking
CS21 Housing
CS22 Housing preferred locations
CS33 Heathland
CS41 Design Quality

District Wide Local Plan (2002)

Policy 4.25 Landscaping
Policy 6.10 Flats
Policy 6.13 Subdivision property

Supplementary Planning Documents:

Dorset Heathlands Planning Framework SPD (2020-25)

Residential Extensions: A Design Guide for Householders – PGN (2008)

Residential Development: A Design Guide – PGN (2008)

Part 2 local distinctiveness
Part 3 achieving good design
3.3 type of residential use
3.4 amount and density
3.5 layout
3.7 residential amenity
3.12.2 car parking
3.12.4 & 5 cycles and refuse/recyclables
Part 4 development types – 4.3 subdivision

Sustainable Urban Drainage Systems (SUDS) - PGN
Bournemouth Parking – SPD (2014)

Technical waste and recycling standards – Planning Guidance Note (2018)

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.

Paragraph 7 need for development to meet social, economic and environmental development principles

Part 2 Achieving sustainable development

Part 5 Delivering homes

Part 6 Economy

Part 8 Healthy communities

Part 9 Sustainable transport

Part 11 Effective use of land

Part 12 Achieving well designed places

Part 14 Meeting challenge climate change/flooding

Part 15 Conserve natural environment

Relevant Planning Applications and Appeals:

4 Queens Park Avenue – 14/08/2019 - Alterations, extensions, formation of dormer windows and conversion of dwelling house to 6 flats with cycle store, modification of vehicular access and formation of parking spaces – 7-2019-16827D.

The main reasons for refusal being:

1. Substandard parking giving rise to displaced parking & highway safety concerns
2. Harmful impact on trees arising from parking & bin facility layout to trees
3. Poor living environment for future occupiers due to cramped living space
4. Unsympathetic development – combination of factors including: layout, design, poor residential living space
5. Failure to secure heathland mitigation

4 Queens Park Avenue – 04/12/2018 - Application for a Lawful Development Certificate for proposed extensions with gable to rear of dwellinghouse – confirmed lawful and permitted development. 7-2018-16827C.

4 Queens Park Avenue – 20/08/2018 -Prior notification procedure – 8m rear single-storey extension with a pitched roof to a detached property. The extension comprises a maximum height of 3.5m, an eaves height of 2.4m and 8m length extension beyond rear wall) – (7-2018-16827 TPD) – Grant.

Representations

- 17 Site notices were posted in the vicinity of the site on 15/11/2019 with an expiry date for consultation of 06/12/2019.
- 18 6 representations have been received raising objection; 0 in support and 0 other comments. The issues raised comprise the following:-
- 19 Substandard parking provision
Displace parking onto highway and worsen existing parking problem
Prejudice condition of highway and pedestrian safety close to a roundabout
Out of character
Harmful to trees
Poor design
Noise and disturbance during construction
Noise from future occupiers – over-intensive

Consultations

- 20 Councils Highway Officer – (received 09/12/2019 & 25/06/2020) NO OBJECTION subject to condition.
- 21 Councils Tree & Landscape Officer – (received 18/11/2019, 04/02/2020 & 05/05/2020) following submission of suitable details NO OBJECTION subject to condition.

Constraints

- 22 Trees
Highway considerations
Residential Amenity
Amount
Context

Planning Assessment

Site and Surroundings

- 23 The development site occupies a position within the even numbered southern street frontage of the residential highway & at the western end of QPA. The

site is located close to the south west corner of the 'Fiveways' roundabout, at the junction with Charminster Rd.

