

Planning Committee

Application Address	Templeman House, Leedam Road, Bournemouth, BH10 6HP
Proposal	Erection of a four storey block of 27 flats with bin and cycle stores, formation of parking spaces and installation of sub-station
Application Number	7-2020-4336-T
Applicant	BCP Council
Agent	pdp architecture llp
Date Application Valid	10 March 2020
Decision Due Date	8 June 2020
Extension of Time date (if applicable)	TBA
Ward	Redhill & Northbourne
Report Status	Public
Meeting Date	03 September 2020
Recommendation	Grant in line with the recommendation below
Reason for Referral to Planning Committee	Major development on Council land
Case Officer	Charles Raven

Description of Development

1. Planning consent is sought for the erection of a four storey block of 27 flats with bin and cycle stores, the formation of parking spaces and the installation of a sub-station.
2. The applicant has provided the following information:

	Existing	Proposed
Use	Care Home	Residential Flats
Car Parking	15	27 unallocated
Cycle Parking	0	28
Maximum Heights	9.9m (main ridge) 10.8m (lift overrun)	11.5m (main ridge) 13.8m (top of feature roof)
Minimum Distance to Boundary	5m (W boundary)	11m (unit 3 to NE boundary)
Maximum Width (at full height)	41m (51.4m total)	37.7m
Maximum Depth (at full height)	9.2m	19.7m
Total Footprint	751m ²	591m ²

3. During the assessment of the application, a number of amendments were made to the scheme, consisting of:

Introduction of a secure pedestrian gate to the public footpath to the south for use by the residents of the development only;
Removal of full height clear glazing on the NE facing rear elevation;
Reduction in depth of building on NE rear elevation;
Elevational design amendments;
Additional tree planting on NE boundary;
Amendments to parking layout;
Amendments to cycle store access and circulation paths.

Key Issues

4. The main considerations involved with this application are:

Impact on character and appearance of the area;
Impact on residential amenity;
Impact on protected trees;
Impact on highway and pedestrian safety;
Impact on protected heathland;
Impact on affordable housing.

5. These points will be discussed as well as other material considerations at para 17 to 55 below.

Planning Policies

6. Core Strategy (2012)

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

7. District Wide Local Plan (2002)

Policy 4.25 - Landscaping

8. Supplementary Planning Documents:

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

9. The National Planning Policy Framework (2019)

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

Relevant Planning Applications and Appeals:

10. 7-2019-4336-S - Prior approval procedure - Demolition of buildings - Permitted Development – Granted
11. Various tree work applications.

Representations

12. Site notices were posted in the vicinity of the site on 19/03/2020 with an expiry date for consultation of 24/04/2020. Further notices to advertise amendments were erected on 26/05/2020 with an expiry date for comments of 17/06/2020.
13. 19 representations have been received, 18 raising objection; and 1 comment. The issues raised comprise the following and have been discussed in the report:
 - Excessive height
 - Out of character
 - Inappropriate design
 - Over development
 - Loss of privacy
 - Overbearing
 - Loss of sunlight
 - Impact on trees
 - Insufficient parking
 - Increased noise
 - Increase in anti-social behaviour
 - Provision of pedestrian access to public footpath
14. Noise and disturbance during construction and the impact on property values are not material planning issues and cannot be taken into consideration.

Consultations

15. Urban Design Officer – no objections following amendments
Arboricultural Officer – no objections subject to conditions
Highways Officer – no objections subject to conditions
Recycling & Waste Officer – no objections subject to conditions
Flooding & Drainage – no objection in principle, further details can be requested by condition

Constraints

16. Individual and group Tree Preservation Orders on the site and surrounding

Planning Assessment

Site and Surroundings

17. The application site is located within a largely dense residential area characterised by a mix of building types including detached bungalows, two storey detached, semi-detached, and terraces dwellings, as well as purpose built 3 storey blocks of flats. The majority of the larger properties are red brick with clay tiled roofs whilst the bungalows tend to include render.
18. The site consists of a large three storey building, the last use of which was a residential care home but is currently vacant. Prior approval for its demolition has recently been confirmed. The site is very large and contains many trees which are protected by preservation orders. The dense boundary screening shields the site from much of the surrounding area.

