



Planning Committee

Application Address	Duck Lane Bournemouth BH11 9JJ
Proposal	Erection of a 3 storey block of 12 flats with bin/cycle storage and formation of parking spaces – Regulation 3
Application Number	7-2020-21173-A
Applicant	BCP Council
Agent	Trinity Architecture
Date Application Valid	2 September 2020
Decision Due Date	1 December 2020
Extension of Time date (if applicable)	7 May 2021
Ward	Kinson
Report Status	Public
Meeting Date	22 April 2021
Recommendation	Grant in line with the recommendation below
Reason for Referral to Planning Committee	Major Council Development
Case Officer	Charles Raven

Description of Development

1. Planning consent is sought for the erection of a 3 storey block of 12 flats with bin/cycle storage and formation of parking space. The applicants have previously sought pre-application advice for a similar scheme.
2. The applicant has provided the following information:

	Existing	Proposed
Use	Garage Blocks	12 Flats
Car Parking		12 Spaces
Cycle Parking		26 Spaces
Maximum Height		9.6m
Minimum Distance to Boundary (north)		4m

Maximum Width		25.4m
Maximum Depth		16.2m

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

Removal of pitched roof and elevational design changes;
 Replacement of north facing balconies with Juliette balconies;
 Provision of solar panels;
 Changes to the layout;
 Additional pedestrian access;
 Additional communal drying area provided;
 Changes to bin and cycle stores;
 Changes to parking areas.

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 parking/highway safety
 Impact on trees
 Impact on heathlands
 Affordable housing provision

5. These points will be discussed as well as other material considerations at para 15 to 40 below.

Planning Policies

6. **Core Strategy (2012)**

Policy CS1 - Presumption in Favour of Sustainable Development
 Policy CS2 – Sustainable Homes and Premises
 Policy CS3 – Sustainable Energy and Heat
 Policy CS4 - Surface Water Flooding
 Policy CS6 - Delivering Sustainable Communities
 Policy CS16 - Parking Standards
 Policy CS17 – Encouraging Greener Vehicle Technologies
 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 3.20 – Contaminated Land
 Policy 4.25 – Landscaping
 Policy 6.10 – Flats Development

8. **Supplementary Planning Documents:**

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

9. **The National Planning Policy Framework (2019)**

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

- (c) approving development proposals that accord with an up-to-date development plan without delay; or
- (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole

Relevant Planning Applications and Appeals:

- 10. None relevant.

Representations

- 11. Site notices were posted in the vicinity of the site on 15/09/2020 with an expiry date for consultation of 16/10/2020.
- 12. No representations have been received.

Consultations

- 13. Flood Management/Drainage – no objection subject to a condition requiring details of a Sustainable Urban Drainage System (Condition 5);

Highways – no objection subject to Conditions 15, 16, 17;

Regulation - site falls within the 250m notifiable area surrounding the Poole Lane, opposite Nutley Lane suspected tipped site and part of the site is currently domestic garages. Contaminated land condition required (Condition 4);

Trees – concerns relating to proximity of trees to northern elevation;

Urban Design – no objections following revisions, quality materials will be important (Condition 8);

Waste & Recycling – no objections following revisions (Condition 11).

Constraints

- 14. Heathland 400m-5km buffer.

Planning Assessment

Site and Surroundings

15. The site is located at the end of a short cul-de-sac providing access to two three-storey blocks of flats and a garage with forecourt. A further block of flats is located to the south west utilising a different access from Duck Lane. The principle of flats within this area is therefore well established. The flat blocks, alongside the garage block, are set apart from one another within their own grounds providing amenity space for residents and providing a more spacious character. A significant number of mature trees in the locality enhance the character of the area screening Turnball Lane to the north and providing a robust screen to the open amenity land to the east. The site is also visible in views from the pedestrian Leaf Lane which runs alongside the site to the north, between it and Turnball Lane.

