

# Delegated/Planning Committee

Application Address	352-358 Ashley Road, Poole, BH14 9DF
Proposal	Major application for the demolition of the existing building and redevelopment of the site to provide ground floor retail, a private courtyard and 27 apartments.
Application Number	APP/21/01007/F
Applicant	In Excess UK Ltd
Agent	Chapman Lily Planning Ltd
Ward and Ward Member(s)	Newtown & Heatherlands
<b>Summary of Recommendation</b>	Grant subject to conditions
Reason for Referral to Planning Committee	Number of consultation responses
Case Officer	Hannah Wild

## **Executive Summary**

The key planning issues for Members to consider are set out below. Members will have to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.

This application proposed to demolish of the existing building and the redevelopment of the site to provide ground floor retail, a private courtyard and 27 apartments. The apartments offer the following mix of dwellings:

- 1 x Studio
- 19 x 1 Bed
- 7 x 2 Bed

## **Representations received**

Objections were received from 38 individual addresses. A summary of objections has been provided within the consultation section of the report.

## **Principle of Development**

The proposal is for the demolition of the existing building and redevelopment of the site to provide ground floor retail, a private courtyard and 27 apartments. The location is within a sustainable transport corridor where high density residential accommodation is accepted.

## **Character and appearance of the area**

The surrounding area is largely retail and commercial units, with residential/office units on the upper floors. There is little distinctive character of the area, with materials of the surrounding buildings being largely brick or render. The design of the proposals fits in with the local area.

## **Residential and neighbouring amenities**

As stated, the apartments range from 1 studio, 19 - 1 bedroom apartments and 7 - 2 bedroom apartments. All apartments meet the national minimum space standards and provide acceptable levels of outlook and natural light.

The site will offer 175sqm of outdoor space that would only be accessible to residents and would be directly overlooked by apartments 2 and 3. In comparison to what is currently on site, the introduction of green space would add a biodiversity net gain to the development and a permeable surface.

### **Parking and highway safety**

Vehicle access for deliveries and to the amenity space can be accessed off Jubilee Road. The site offers no parking spaces however offers a bike store on the ground floor with 34 spaces for residents and 4 spaces for visitors. This is acceptable under the current Poole Local Plan.

### **Sustainability considerations**

#### **Air Quality**

The application site sits within 15m of the Ashley Road Air Quality Management area (AQMA) where high levels of Nitrogen Dioxide are detected. A condition has been imposed to secure a full Air Quality Assessment is submitted and approved by the council prior to commencement on site should the application be approved.

#### **Drainage**

Limited drainage information has been submitted as part of the application. A condition will be imposed stating that prior to commencement a surface water management scheme for the site must be submitted and approved by the council.

### **Infrastructure and developer contributions**

Mitigation of the impact of the proposed development on recreational facilities; Dorset Heathlands and Poole Harbour Special Protection Areas; and strategic transport infrastructure is provided for by the Community Infrastructure Levy (CIL) Charging Schedule adopted by the Council in February 2019.

The contributions required from this scheme are stated below:

Heathlands SAMM - £7,683 incl admin  
Harbour SAMM - £2,750 incl admin  
CIL - £136,070

### **Conservation comments**

It has been noted that there are tiles currently around the entrance to the In-Excess store which are of importance. The Carter Tiles are locally made 1960's tiles in which it would be a shame to lose. It will be conditioned that the tiles are to be kept on site and incorporated into the development on the Ashley Road frontage.

### **Retail Units**

Below the 27 apartments, the proposals offer two commercial units measuring 80.7sqm and 53.9sqm respectively which front onto Ashley Road. Policy PP22 3a states that the site should offer primary retail frontage, and these proposals support that policy.

### **Accessibility**

The flats are M4(2) compliant and the first-floor stairs meet the requirements for a General Access Stair. The access is considered adequate for the elderly and some disabilities which is deemed acceptable.