- 24 The frontage building to QPA is characterised predominantly by detached 2 storey buildings, having the appearance of good sized family houses occupying rectangular plots of generous size. A number of buildings have 3rd floor roof level accommodation expressed externally by dormer additions, enlarged roof elements and roof lights. A number of buildings are under use as flats. Plots have single and dual vehicular access to the road frontage. Plots are distinguished by soft landscape features including mature trees. Trees are a feature of the street frontage where they line the footpath, that has a wide verge, that together contribute to the sylvan and spacious suburban appearance of the area.
- 25 The site to the immediate west is occupied by a purpose-built block of flats – Woodlands Court – that is of 3 storey scale, separated from the development site by a surfaced driveway that extends along the mutual side boundary with number 4 from QPA into the rear of the site, serving communal garaging/ parking area. The site to the immediate east at 6 QPA, is occupied by a detached house occupying a plot of similar size and building layout/scale. Land abutting the rear of the site is under commercial use functioning as the car park to the commercial uses fronting 378-386 Charminster Rd. The frontages of sites generally retain boundary markers and soft landscape features. The amount of soft landscaping within frontages is variable depending on the mix and amount of hard surfacing given over for parking. Reference to the frontages of property lying in the street frontage extending from the development site to Howard Rd, identifies that the majority of property have significant amounts of hard surfacing within their frontages together with soft landscape elements.
- 26 The application building respects the building line to QPA that is aligned to the orientation of the fronting highway and is of a scale and appearance typical of the area. The building is of 2 storey scale, having a geometric footprint surmounted by brick elevations and a slate dressed pitched roof. A single facility attached garage separates the house from the western side boundary.
- 27 The development site has a front garden of good depth and width and generous sized rear garden. A single vehicular access is provided to the right hand front corner of the site that serves a driveway extending to the garage located along the western side wall of the house. A low brick wall extends across the front boundary of the site behind which stands a low hedge. An opening in the front wall exists close to the boundary with number 6 providing pedestrian access to the site. The frontage area is laid to grass with some shrub border planting.
- 28 Trees on adjacent sites and to the fronting verge stand close to the site boundaries & also fall within the site.

Key Issues

Policy

- 29 The planning framework seeks to provide new housing at locations that satisfy sustainable development principles. The Core Strategy under policies CS13 and CS21 identify that new housing should be located with access to transport services and other amenities. The Core Strategy identifies Charminster Rd as being a key transport route and the commercial and service area along Charminster Rd as being a District Centre. Policy CS21 targets new housing where sites are located within 400m of Key Transport Routes and District Centres. The development site falls within 400m of both these determinants and therefore significant weight should be given to the locational merits of the site in meeting sustainable development principles set out in the policy subject to satisfying other relevant policy tests.
- 30 Policies CS21, 6.10 and 6.13 seek to enable flat development and the sub-division of existing buildings subject to satisfying other tests including the impact on the character and appearance of an area, residential amenity and highway safety considerations. These factors are considered below.
- 31 In respect to housing need & the economy the proposals would make a small but positive contribution to meeting housing need in the Borough at a sustainable location. The scheme would provide a good mix of unit types to meet the range of housing need and contribute to mixed communities. The development would have potential to contribute to economic activity in the area including spend within the local district centre in Charminster Rd. These benefits would weigh in the planning balance.

Impact on character and appearance of the area

- 32 As noted above the site has the appearance of a detached house occupying a generously sized soft landscaped plot at a location sited at the edge of district centre and beginning of an established residential area.
- 33 The development will modify the existing appearance of the building and its grounds but in a manner that would not be harmful to the contribution the site makes to the character or appearance of the area for the following reasons.
- Built form:
- 34 The proposed extensions would be restrained and proportionate in scale in relation to the existing building. The rear extension and its associated roof elements are shaped to have a subservient but sympathetic design relationship to the scale and design of the existing building. The primary element of the extended building -the 2-storey extension -would be located to the rear elevation such as to be hidden from direct public views. The element comprising the side extension to the west elevation is of single storey scale and replaces an existing building of comparable size and layout. The porch element to the front elevation provides an enclosed rather than open entrance facility but remains a subservient feature within the front elevation. The

external design, facing materials, window layout and design of openings would respect those within the existing building.