Key Issues

Impact on character and appearance of the area

16. Originally submitted plans provided a block of flats with a shallow pitched roof profile and cladding insert features on each of the gable ends. Whilst the resulting built form was similar to that of the existing flat blocks, it was considered somewhat dated with the roof serving no useful purpose in terms of the resulting void. Amended plans were submitted which provided a more contemporary flat roofed scheme, which was originally suggested at pre-application stage, providing 12no. 2 bedroom units. The revised scheme would have centrally recessed access core with two accommodation sections having a protruding feature which frames the two sections from the frontage and continues on the other elevations. Wedge shaped balconies on three of the elevations would add further interest and articulation. There would be a significant amount of full height windows providing good levels of light to the flats. The flat roof would provide sufficient space for solar panels, which would be shielded from view by an appropriate parapet, forming part of the frame feature mentioned.
17. The siting of the development would ensure good spacing to boundaries as well to the existing flats, the new block would therefore not appear cramped. A communal amenity space would be provided to the rear, together with private balconies or terraces for each unit. Further communal clothes drying areas are also proposed. The refuse and cycle store has been repositioned to ensure the main entrance of the flats is visible from the main access from Duck Lane, ensuring good legibility and a more welcoming and attractive approach to the building. Good quality landscaping around all sides of the building will further soften the impact.
18. Officers have worked with the applicant to provide a deliverable contemporary development that would not have any harmful impact on the character or appearance of the area, compliant with the aims of policies 6.10, CS21 and CS41.

Impact on residential amenity

19. *6 Duck Lane* – this three storey block of flats is located to the west of the proposed development with a separation distance of approximately 30m. This separation distance, together with the orientation and layout of this block, ensures there would not be any unacceptable overlooking or overbearing impact to the amenities of the occupier so these flats. Whilst a proposed parking area would be closer to the flats, a good sized landscape buffer would remain and the impact is considered acceptable.

20. *8 Duck Lane* - this three storey block of flats is located to the south west of the proposed development with a separation distance of approximately 24m. Whilst this is marginally below the minimum suggested separation distance of 25m advocated in the adopted Design Guide, the window relationship is oblique to the flank of the proposed block, so the impact is considered minimal and acceptable in this instance. The parking relationship remains as existing.
21. *Turnball Lane* – the two storey semi-detached properties here are all in excess of 25m from the proposed building, with intervening mature tree and hedge coverage. It is considered that given the separation distances, boundary screening, together with the siting and layout of the development, the proposed block would not result in any harmful loss of privacy or overbearing impacts.
22. *Future Occupiers* - All of the units are comfortably larger than the minimum space standards advocated by the DCLG's Technical housing standards – nationally described space standard. All of the main living areas are dual aspect and all units have at least one outside private amenity area in the form of a terrace or a balcony, in addition to the communal outside area to the rear. Whilst one of the ground floor units would only have one outside terraced area which would be adjacent to a car parking area, it would not be immediately adjacent to any car parking spaces and is considered acceptable in this instance.
23. For these reasons, it is considered that the development would not have any harmful impact on residential amenity and is compliant with policies 6.10, CS21 and CS41.

Impact on parking/highway safety

24. Your Highways Officer has assessed the development and following the receipt of revised plans and further supporting information, provides the following paraphrased comments.
25. The applicant has confirmed that land adjacent to the application site and within the same ownership, comprises of three 9 x 2 bed flatted developments at no's 4, 6 and 8 Duck Lane. These existing developments, within a Zone D location, generate a car parking requirement of 27 spaces (1 space/unit), in accordance with *Table 9: C3-Flats* of the BCP Parking Standards SPD (2021).

Access

26. The existing vehicular access from Duck Lane will be retained and utilised. The provided swept path analysis demonstrates that all refuse vehicles used by the council will be able to turn around onsite thereby avoiding the need for long arduous reversing manoeuvres. Gated pedestrian access to Leaf Lane is retained.

Car Parking

27. These existing flats currently have access to 28 surface parking spaces, none of which shall be lost as a result of this proposal thereby satisfying their parking requirement. The retention of the 9 existing spaces shown within the application site for residents of no's 4, 6 and 8 Duck Lane will be secured through an appropriate planning condition.
28. Your Highways Officer acknowledges that the existing garage provision will be lost to provide surface car parking for the new development which as stated previously, satisfies the requirement outlined within the Parking Standards SPD. In terms of car parking, the garage provision is superfluous to what is required and therefore the loss of this is not considered to result in displaced parking. Furthermore, the applicant has provided

supporting information which confirms the vast majority of garages are vacant or rented out to persons living outside of the vicinity of the site. It should also be noted that the garages are of substandard size to be considered a formal parking space when assessed against the current layout and design guidance.