## **Summary**

- The proposal will provide acceptable living conditions for future occupiers
- The proposal is in keeping with the surrounding area and will not detrimentally impact the character and appearance of the area.
- The proposal will not cause material harm to the amenities and privacy of the occupants of neighbouring properties.
- The proposal will not detrimentally impact highway safety or parking due to the location on the sustainable transport corridor.
- The provision of 20% of the predicted energy consumption of the proposed dwellings through the use of renewable energy sources can be secured by condition.
- The proposals will be CIL Liable.

## **Description of Proposal**

1. This full application is for consent to be sought to demolish the existing building and redevelop the site to provide ground floor retail unit, a private courtyard and 27 apartments.

## **Description of Site and Surroundings**

2. Currently the site is occupied by a Class E retail unit. The site sits at the junction of Jubilee Road and Ashley Road, with an active frontage and principal elevation facing onto Ashley Road. The current building adds no value to the street scene of Ashley Road, comprising of a large metal canopy which hangs over a brick frontage. The application site is currently dominated by the retail unit, with a small loading facility at the northern tip of the site.
3. The surrounding area largely comprises of 1960's and 1970's developments, with some older buildings scattered throughout the surrounding area. The palette of materials used on Ashley Road is largely brick and rendered buildings, with units currently between 1 and 2.5 storeys in height.
4. Ashley Road is largely dominated by retail units on the ground floor, with offices and residential flats on the upper floors. There are no heritage assets nearby the site that would be impacted by the proposals. Jubilee Road leads to a largely residential area as well as a pay and display car park.

## **Relevant Planning History**

5. The site has five historic applications, of which two relate the In-Excess store in terms of signage and change of fascia, one relating to a single storey extension to the rear of the plot for storage purposes and one relating to the bus stop in front of the site. The final application has no description or information.

## **Constraints**

6. Currently on-site in the entrance of the In-Excess Store are Carter Tiles which are local to the area and considered a non-designated heritage asset. It has been agreed with the applicant that the tiles will remain on the site, located in along the frontage of the retail units facing onto Ashley Road. This has been conditioned and agreed with the applicant.
7. The site is located within 15m of the Ashley Road Air Quality Management area (AQMA) where high levels of Nitrogen Dioxide are detected. Therefore a condition will be imposed to require a AQA to be submitted and approved by the council prior to commencement.
8. Limited drainage information has been submitted as part of the application. A condition will be imposed stating that prior to commencement a surface water management scheme for the site must be submitted and approved by the council.

## **Public Sector Equalities Duty**

9. In accordance with section 149 Equality Act 2010, in considering this proposal due regard has been had to the need to —
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

## **Consultations**

10. BCP Highways Authority – supports the proposal, subject to conditions  
BCP Highways Authority has been consulted on the proposal and offered no objection subject to the attachment of conditions. The proposed amount of car parking provision complies with the Council's Parking Standards SPD.
11. BCP Environmental Services – a condition has been proposed which requires an AQA to be submitted prior to commencement on site.
12. BCP Flooding Authority have asked for an AQA, which should include impacts of the demolition, construction and operational phases of the development on air quality, any proposed mitigation options, any proposed methodologies and/or monitoring should be agreed with the LPA.
13. BCP Flooding Authority – a condition has been proposed which requires an AQA to be submitted prior to commencement on site.

## **Representations**

14. In addition to letters to neighbouring properties a site notice was posted outside the site on 02/08/21 with an expiry date for consultation of 23/08/21.
15. 38 letters of representation have been received, of which 35 letters raise objections to the proposal. The issues raised comprise the following:
- Principle of development;
  - No provisions for parking;
  - Lack of Affordable Housing;
  - Scale of development;
  - Lack of outdoor space for the residential units;
  - Highways dangers;
  - Pollution to the local area;
  - Out of character with Jubilee Road and Ashley Road;
  - Loss of Carter Tiles;
  - High noise levels;
  - Loss of retail space;
  - Density of the development;
  - Lack of disabled access to upper floors;
  - Loss of natural light; and
  - Mix of dwellings proposed.