Key Issues

Impact on character and appearance of the area

19. The proposed development entails the demolition of the existing building and the erection of a four storey block of 27 flats arranged as a mix of 1 and 2 bedroom units. The existing vehicular access would be utilised and a total of 27 car parking spaces provided, together with an integral cycle store, detached bin store, and electricity sub-station. A secure pedestrian access to the public footpath/alley to the south has been reintroduced for use of the residents only.
20. The site is essentially an enclosed plot with mature tree screening on a significant proportion of its boundaries. The proposed building would not be readily viewed in the context of any other neighbouring properties, so it is considered reasonable for it to create its own contemporary character. The finish of the building is modernist in its design with a main flat roof and parapet, complemented with three feature low mono pitched roof features. These break up what would be an expansive flat roof whilst adding interest and articulation. The combination of flat and monopitch roof is considered to work better than a more traditional roof form given the depth of the building would require a much higher pitched roof. The central core and main entrance creates a design feature with full height

glazing and zinc framing. The window openings have a regular rhythm and on the principle elevation follow the pitch line of the feature roof elements. The elevations are well articulated with steps to introduce depth to the facades. The main built form would be finished in a buff brick, with timber effect cladding and brown zinc elements. Balconies where provided would be finished in grey aluminium. The palette of materials is considered to reflect the treed character of the site and provides the building with its own identity. The design and finish is considered to be of good quality and would not have an adverse impact on the character or appearance of the area. This would be complemented by hard surfacing in a combination of coloured block paving to create a homesezone.

21. Whilst the development would be taller than the surrounding housing, there are examples of similar height flats (three storey plus pitched roof) within the vicinity of the site and the existing mature boundary screening would help mitigate the visual presence of the structure. It is acknowledged that the building would be taller than the principle height of the existing building with the main roof element being 0.7m higher than the highest part of the existing property and 1.6m higher than the main ridge. The highest point of the two highest feature roof slopes would be a further 2.3m above this. The building would not be as wide as the existing building and its footprint would be 160m² smaller than the existing footprint. The majority of the new footprint sits within the existing or is located to the Southern edge of the site. The overall footprint has been pulled in from the East and the West to take up a much smaller footprint on the site. The depth of the building would be around double that of the main three storey element of the existing building so the bulk of the proposed building would be greater. However, the building is considered to sit comfortably within the plot with good spacing to the boundaries. The building would not encroach into any root protection areas of protected trees, and no significant protected trees will be lost. Additional planting and landscaping will increase the number of trees and green areas within the site. The scale of built form is considered appropriate for the site.

Sustainability

22. It is understood that the development is to be built to Passivhaus standards and have solar PV panels on the roof. Electric vehicle charging points are also proposed. This is fully supported given the declaration of a climate emergency and it is hoped that the scheme will be an exemplar Council development, leading the way for future sustainable developments.

Impact on Residential Amenity

23. The impact on neighbouring occupiers has been fully assessed in line with local policies and adopted guidance as well as national guidance.
24. *13 Leedam Road* – this two storey semi-detached property is located to the north of the site sharing a common boundary. The NW facing end of the proposed block would face towards the side of the property with a minimum separation distance of 24m. Closest proposed windows would serve bedrooms, whilst other windows would be secondary and could be fitted with obscure glazing if considered necessary, however, given the orientation with views to the flank of the building, a condition has not been included. Side facing balconies are set further back still and given the separation distances involved it is considered that the development would not result in an overbearing impact or an unacceptable level of overlooking given the built up nature of the area.
25. *20 Leedam Road* – this detached bungalow is located to the west of the site. The property does not have any first floor windows facing the site. The dense and mature trees on the boundary are to be retained. The proposed built form is set further away from this property

than the existing building. It is considered that given the separation distances involved and the intervening boundary screening, the development would not have any adverse impact on the living conditions of the occupiers of this property.