- 35 The detached cycle store building would be located within the rear garden area hidden from public view & where visible to the view of adjoining residents would have the appearance of an outbuilding of domestic scale not appearance not uncommon to a residential area. The recessed position of the main building from the street frontage, coupled with the intervening impact of the limbs and associated canopies of trees located on the highway verge and within residential property frontages -including to either side of the development site -would serve to severely limit direct views of the roof of the building from public view.
- 36 In respect to the potential impact of the bin storage facility, this feature would be located in a recessed area sited to the north west corner of the western side wall of the main building adjacent to the side boundary with Woodlands Court & set behind a timber gated enclosure. The enclosure fence would be set 16m behind the front boundary being only directly visible to public view from the vehicular access in the front boundary but would appear as an integral domestic feature.
- 37 Where the resulting building would be visible to public views the appearance of the building would remain that of a detached house in keeping with the established development.
- Trees & soft landscaping:
- 38 A feature of the area are trees sited within residential plots and in the public realm where they stand on the public highway verge outside the frontages of private property. Concern has been raised as to the potential adverse impact on existing trees. The impact of the development on trees has been given particular scrutiny. This is demonstrated by the need for a series of revised & additional tree information details secured during the assessment of the application and include a Tree Survey, Arboricultural Impact Assessment and Tree protection and methodology statement.
- 39 The proposals identify that none of the existing trees would require removal but that a number within the site frontage -T5,T6,T7 & T8 – together with other sited along the rear side boundary with adjoining property – T6 at 6 Queens Park Avenue – would require minor thinning or limb removal & groundworks to enable the development and the modified widened front access. The submitted information identifies that the impact of the proposed works including building, widened access, underground services and surfacing works including to the frontage parking area could all be managed through appropriate groundwork techniques and root and tree protection measures that would safeguard the long-term interests of existing trees. The Councils Tree and Landscape Officer has considered the submitted reports and subject to provision of suitable conditions regarding tree protection & oversight of the works the scheme is acceptable and that no objection be raised.

- 40 In regard to the appearance of the site frontage concern has been raised regarding the resulting appearance of the site due to the increased provision of parking spaces and associated hard surfacing. The proposals would alter the appearance of the existing frontage but in a manner sympathetic to existing development. The proposed site frontage layout would include provision for 5 car spaces and introduce hard surfacing extending from the vehicular access to provide an associated turning and manoeuvring area. However, the hard surfacing material would be of a sympathetic and soft nature being that of a combination of natural gravel, pressed gravel in resin & permeable small sized paving set within an Eco-grid.
- 41 A bespoke scheme providing targeted and additional graduated soft landscape planting within the site frontage would be provided as demonstrated under drawing 2033-05A.
- 42 The layout on drawing 2033-05A identifies a planting area – nearly 38m² in area - extending across the full width of the site frontage from the eastern edge of the vehicular access to the eastern boundary with 6 QPA being of between 2.5m-4m depth incorporating 3 distinct rows of planting ranging in height from 0.6-2m in height. In addition, an area of mixed soft landscape planting would be provided to the south east corner of the frontage – in the area located between the 2 rows of car spaces – having an area of about 30m².
- 43 Additional soft planting would also be provided to a border positioned across the western half of the front elevation.
- 44 The front boundary wall would be reduced in width from the widened vehicular access by about 2m but the existing pedestrian access opening located to the western end would be blocked up with the feature being substantively retained.
- 45 The impact of the proposed frontage layout and treatment should be considered within the context of the existing development where the majority of frontages to property sited along the associated length of QPA from 6 QPA to Howard Rd retain notable areas of hardstanding. The impact of the proposed parking layout and surfacing treatment would be considered to be restrained by the soft nature of the surfacing materials and their arrangement, the separation of the parking spaces into 2 separate areas with the impact of the parking spaces moderated or obscured from view by soft landscaped planting and boundary markers. The frontage area would be viewed within the unchanged context of the existing tree features and setting -including trees located on the highway verge - that would remain intact.
- 46 The scheme would therefore be considered to result in an acceptable change to the appearance of the frontage in delivery housing need whilst respecting & safeguarding features that contribute positively to the character and appearance of the area.