29. In addition to the above, it is noted that there is scope for multiple vehicles to be parked in an ad hoc arrangement along the private access road, to the south of the application site, serving the existing developments.
30. 12 new car parking spaces are proposed for the 12 x 3-habitable room flats thereby satisfying the parking requirement outlined within the BCP Parking Standards SPD (2021). These spaces exceed the council's 2.6m by 4.8m size requirements and have an adequate manoeuvring aisle (6m).
31. To comply with Policy CS17 of the Bournemouth Local Plan: Core Strategy, the proposed development should provide electric vehicle charging points at a ratio of 50% active provision and 50% passive provision, in accordance with section 3.6 of the Parking Standards SPD. These details can be conditioned.

Cycle Parking

32. The provision of external stores measuring 1m by 2.5m for each of the existing units is considered adequate to accommodate two cycles from the same household regardless of whether cycles might have been stored in garages previously. Visitor cycle parking has not historically been provided for the existing development and given that said development does not fall within the application site then such provision is not required to be provided as part of the proposed scheme.
33. Cycle parking provision, including resident and visitor use, for the proposed development accords with the quantitative and qualitative aspects of the Parking Standards SPD and is therefore acceptable.
34. The proposed parking arrangements are fully compliant with your adopted Parking Standards SPD and the development would not give rise to any additional highway safety concerns. The proposals are considered to comply with the requirements of policies CS16, CS17, and CS18.

Impact on trees/landscaping

35. The site or its neighbours are not covered by tree preservation orders. A number of poor quality trees are shown to be removed and your Arboricultural Officer raises no objections to this. Notwithstanding this, there is a dense screen of mature English oak trees in close proximity to the northern elevation of the proposed block of flats. Your Arboricultural Officer initially had concerns in regard to the proximity of these trees to balconies serving the units on the proposed north facing elevation. These balconies have since been omitted and replaced with Juliette balconies. The applicant has also provided a daylight assessment which demonstrates adequate light will reach these windows. However, it should be noted that these windows are secondary openings to the rooms they are serving, with the main windows and balconies facing east and west. There is therefore limited to no reason why there should be any future pressure for these trees to be cut back. The development can therefore be provided without any harm to the long term retention of these trees. The submitted plans indicate areas for landscaping surrounding the entire building, which will soften the impact of the development even further. The development is considered

compliant with your policy CS41 of the Core Strategy and saved policy 4.25 of the Bournemouth District Wide Local Plan

Sustainable construction, energy and environmental impact

36. Policy CS2 requires at least 10% of the energy to be used in all major development to come from decentralised and renewable or low carbon sources. In this instance, the applicant has indicated that all light fittings will be dedicated energy efficient with all external lighting controlled by PIR and/or dusk to dawn sensors. It is also proposed to utilise ground source heat pumps and solar panels on the flat roof. These can be secured by a suitable condition.

Heathland Mitigation

37. 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.
38. 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 £3,252, plus a £162 administration fee. A legal agreement is required to secure this contribution.

Affordable Housing

39. 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 Councils 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

40. 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

41. 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 is considered appropriate;
The level of parking provision conforms to the adopted Parking Standards SPD;
The development would not have an adverse impact on highway safety;
There would not be a harmful impact on nearby trees;
Heathland mitigation and affordable housing provision are policy compliant.

Planning Balance

42. The development will go some way to the provision of needed affordable housing within the Bournemouth area on this brownfield site. Officers have worked with the applicant to provide a deliverable contemporary development that would not have any harmful impact on the character or appearance of the area, would not have any harmful impact on residential amenity, on the long term retention of trees or on issues of highway safety. It should be noted that the Council can only demonstrate a 2.9 year supply of deliverable housing land. Therefore, Framework Paragraph 11(d) must be considered. However, the level of heathland mitigation agreed is in line with your adopted supplementary planning document and there are no other identified adverse impacts.
43. Therefore, having considered the appropriate development plan policy and other material considerations, including the NPPF, it is considered that subject to compliance with the conditions attached to this recommendation, 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

44. **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 S106 agreement with the following terms:**

Heathland Mitigation (SAMM): £3,252 plus £162 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: 2914-P-01E, 2914-P-02E, 2914-P-03E, 2914-P-04E, 2914-P-05E, 2914-P-06E, 2914-P-08, 2914-P-09.