26. *Western Avenue* – the closest properties on this road are detached bungalows located to the east and NE of the site, sharing common boundaries. Many of the properties have been extended either at ground floor or with a loft conversion or a combination of both. Whilst there are significant mature trees on the boundary helping to screen the site from many properties, there is a noticeable gap along the middle part of the boundary. Whilst new planting is shown to be provided here, it could be some time for it to mature. Therefore, as mentioned above, elements of the building have been moved further away from the boundary opposite this central section. Originally proposed full height windows have also been removed. Where they are shown to serve living rooms, the lower halves will be obscure glazed. In addition, there would be in excess of 30m between the NE facing elevation of the building and the nearest rear elevations of Western Avenue properties, comfortably exceeding the 25m minimum cited by your adopted residential design guide. Given the separation distances, the height of the building and the height of existing protected trees, the development would not result in an overbearing impact or any significant loss of sunlight. The number of windows within the existing building on this elevation is similar to the numbers proposed. Balconies on the northern end would be fitted with a full height obscure glazed privacy screen. It is acknowledged that views would be achievable to the rear garden areas of these properties, however, an existing relationship exists, there is significant boundary screening which will be supplemented, and a large proportion of the windows would serve bedrooms. Given these mitigating points, together with compliance with the design guide, a reason to refuse on grounds of overlooking could not be substantiated.
27. *1 The Paddocks, Hill View Road* – this detached bungalow is located to the south of the site on the opposite side of the public footpath/alley. The built form of the proposed building would not have any material impact on the occupiers of this property. The only possible impact would be the use of the secure private access to the public footpath. The impact of this is discussed at paragraph...
28. *4 The Paddocks, Hill View Road* - this detached bungalow is located to the south east of the site on the opposite side of the public footpath/alley. Given the retention of the dense and mature boundary screening, it is considered that the built form of the proposed building would not have any material impact on the occupiers of this property. As above, the impact on the use of the public footpath is discussed at paragraph...
29. *Badger Set 111 Hill View Road* – this recently built detached bungalow is located to the south west of the proposed building, with a separation distance of in excess of 40m with intervening mature trees and landscaping. It is considered that the built form of the proposed building would not have any material impact on the occupiers of this property. The impact on the use of the public footpath is discussed at paragraph...
30. *Greenhaven 111 Hill View Road* - this detached bungalow is located to the south west of the proposed building, with a separation distance of almost 60m with intervening mature trees and landscaping. It is considered that the built form of the proposed building would not have any material impact on the occupiers of this property. The impact on the use of the public footpath is discussed at paragraph...
31. *Future Residents* – all residential units would meet or exceed the Technical Housing Standards – Nationally Described Space Standard. 21 of the 27 units would have a private

balcony or terrace. The remaining properties occupiers can make use of the communal gardens. Whilst a private space per unit would be preferential, it is acknowledged that this cannot be provided for reasons of privacy. All units also have dual aspect. Proposed living conditions are considered appropriate and acceptable.

Impact on Trees and Landscaping

32. The site and surrounding area is covered by individual and group Tree Preservation Orders. The majority of this sites trees are to be retained and suitably protected. Felling of a small number of limited quality Category U trees is to be carried out – these are four Apples, a Cherry and a Cypress. Your Arboricultural Officer does not consider this to be of major harm and they can be replaced with a suitable soft landscaping scheme for the site and would require removal in any event due to their poor health.
33. Two trees will require minor pruning back to clear the proposed new building – this should not be harmful. The crown of T7 (a category B tree) will need to be pruned back by 1m to provide a 2m separation distance between the branch tips and the corner of the new block; however, this pruning is required regardless of the proposed development as the crown is very close to the corner of the existing building. New drainage is proposed within the root protection areas of trees and this has been addressed in the arboricultural method statement detailing how it is to be achieved without tree root damage. A car park falls into the root protection area of one tree however the existing surface in this location is tarmac hardstanding therefore no harm should occur.
34. Your Arboricultural Officer therefore does not raise any objections to this proposal subject to conditions for full compliance with the submitted arboricultural method statement, a detailed soft landscaping scheme to include replacement tree planting and a detailed soft landscaping maintenance scheme.