Residential Amenity

- Existing Residents

- 47 The site adjoins residential property to the west and east as noted above. To the west stands a 3 storey 12 unit apartment building at 398 Charminster Rd & to the east the detached house at 6 QPA.

Impact on 6 QPA:

- 48 The development plot is of generous dimensions being in excess of 60m deep and 15m wide and the plot at number 6 QPA is of similar area & shape. The layout position of the dwellings on both sites is similar respecting forward and rear building lines with facing side walls having a spacing of almost 7m.
- 49 The proposed rear extensions to 4 QPA would extend the footprint of the building further rearward beyond the rear of number 6, having regard to the layout plan, given the limited depth of the extension together with that of the restrained scale and mass of the built form coupled with the set off distance to site boundary and nearest habitable accommodation at number 6 QPA, the proposed building would have no materially harmful impact on the living conditions of the occupiers of 6 QPA by reason of the resulting built relationship.
- 50 The proposed detached cycle store would be sited as good separation distance from the rear of 6 QPA and sited behind existing soft landscape features that together with its single storey scale and domestic form would be substantially hidden from direct view & have no materially harmful visual or built impact on the outlook or living conditions of the occupiers of 6QPA.
- 51 In regard to matters of outlook resulting from the proposed accommodation towards 6 QPA the window layout has been configured so that no downward intrusive outlook could arise from the internal living space. The rooflights located within the roof element facing number 6 would be positioned such that their lower sills would be set a sufficient distance above finished floor level – 1.75m – to prevent any harmful overlooking. Windows within the rear elevation would be over the rear garden of 6QPA and not rearward into private windows or living space such that could not be considered to be materially harmful to the privacy of the occupiers of 6 QPA.
- 52 The existing dwelling has 4 bedrooms and is a good sized family dwelling and would generate activity & comings and goings associated with a family household of this size from the site. The proposals would result in an increase in the density of households and activity at this location generating additional activity to that existing. However, an increase in households from 1 to 5 does not mean that the activity would in itself be materially harmful. For example, the number of bedrooms would increase from 4 to 8 and the size of the units - 2 units being single bed units & the other 3 being 2 bed units - would provide for modest sized households limiting the increase in potential occupancy and activity.

- 53 Reference to the layout plan identifies that though parking as a potential source of activity within the site would increase the layout of parking spaces is contained wholly within the site frontage area with the access point at furthest distance from number 6 QPA. The primary parking bay consisting of 3 spaces which are set in excess of 15m from the nearest windows serving habitable living spaces at 6 QPA: the pair of frontage car spaces being set 10m from the nearest windows serving habitable space in the front elevation of 6QPA. These spaces are set about 20m from the nearest part of the useable rear garden area at 6QPA with building occupying the intervening space.
- 54 The bin store is located to the opposite western boundary within an enclosure within the length of the side wall of number 4 QPA such that any associated activity would have no material impact on the occupiers of number 6QPA by reason of any associated activity.
- 55 The cycle store would be located adjacent to the rear garden of 6 QPA but is set off the boundary and sited so as to be separated away from habitable windows behind an established boundary screen. The degree of noise and activity resulting from the use of the cycle store would be of a domestic nature and restrained. Taking account of the spacious layout of the garden area available at 6QPA the activity would not be considered to be materially harmful to the amenities of the occupiers of 6QPA.
- 56 Though the proposed use would increase activity within the rear of the site due to the activity of future occupiers sitting out, playing & communing in the rear amenity area, the impact would be restrained by both the limited increase in the occupancy of the site together with the generous area of the site coupled with that of the generous size of the rear garden serving 6QPA. The generous spatial layout and garden areas would dissipate the associated activity such that it would not give rise to a level of activity that could be considered materially harmful to the living conditions of the occupiers of 6QPA.
- 57 Concern has been raised regarding the potential noise, disturbance and impact of construction work on the amenities of the occupiers of 6QPA. Given the proximity of 6QPA to the proposed development site and layout nature of the building works this concern is understood. Though activity from construction work is unavoidable the impacts can be managed and minimised by good working practices. Suitably worded conditions are provided to manage the site activity including hours of work and noise and disturbance with the aim of minimising the impact of the occupiers of 6QPA and other residents in the area.