## **Key Issues**

16. The main considerations involved in this application are:
- Principle of development
  - Impact on the character and appearance of the area
  - Impact on the neighbouring amenity
  - Impact on parking and highway safety
  - Sustainability considerations

- SAMM/CIL compliance

These points will be discussed, as well as other material considerations, below.

## **Planning Policies**

### 17. Poole Local Plan (Adopted 2018)

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

### 18. Supplementary Planning Document

- BCP Parking Standards SPD (adopted January 2021)
- The Dorset Heathlands Planning Framework 2020-2025 SPD (Adopted March 2020)
- Nitrogen Reduction in Poole Harbour SPD
- Poole Harbour Recreation 2019-2024 Supplementary Planning Document (SPD)

### 19. National Planning Policy Framework (July 2021)

## **Planning Assessment**

20. This application proposed to demolish of the existing building and the redevelopment of the site to provide ground floor retail, a private courtyard and 27 apartments. The apartments offer the following mix of dwellings:

- 1 x Studio
- 19 x 1 Bed
- 7 x 2 Bed

21. Ashley Road is a retail area within Poole, and many of the surrounding buildings offer retail at ground floor level, with a mix of offices and residential on the upper floors. Jubilee Road runs to the west of the application site and is a largely residential area, with dwellings running along the western side and a pay and display carpark on the eastern side. Further north, Jubilee Road connects to the highly residential area of Upper Parkstone. The principle of retail and residential on this site is considered appropriate for the area.

22. The character of the area is varied. Within the immediate area the buildings are largely 1960 to 1970's style, with older properties dotted through. The materials used are largely brick and render, and many properties have window heads and sills which the scheme has mirrored from the surrounding area.

23. Buildings within the vicinity of this plot are typically 2 -2.5 storeys in height. The proposed development is 3.5 storeys in height. Due to the location being on a main road, the scale of the building is considered correct of the area.

## **Principle of development**

24. The principle of development is acceptable for this location. The Poole Local Plan stated that 'The principle of high density development (e.g. flats) anywhere within the sustainable transport corridors is accepted, subject to the other policies of the plan (eg. PP27: Design and PP35: A safe, connected and accessible transport network).'
25. The principle of development is supported by Policies PP01, PP02 and PP34.

### **Character and appearance of the area**

26. The character of Ashley Road is largely retail and commercial units, with residential/office units on the upper floors. There is little distinctive character of the area, with materials of the surrounding buildings being largely brick or render.
27. The proposals incorporate a brick design, as well as replicating the heads and sill which can be seen on other buildings along Ashley Road. The materials used for this development will also be conditioned and require approval from the council prior to commencement.
28. The proposals are supported by Policy PP27.

### **Residential and neighbouring amenities**

29. Policy PP27 outlines that development should not result in a harmful impact upon amenity for local residents or future occupiers in terms of overshadowing, loss of light, loss of privacy and whether the development is overbearing or oppressive.
30. As stated, the apartments range from 1 studio, 19 - 1 bedroom apartments and 7 - 2 bedroom apartments. All apartments meet the national minimum space standards and provide acceptable levels of outlook and natural light.
31. There will be shared outdoor amenity space on the ground floor of the proposals. The site will offer approximately 175sqm of outdoor space that would only be accessible to residents and would be directly overlooked by apartments 2 and 3. In comparison to what is currently on site, the introduction of green space would add a biodiversity net gain to the development and a permeable surface.
32. Given the height of the building and separation distances from neighbouring properties, it is unlikely to result in any overshadowing or appear overbearing to any neighbouring residential properties.
33. The proposed housing mix is supported by Policy PP8 within the Poole Local Plan.

### **Parking and highway safety**

34. Vehicle access for deliveries and to the amenity space can be accessed of Jubilee Road. The site offers no parking spaces however offers a bike store on the ground floor with 34 spaces for residents and 4 spaces for visitors. The site is also located within the sustainable transport corridor and there is a bus stop outside of the development which offers services into Poole and Bournemouth town centres. Objections received make note of the lack of parking facilities for residents, however the location of the development is well connected and in a sustainable location, therefore residents should be able to access all amenities on foot, bike or public transport. BCP Highways Authority has been consulted on the proposal and offered no objection subject to the attachment of conditions.
35. This is supported by Policies PP34 and PP35.