Impact on Parking and Highway Safety

35. The development proposals have been assessed by your Highways Officer who make the following comments.

Access
36. Vehicular and pedestrian access to the site is available from Leedam Road to the north. No alterations to the existing access arrangements are proposed.
37. Public Footpath E41 runs along the south east boundary of the site linking Western Avenue with Hillview Road and is recorded as a public highway along the section adjacent to the site thus cycling is permitted towards Hill View Road. The existing pedestrian path linking the building to the southeast boundary should be upgraded to 3m effective width (set back 0.5m from any wall or fence) to allow shared pedestrian/cycle use to the public highway. For security reasons the path may require gating at the boundary thus this must not open across the public highway and where installed, visibility splays should be provided either side, ideally 2m by 2m.
38. The applicants suggest that the existing pedestrian and cycle facilities do not need to be improved as they are comparable to the extant use. The Local Highway Authority (LHA) strongly disagrees with this conclusion and considers that there will be a significant increase in pedestrian and cycle movements to/from the site. Residents of the care home would have been unlikely to undertake walking/cycling trips from the site and if so, would likely have walked a short distance, for which the existing access at Leedam Road is

adequate. The majority of such movements would have been from staff and given that many would likely drive to work, these trips would be during working hours and infrequent in nature. Conversely, the proposed residential use could result in the majority of residents choosing to cycle or walk to/from the site -the requirement for the 28-space cycle store is indicative of this- often for much greater distances. To ensure this proposal is fully compliant with Policy CS18 of the Bournemouth Local Plan: Core Strategy (2012) adequate infrastructure is required to provide the residents with a realistic opportunity to use sustainable travel modes. In this instance, a link to the public highway/footpath to the south is necessary to provide the most direct route to local amenities in Columbia Road and beyond that the local district centre of Winton and the town centre of Bournemouth.

39. Following discussions, revised plans were submitted which re-introduce the link to the south east of the site and upgrade the existing path to 3m in width to allow shared pedestrian/cycle use to the public highway. The secure lockable gate at the end of the path will be required to open inwards into the site. The concern raised above has therefore been successfully overcome.

Car Parking

40. For the proposal to satisfy Core Strategy Policy CS16, car parking provision including the layout and design should be in accordance with the Parking Supplementary Planning Document (Parking SPD), adopted July 2014. The proposed development will generate a parking requirement of 36 allocated spaces (C3 Table D) or 23 unallocated spaces (C3 Table E). Given that 27 spaces are proposed, they must be of an unallocated nature.
41. Notwithstanding the above, the parking arrangement shown in drawing no. 28077-PD102 – Site Layout Flats does not fully comply with section 2 – Layout and Design Guidance of the Parking SPD, for the following reasons:
- Parking spaces numbered 1, 6, 8 and 14 should be widened to measure 3.1m in width as they are located directly adjacent to vegetation that restricts the ability to open car doors. Alternatively, vegetation can be set back from the 2.6m wide space to provide a 0.5m overhang.
 - Parking spaces numbered 8 and 23 will be inaccessible should a vehicle overhang spaces 9 and 24 respectively. Such a layout requires spaces in different rows to be offset, as per space 7 in relation to row 1-6.
 - Parallel parking spaces numbered 24-27 should measure a minimum of 2.6m in width and given that some spaces are obstructed by overhanging trees on the submitted drawing, this dimension should be clearly annotated.
 - At least 20% of car parking spaces should include electric vehicle charging points, with the remainder having passive provision, as per Policy CS17 of the Core Strategy. Please advise the applicant that any changes to the parking layout should not impact upon the minimum depth requirement of 6m for associated manoeuvring aisles.
42. Revised plans were submitted which altered the rows of parking spaces in order to comply with the above requirements and are now considered acceptable. Whilst no details pertaining to electric vehicle charging points were submitted, a suitable planning condition can be attached to secure this.

Cycle Parking

43. The proposed cycle store for 28 bicycles is considered adequate provision in this instance. The internal layout of the cycle store is generous and will facilitate easy access to cycles and turning movements within the store. However, the access door itself should measure a minimum of 1100mm (currently 950mm) in width and as mentioned previously, a suitable shared pedestrian/cycle path to the south east boundary of the site is required.
44. Revised plans were submitted which show that the access door to the cycle store has been widened to 1100mm and a suitable path and access to the south east of the site has been provided, thereby overcoming the issues raised.
45. Your Highways Officer therefore has no objections to the development subject to conditions.