Woodlands Court 398 Charminster Rd:

- 58 The building at Woodland Court is of comparatively larger mass and scale than the development building and has a footprint position that projects deeply rearward behind the rear building line to property in the street frontage of which 4QPA is a part.

- 59 The footprint of 398 is set well off the mutual side boundary with 4QPA. The facing side elevation of 398 retains windows to the respective floor levels. The proposals would provide an additional roof light within the extended side roof plane facing 398 serving a bedroom to the upper level unit. The lower sill level would be raised 1.75m above finished floor level such to prevent any harmful outlook towards facing windows in 398.
- 60 The rear garden and frontage of 4QPA abut the driveway serving 398 and given the density of development at 398 the level of activity generated within the development site would not be prejudicial to the amenities of the occupiers of 398.
- Future occupiers
- 61 The planning framework requires new development to provide good living conditions for future occupiers. The previous D scheme was refused in part on the basis that the internal living environment was not considered to be of an acceptable standard. In determining development proposals, the Council refers to its own policy framework for guidance -including the Councils Residential Development Design Guide under part 3.7 – (to inform matters of outlook, privacy, amenity space provision), and the provisions of the DCLG - Technical Housing Standards – to inform minimum internal living space standards including the floor area of units and headroom.

Internal living space and headroom:

- 62 This has been a matter giving rise to extensive assessment with the applicant to ensure that the layout satisfies the relevant standards. The applicant has provided amended plans including sectional drawing ref: 2033-04A and floorplan ref: 2033-03S that demonstrate that the proposed units have a headroom clearance and internal floor space provision that would be considered to satisfy the requirements under the DCLG Technical Housing Standards.
- 63 For transparency the following details are provided:
- Unit 1 2bed3person required floor area 61m² - provide 60m²
 - Unit 2 1bed1person required floor area 37m² - provide 40m²
 - Unit 3 1bed1person required floor area 37m² - provide 39m²
 - Unit 4 2bed4person required floor area 70m² - provide 74m²
 - Unit 5 2bed2person required floor area (average 58-70=64m²) provide 74m²

Headroom

Minimum floor to ceiling height is 2.3m for at least 75% gross internal floor area:

Units 4 & 5 under roof elements:

Unit 4 75% of 74m2 is 55.5m2 [area@2.3m](#) is 57m2 therefore compliant
Unit 5 75% of 74m2 is 55.5m2 [area@2.3m](#) is 64m2 therefore compliant

- 64 In respect to outlook and daylighting all rooms are served by windows with primary living spaces having good level of natural daylight and an outlook.
- 65 In respect to external amenity space all units would have direct access to a generous good quality soft landscaped communal secure amenity area within the site that would meet the needs of the occupiers having regard to the potential occupiers and needs of the households.
- 66 The proposals would therefore be considered to give rise to a good quality and standard of living environment for future residents that would satisfy the required standards and planning tests having regard to the identified planning framework and addressed previous concerns under the D scheme.

Highway considerations & parking

- 67 Development is required to accord with the Councils adopted Parking standards and policy requirements to provide safe development and not prejudice highway safety. The previous D scheme was refused in part because the parking layout as substandard and could have given rise to displaced parking off-site that could have been harmful to conditions of highway safety.
- 68 The current scheme differs to the D scheme, as noted above, by providing a revised parking layout within the site frontage and a modified vehicular access arrangement, that results in a scheme that the Councils Highway Officer considers accords with the adopted Parking Standards having regard to the number of parking spaces, the layout and size of spaces, the turning and manoeuvring requirements, forward visibility and in regard to the use of the access and associated implications for highway safety.
- 69 The cycle store facility sited within the rear garden of the site within provides facilities that meet the requirements of the Councils adopted Parking Standards and demand from the development.
- 70 The concerns expressed by third parties in regard to matters of highway safety, proximity to traffic use in the vicinity of the Fiveways roundabout, the highway crossover, pedestrians and potential off site works and regulations have all been factored into the consideration of the highway implications by the Councils Highway Officer who has advised that the scheme would have an acceptable impact and such not to be harmful to vehicular and pedestrian users of the highway.