### **Sustainability considerations**

36. Air Quality

The application site sits within 15m of the Ashley Road Air Quality Management area (AQMA) where high levels of Nitrogen Dioxide are detected. The applicant has not provided any information on air quality, therefore a condition has been imposed to secure a full Air Quality Assessment is submitted and approved by the council prior to commencement on site should the application be approved.

### 37. Drainage

Limited drainage information has been submitted as part of the application. The application stated that all areas of new hardstanding will be constructed from porous materials to ensure that all run-off is managed within the boundaries of the site; and the use of permeable surfaces and areas of soft landscaping will ensure that if there is a long period of rain, then the rainfall can be absorbed into the ground without impacting on public sewers. The application fails to mention where rain water will be drained. Taking this into consideration, a condition will be imposed stating that prior to commencement a surface water management scheme for the site must be submitted and approved by the council.

### **Infrastructure and developer contributions**

38. Mitigation of the impact of the proposed development on recreational facilities; Dorset Heathlands and Poole Harbour Special Protection Areas; and strategic transport infrastructure is provided for by the Community Infrastructure Levy (CIL) Charging Schedule adopted by the Council in February 2019.
39. The site is within 5km (but not within 400m) of Heathland SSSI and the proposed net increase in dwellings would not be acceptable without appropriate mitigation of their impact upon the Heathland. As part of the Dorset Heathland Planning Framework a contribution is required from all qualifying residential development to fund Strategic Access Management and Monitoring (SAMM) in respect of the internationally important Dorset Heathlands. This proposal requires such a contribution, without which it would not satisfy the appropriate assessment required by the Habitat Regulations.
40. In addition, the proposed net increase in dwellings would not be acceptable without appropriate mitigation of their recreational impact upon the Poole Harbour SPA and Ramsar site. A contribution is required from all qualifying residential development in Poole to fund Strategic Access Management and Monitoring (SAMM) in respect of the internationally important Poole Harbour. This proposal requires such a contribution, without which it would not satisfy the appropriate assessment required by the Habitat Regulations. The applicant has paid the relevant contributions towards Dorset Heathlands and Poole Harbour Recreation SAMM. As such, the proposed scheme complies with Policies PP32 and PP39 of the Poole Local Plan.
41. The contributions required from this scheme are stated below:
- Heathlands SAMM - £7,683 incl admin
  - Harbour SAMM - £2,750 incl admin
  - CIL - £136,070

### **Conservation comments**

42. Comments from the Conservation Consultants state concern regarding the size of flats and the quality of light some units will receive. The size of the flats meet the nationally described space standards and reconfigurations of internal layouts have been completed to make sure all apartment have at least one aspect that is not overlooking the courtyard, therefore gaining natural light from another direction. The comments have been looked at in relation to the application as a whole and a judgement has been made to continue to refer the application for approval.
43. It has been noted that there are tiles currently around the entrance to the In-Excess store which are of importance. The Carter Tiles are locally made 1960's tiles in which it would be a shame to lose.

This has been acknowledged by the applicant who has been happy to incorporate them into the design on the outside of the retail units. Therefore, it will be conditioned that the tiles are to be kept on site and incorporated into the development on the Ashley Road frontage.

### **Retail Units**

44. Below the 27 apartments, the proposals offer two commercial units measuring 80.7sqm and 53.9sqm respectively which front onto Ashley Road. Policy PP22 3a states that the site should offer primary retail frontage, and these proposals support that policy.

### **Accessibility**

45. The proposals for this development do not incorporate a lift into the plans. The flats are M4(2) compliant and the first-floor stairs meet the requirements for a General Access Stair. Therefore the access is considered adequate for the elderly and some disabilities which is deemed acceptable.