Impact on Public Footpath/Alleyway to the South East

46. It is acknowledged that concerns have been raised in regard of the pedestrian access which is shown to the south east of the site, linking the development to the public footpath/alleyway there. As highlighted above, this is principally a requirement of the highways section, however, there are other secondary benefits including improved permeability and increased opportunities for active travel.
47. The main issues of concern appear to be the potential for increased anti-social behaviour and potential increased parking on Hill View Road.
48. The route would be well overlooked by the proposed development which would act as a deterrent to antisocial and criminal behaviour. The increased use of the footpath would actually aid in the reduction of existing anti-social behaviour currently experienced as increased footfall would soon become a deterrent for those looking to congregate.
49. The proposed development includes 27 unallocated parking spaces which exceeds the 23 required, therefore, the Parking SPD dictates that the full parking requirement can be accommodated within the site with additional spaces available and that there will be no parking displaced on-street whether this be occupiers or visitors. Moreover, given that the onsite parking spaces are unallocated in nature, they are available to visitors at all times.
50. Furthermore, it should be noted that Hill View Road is considered to have spare capacity to safely accommodate additional car parking should it ever be required, owing to the long, straight nature of the carriageway with no parking restrictions along its entirety, your Highways Officer could not substantiate a reason for refusal based on a few additional parked vehicles causing highway safety implications. The turning area at the northern end of Hill View Road lies adjacent to 3 private accesses and the public right of way all of which combine to form one continuous dropped kerb along its northern edge. If vehicles are currently parking across these accesses then that is a matter of enforcement which can be reported to the council and subsequently dealt with. It is unreasonable to assume that any additional parking on an unrestricted road with spare capacity will obstruct private accesses and again such an argument could not be defended by the Local Highway Authority.

Heathland Mitigation

51. 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.

52. Therefore, as of 17th January 2007 all applications received for additional residential accommodation within the borough are subject to a financial contribution towards mitigation measures towards the designated sites. A capital contribution is therefore required and in this instance is £7,263, plus a £363 administration fee. A signed legal agreement has been drafted to provide this contribution.

Affordable Housing

53. 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 the Council's Housing Section and all units will be affordable housing. 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

54. The development proposal is liable to a community infrastructure levy charge, the final calculation to be made on a successful grant of planning permission. This charge is index-linked however and may fluctuate accordingly depending on the date of actual payment.

Summary

55. It is considered that:

The development makes more efficient use of an underutilised site;
The development provides needed affordable housing;
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

56. It is acknowledged that the proposed building is higher than its immediate neighbours, however, given the need for affordable housing, the fact that the building would be contained within a treed site rather than forming part of a street scene, and revisions negotiated, the height as proposed would be acceptable. The impact on neighbouring occupiers has been fully explored and mitigated where necessary.

57. 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

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

Section 106 terms

Heathland Mitigation (SAMM): £7,263 plus £363 admin

Conditions

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

The development hereby permitted shall be carried out in accordance with the following approved plans: 28077-PD099 Rev A, 28077-PD102 Rev P, 28077-PD103 Rev H, 28077-PD104 Rev J, 28077-PD105 Rev E, 28077-PD106 Rev G, 28077-PD107 Rev C, 28077-PD108 Rev B, 28077-PD110 Rev A.

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 and Construction Management Plan that includes the following measures:

- a) parking arrangements for operatives and construction vehicles working on-site;
- b) noise reduction measures;
- c) details and siting of equipment, machinery and surplus materials on the site;
- d) details of safe access to the site for deliveries, loading, unloading of plant and materials; and the
- e) details of for wheel cleansing of vehicles prior to egress from the site onto the public highway.

The approved Method Statement and Construction Management Plan shall be implemented and complied with upon commencement of the development and the obligations within the Statement and Plan shall be adhered to throughout the construction phase of the development.

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

4. 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.

5. 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).

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. 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).