Waste & refuse facilities

- 71 The Councils waste and recycling standards require that each unit provide 1x140litre domestic and 1x240litre recycling bin storage within an enclosure

facility. The proposals make provision for an enclosed bin store positioned to the front side of the west elevation of the building providing sufficient space for the required 10 bins – comprising 5x140litre domestic & 5x240 litre recycling waste – to Council standards. The bins are positioned in an accessible and convenient distance to enable storage, use by residents and collection. A condition is provided to ensure the provision and management of a suitable facility.

Drainage

- 72 Policy CS4 requires new development to ensure that surface water generated from a site does not result in a net increase in off-site discharge and should be discharged within the site unless this is technically unavoidable. The scheme would result in additional surface water runoff given the increase in hardstanding and building footprints.
- 73 The applicant has submitted details -including a drainage report Robin Saunders Innervision Design Ltd dated April 2020- identifying that all surface water would be directed to a soakaway positioned within the rear of the site or disposed of within the site utilising Suds techniques including permeable surfaces. The details identify that the site percolation conditions would permit the approach proposed.
- 74 The details are acceptable to the Councils Tree Officer in regard to ensuring that associated service runs do not materially harm tree interests. No objection subject to suitable condition.

Contributions

Heathland Mitigation

- 75 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.
- 76 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 $5 \times £242 = £1210 - £355 = £855$ plus a £75 administration fee. A signed legal agreement has been drafted to provide this contribution/ A signed legal agreement would be required to secure this contribution but has not been progressed in view of the recommendation to refuse.

Community Infrastructure Levy

77 The development would be liable for a CIL contribution.

Summary

- 78 It is considered that the proposals would result in built development that would respect the character and appearance of the area
- 79 The built form and layout of development would respect the host development retain trees and safeguard soft landscape features
- 80 The proposals would be considered not to result in an over-intensive development of the site
- 81 The proposals would provide a good standard of living environment for future occupiers and safeguard the amenities of the occupiers of existing residential development
- 82 The scheme would accord with the Council requirements regarding parking and access arrangements and not give rise to harm to matters of highway safety
- 83 The scheme would provide suitable services and supporting facilities including cycle and waste & refuse facilities

Planning Balance

- 84 The development would make a small but positive contribution to housing with a mix of units at a location that satisfies sustainable development principles to which weight should be given.

The development would make a positive contribution to economic activity, and social need whilst respecting and safeguarding the environment.

- 85 Therefore, having considered the appropriate development plan policy and other material considerations, including the NPPF, it is considered that subject to compliance with the conditions attached to this permission, the development would be in accordance with the Development Plan, would not materially harm the character or appearance of the area or the amenities of neighbouring and proposed occupiers and would be acceptable in terms of traffic safety and convenience. The Development Plan Policies considered in reaching this decision are set out above.

Recommendation

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: Secure Heathland Mitigation contribution £855 plus £75 admin fee

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: Existing: location plan scale 1:1250, Existing elevations 2022-02H & proposed cycle store. Proposed: 2033-01Q Site & Location layout plan, 2033-03S Floor & elevations, 2033-04A Sectional detail & floor layout & 2033-05A Landscape layout

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 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 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. Materials to Match

Notwithstanding the details included on the application form the materials and colours to be used in the construction of the external surfaces of the extension hereby permitted shall match the elevation(s) to which the extension is to be added and such work shall be completed prior to occupation of the development granted by this permission.

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).

5. Surface Water Drainage

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.

6. 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).