### **Planning balance**

46. Given the shortfall of the number of homes delivered in the Local Plan area, the balance is tilted in favour of sustainable development and granting planning permission except where the benefits are significantly and demonstrably outweighed by the adverse impacts or where specific policies in the NPPF provide a clear reason for refusal. The tilted balance approach forms a material consideration in this case. The proposed development will result in a greater density of dwellings on the site within a Sustainable Transport Corridor.
47. The site lies within the sustainable transport corridor, as identified by the Policy PP2 of the Poole Local Plan. The proposed scheme would be in keeping with the pattern of development in the area.
48. The scheme would also contribute to the Council's demand for new housing, and it would achieve social benefits of delivering additional residential units in the area, in a manner that would enhance the area's residential character along a sustainable transport corridor.
49. Notwithstanding the concerns about the impact on the character of the area expressed by residents, the proposal is on-balance, considered to preserve that character and be acceptable in terms of Policies PP27 and PP28.
50. Having recognised the collective benefits of the proposed scheme and the tilted balance approach, it is concluded that the scheme would achieve the economic, social and environmental objectives of sustainable development, in line with the adopted local policies. In conclusion, the proposals would comply with the requirements of the Development Plan when read as a whole and with the provisions of the NPPF and is therefore recommended for approval.

### **Summary**

51. A summary of the proposals conclude that:
- The proposal will provide acceptable living conditions for future occupiers
  - The proposal is in keeping with the surrounding area and will not detrimentally impact the character and appearance of the area.
  - The proposal will not cause material harm to the amenities and privacy of the occupants of neighbouring properties.
  - The proposal will not detrimentally impact highway safety or parking due to the location on the sustainable transport corridor.
  - The provision of 20% of the predicted energy consumption of the proposed dwellings through the use of renewable energy sources can be secured by condition.
  - The proposal will be CIL liable.

### **Recommendation**



52. It is therefore recommended that the application be **Grant subject to conditions.**

### **Conditions**

1. GN150 (Time Expiry 3 Years (Standard)) The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason - This condition is required to be imposed by the provisions of Section 91 of the Town and Country Planning Act 1990 and amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. PL01 (Plans Listing) The development hereby permitted shall be carried out in accordance with the following approved plans:

- Location, Block and Ground Floor Plan/Topo Survey (20173 11) Submitted 26/01/22
- Existing Elevations (20173 12) Submitted 26/01/22
- Proposed Site Plan (20173 13) Submitted 26/01/22
- Proposed Ground and First Floor Plan (20173 14) Submitted 26/01/22
- Proposed Second and Third Floor Plan (20173 15) Submitted 26/01/22
- Proposed South and West Elevations (20173 16A) Submitted 26/01/22
- Proposed North and East Elevations and Section (20173 17) Submitted 26/01/22
- Visualisations (20173 18) Submitted 26/01/22

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

3. Materials to be used for the external wall and roof shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the build.

Reason - To ensure a satisfactory visual relationship of the new development and that existing and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

4. A scheme to close the existing access (which is to be made redundant) shall be submitted to and approved in writing with the Local Planning Authority prior to the first occupation of the development hereby approved. The scheme shall include provision to raise the existing lowered kerbs, and reinstate the footway to the existing access and shall comply with the standards adopted by the Local Highway Authority. All works shall be completed in accordance with the approved scheme prior to first occupation/use of the development.

Reason - In the interests of highway safety in accordance with PP35 of the Poole Local Plan (November 2018).

5. The development hereby permitted shall not be brought into use until the access, turning space, and cycle parking shown on the approved plan have been constructed and fit for use, and these shall thereafter be retained and kept available for those purposes at all times.

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

6. No development shall commence until detailed design of a satisfactory surface water management scheme for the site, based on sustainable drainage principles, complying with the current Defra Non-statutory technical standards for sustainable drainage systems and an assessment of the hydrogeological context of the development, has been submitted to and approved by, the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The submission shall also include full details of how the scheme will be maintained and managed in perpetuity to ensure ongoing performance to design standard.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system

7. All ground hard surfaces shall either be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the site. The hard surface shall thereafter be retained as such.