8. Obscure glazing of lower part of window

The full height windows serving living rooms and windows serving bathrooms on the North-East elevation, and the full height windows serving bedrooms and windows serving bathrooms on the North West elevation, with the exception of the upper pane, where provided (as indicated on drawing number 28077-PD106 Rev G), shall be glazed with obscure glass to a level equivalent to Pilkington Level 3 or above (or the nearest equivalent standard) and fixed shut 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).

9. Privacy Screens

The proposed balconies with screens on the North East facing rear elevation shall be provided with 1.8m high privacy screens in accordance with drawing number 28077-PD106 Rev G. The privacy screens shall be sited on the outer side (North East) elevation 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).

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. Unallocated Car Parking

All residential car parking spaces shown on the approved plans shall be made available for any resident of the development and those persons visiting residents of the development and shall remain unallocated to any specific resident or residence for the lifetime of the development.

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

12. Electric Vehicle Charging Points

Notwithstanding details shown on the submitted plans, within 3 months of the commencement of development, details of the provision of electric vehicle charging points shall be submitted to the Local Planning Authority for approval in writing. The proposed charging points shall be installed in accordance with the approved details prior to the first occupation of the development and permanently retained and kept available for the residents of the development hereby permitted at all times.

Reason: In the interests of highway safety and in accordance with policies CS17 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

13. Access/Turning/ Parking

Prior to occupation of the development hereby permitted, the initial 5m of the proposed access shall be constructed of a bound material, from the back edge of the footway and in conjunction with the parking and turning areas, shall be laid out in accordance with the approved plans and permanently retained and kept available for the residents and visitors of the development hereby permitted at all times.

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

14. Cycle store and access

Prior to occupation of the development hereby permitted, the cycle store and shared pedestrian/cycle path shall be installed as shown on the approved plans and thereafter retained, maintained and kept available for the residents of the development at all times.

Reason: To promote the cycling mode of transport and in accordance with Policy CS18 of the Bournemouth Local Plan Core Strategy (October 2012).

15. 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).

16. Hard Landscaping

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

Proposed finished levels; Layout of car parking space(s); Surfacing materials; External fixtures e.g. lighting; bollards; Vehicle and pedestrian access and circulation. The approved hard landscape scheme shall be implemented in full prior to occupation or use of the development

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

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

17. Soft Landscaping

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

Planting plans; Schedule of plants and trees; 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).

18. Landscape Maintenance

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

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

19. Implementation of the approved Arboricultural Method Statement

The tree protection measures as detailed in the arboricultural method statement dated 18 May 2020 and prepared by KJF Consultancy 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).

20. Boundary Treatment (Location & Type to be approved)

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, details of boundary treatment 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).

21. Pedestrian Gate

Notwithstanding the submitted details, prior to the first occupation of the development hereby approved, the pedestrian access located on the southern boundary shall be fitted with an inward opening secure gate, operated by an electronic keyfob which will only be available to the residents of the development and controlled by the Housing Section of the Council. The secure gate shall be closed and locked when not in use and remain in perpetuity.

Reason: In order to promote sustainable modes of transport in accordance with Policy CS18 of the Bournemouth Local Plan: Core Strategy (October 2012).

22. Energy efficiency/conservation scheme

That a detailed sustainability and energy efficiency/conservation scheme shall be submitted to and approved by the Council and the approved measures shall be implemented in full prior to occupation of the development.

Reason: In consideration of the scale of development proposed and as set out in Policies CS2 and CS3 of the Bournemouth Local Plan: Core Strategy (October 2012).

23. Water Efficiency

Prior to the occupation of the development, or such time as shall be agreed in writing with the Local Planning Authority, a scheme for water efficiency has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed details.

Reason: In the interests of sustainable development and prudent use of natural resources.

INFORMATIVE NOTE:

The development should include water efficient appliances, fittings and systems in order to contribute to reduced water demand in the area. These should include, as a minimum, dual-flush toilets, spray taps, low flow showers (no power showers) and white goods (where installed) with the maximum water efficiency rating. Grey water recycling and rainwater harvesting should be considered.

INFORMATIVE NOTE: The applicant is advised that in order to avoid contravention of section 153 of the Highways Act 1980, no door or gate should open outwards over the public highway.

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