7. Parking

Prior to occupation of the development hereby permitted, the parking area, drainage channel shall be constructed and laid out in accordance with approved plans and the five parking spaces shall be made available for only the residents of the new 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 in accordance with policies CS16 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

8. Cycle Store for Flats

Prior to first occupation of the development hereby approved, unless agreed in writing by the Local Planning Authority, details of a secure, fully enclosed, brick-built and walk-in cycle store for at least 3 cycles shall be submitted to and approved in writing by the Local Planning Authority. The cycle store shall have a lockable door(s) and keys should be made available to all residents. It should also contain a sufficient number of Sheffield stands, spaced at 1000mm centres, and 550mm should be allowed between the store walls and the adjacent edges of the Sheffield stands, to enable the required number of cycles to be stored and each cycle shall be accessible and not obstructed by other cycles in the store. The cycle store shall be in an accessible location and have internal and external illumination and adequate lighting shall be provided along the route to the store. Works shall be carried out in accordance with the agreed details and completed prior to occupation of the development hereby approved. The cycle store and associated lighting shall thereafter be retained, maintained and kept available for the residents of the development.

Reason: In the interests of highway safety, to promote alternative means of transport and in accordance with Policies CS18 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

9. Windows on Elevation to be High Level Type

The proposed windows on the east elevation serving the kitchen to unit 4 & bathroom and bedroom 1 to unit 5 & bedroom 1 of unit 5 within the west elevation shall be of high level type (minimum 1.75m internal sill height above finished internal floor level) 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).

10. Implementation of the approved Arboricultural Method Statement

The tree protection measures as detailed in the Arboricultural method statement dated 04 May 2020 and prepared by Mark Hinsley - John Christopher - Arboricultural Consultants Ltd, method statement dated 04 May 2020 and Tree Protection Plan ref: 4682-05-2020 dated 04 May 2020 shall be implemented in full and in accordance with the details until completion of the development in accordance with a detailed schedule of timetabled site inspections, monitoring and supervision, details for which are to be submitted & subject to agreement of the Councils Tree and Landscape

Officer prior to commencement of development works, unless otherwise agreed with the Local Planning Authority.

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).

11. Soft Landscaping - residential infill

Within 1 month of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of soft landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. The details should include where appropriate:

Planting plans; Schedule of plants; Implementation timetable. The approved soft landscape scheme shall be implemented in full prior to occupation or use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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

12. Landscape Maintenance

Within 1 month of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of a landscape maintenance plan for a minimum period of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the arrangements for its implementation. The landscape management plan shall be carried out in accordance with the approved details.

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

13. Hard Landscaping residential infill

Within 1 month of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of hard landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. The details should include where appropriate:

Proposed finished levels; Layout of car parking space(s); Surfacing materials; External fixtures e.g. lighting; bollards; Vehicle and pedestrian access and circulation. The approved hard landscape scheme shall be implemented in full prior to occupation or use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development includes a properly designed and suitably landscaped amenity area in the interests of visual amenity and to accord

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

14. 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).

15. Front boundary screen

Within 1 month of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, plan details of the material finish and form of the works to the front boundary wall -infilling of the existing pedestrian access and widened part of the vehicular access - shall be submitted to and approved in writing by the Local Planning Authority. The approved details regarding these works shall be carried out in accordance with those details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the development respects the character and appearance of the area in accordance with policy CS41 of the Bournemouth Local Plan Core Strategy (2012).

16. Informative Note: Surface water runoff to highway

Informative Note: To ensure rain water from private land does not drain onto the public highway, the design of the access road and hard standing should be of a bound material, this material should be permeable in nature or alternatively, a drainage channel could be installed across the vehicle access at the back edge of the footway, within the curtilage of the site. Submitted plans should clearly annotate this information.

17. Statement required by National Planning Policy Framework (APPROVALS)

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 opportunity was provided for the applicant to submit additional information and revised plans to resolve identified planning issues. Following receipt of suitable information and modified plans the identified planning issues were resolved such that the planning tests were considered to be fully addressed.