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

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

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

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

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

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

- a) parking arrangements for operatives and construction vehicles working on-site;
- b) noise reduction measures; 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. Remediation Scheme for Contaminated Land

Before the commencement of the development the applicant or their successors in title shall submit for the written approval of the Local Planning Authority (LPA):

1. a 'desk study' report documenting the site history.
2. a site investigation report documenting the ground conditions of the site, and incorporating a 'conceptual model' of all potential pollutant linkages, detailing the identified sources, pathways and receptors and basis of risk assessment.
3. a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when the site is developed (if appropriate).
4. a detailed phasing scheme for the development and remedial works (if appropriate).

The approved remediation scheme shall be fully implemented before the development hereby permitted is first occupied. Any variation of the scheme shall be agreed in writing by the LPA in advance of works being undertaken. On completion of the works and prior to the first occupation of the development, the applicant or their successors in title shall provide written confirmation to the LPA that all works were completed in accordance with the agreed details.

Reason: To ensure that the development is carried out safely in the public interest and in accordance with best practice and with Policy 3.20 of the Bournemouth District Wide Local Plan (February 2002).

5. Surface Water Drainage (SUDS Implementation)

Before the commencement of development, 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. Affordable housing

The development hereby approved shall not be first 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 Annexe 2: Glossary of National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

- i. The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 40% of housing units;
- 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.

The affordable housing shall be retained in accordance with the approved scheme.

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. Prior Approval of Materials

Details 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 and retained thereafter.

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).

9. No Permitted Development for enclosure

Notwithstanding the provisions of Class A and C, under Part 2, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) there shall be no erection or construction of a gate, fence, wall or other means of enclosure or physical division to delineate separate areas of ownership within the grounds of the application site.

Reason: In order to preserve the character and appearance of the area and to retain the communal amenity space, in accordance with 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. Provision of Refuse Bin Store

The refuse bin store hereby approved shall be constructed in accordance with the approved details prior to the first 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).

12. Hard Landscaping

Within 3 months of the date of commencement of the development, 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 first 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).

13. Soft Landscaping

Within 3 months of the date of commencement of the development, 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; 5 year maintenance plan. The approved soft landscape scheme shall be implemented in full prior to first 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. Boundary /Subdivision Treatment

Within 3 months of the date of commencement of the development, details of boundary treatment and/or subdivision shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a plan showing: the positions, height, design, and materials. The approved boundary treatment scheme shall be implemented in full prior to first 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).

15. Access/Turning/Parking

Prior to the first occupation of the development hereby permitted, the vehicular and pedestrian access and vehicular turning and parking areas shall be constructed and laid out in accordance with the approved plans and thereafter permanently retained with the proposed 12 no. parking spaces made available to the residents/visitors of the proposed development and the existing 9 no. parking spaces retained for use by the residents/visitors of the existing developments at no's 4, 6 and 8 Duck Lane. All parking spaces shall be kept available for their specified use 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).

16. Electric Vehicle Charging Points

Notwithstanding details shown on the submitted plans, within 3 months of the commencement of the development details of the provision of Electric Vehicle Charging Points and associated infrastructure shall be submitted to the Local Planning Authority for approval in writing. Those details shall be in accordance with the BCP Council Parking SPD (adopted 6th January 2021). The approved details shall be implemented and brought into operation prior to the first occupation of any residential unit hereby approved or any use hereby approved commencing. Thereafter the Electric Vehicle Charging Points shall be permanently retained available for use at all times.

Reasons: In the interests of promoting sustainable development including sustainable forms of transport in accordance with Policy CS17 of the Bournemouth Local Plan Core Strategy (October 2012).

17. Cycle Store for Flats

Notwithstanding details shown on the submitted plans, within 3 months of the commencement of the development details of secure cycle parking for 26 cycles (24 resident + 2 visitor), including proposed construction materials, shall be submitted to and approved in writing by the Local Planning Authority. The installation and provision of the cycle parking shall be carried out in accordance with the agreed details and completed prior to first occupation of the development hereby approved. The cycle parking shall thereafter be retained, maintained and kept available for the occupants 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).

18. 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 the first 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).

19. Water efficiency

Prior to the first occupation of the development, a scheme for water efficiency shall be submitted to the Local Planning Authority for written approval. The scheme shall be implemented in accordance with the agreed details and completed prior to first occupation of the development hereby approved and retained thereafter.

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: 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.