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

8. The development, hereby approved, shall not commence until an Air Quality Assessment has been submitted and approved by the council as asked for within consultation comments from the flood authority. The AQA should include impacts of the demolition, construction and operational phases of the development on air quality. Any proposed mitigation options should also be included. Any proposed methodologies and/or monitoring should be agreed with the LPA. Further guidance can be found at the Institute of Air Quality Management (IAQM) (<https://iaqm.co.uk/guidance/>)
9. A construction method statement detailing all demolition and construction activities that will be undertaken as part of the development hereby permitted shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of any ground clearance, demolition or construction. The submitted construction method statement shall in particular provide the following:-
  - a) means of retention of ground surrounding any excavations together with details of method of installation including proposed locations of all necessary equipment and working space required to construct foundations and walls;
  - b) areas for the loading and unloading of materials;
  - c) location of storage compound for materials and mixing areas;
  - d) location of all temporary site buildings, storage containers and welfare facilities;
  - e) location and details of cranes, piling rigs and plant required to undertake all demolition and construction activities; and
  - f) location of contractor parking facilities.

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

10. Prior to demolition, a scheme shall be submitted and approved detailing how the carter tiles will be removed and reinstated in a manner which will secure their preservation. The development must then be completed in accordance with the approved plans.
11. Details and samples of all external facing and roofing materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority prior to the construction of the building hereby approved. The development shall thereafter be carried out in accordance with the approved details.

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

12. Prior to occupation of the development hereby approved a scheme of biodiversity enhancements for the site, which may include but not be limited to Bee blocks, swift and bat houses and hedgehog highways, shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall subsequently be fully implemented prior to occupation of the dwellings hereby approved and in accordance with the agreed details and retained thereafter.

Reason - To improve biodiversity within the site and in accordance with Policy PP33 of the Poole Local Plan adopted 2018.

13. Prior to first occupation of the building(s) hereby permitted, details of measures to provide 20% of the predicted future energy use of each dwelling from on-site renewable sources, shall be submitted to and approved in writing by the local planning authority. These measures must then be implemented before any residential occupation is brought into use, and maintained thereafter. Documents required by the Local Authority include: The 'as built' SAP assessment documents. These should be the same documents issued to Building Control to address the Building Regulations Part L, The corresponding EPC (Energy Performance Certificate), and A statement, summary or covering letter outlining how the data given in the above documents demonstrates that a minimum of 20% of energy use is provided by the renewable technology.

Reason - In the interests of delivering a sustainable scheme, reducing carbon emissions and reducing reliance on centralised energy supply, and in accordance with Policy PP37 of the Poole Local Plan (November 2018).

#### **Informative Notes:**

- IN72 (Working with applicants: Approval) In accordance with the provisions of paragraphs 38 of the NPPF the Local Planning Authority (LPA) takes a positive and creative approach to development proposals focused on solutions. The LPA work with applicants/agents in a positive and proactive manner by;
  - offering a pre-application advice service, and
  - advising applicants of any issues that may arise during the consideration of their application and, where possible, suggesting solutions.
- IN13 (Kerb Crossing to be Lowered) The applicant is informed that the Local Highway Authority will require the footway and kerb to be lowered and reconstructed in the position(s) corresponding to the vehicular means of access to the site. This requirement is imposed in order to service the means of access; in order to prevent danger and inconvenience to other road users and to pedestrians; and in order to prevent possible damage to highway surfaces. The work shall conform to a specification to be provided by the Highway Authority (BCP Council), or it may be required to be undertaken by the Authority itself. In either event, the work will be required to be undertaken at the applicant's expense. With regards to such works the applicant should contact BCP Council and complete an online application form at: <https://www.bcpCouncil.gov.uk/Roads-and-transport/Dropped-kerbs/Apply-for-a-dropped-kerb.aspx>
- IN00 (Non Standard Informative) The applicant should note and inform future resident's that they may be excluded by the Council from being able to purchase an on-street residents permit or visitors parking permit in the locality of the site. This is to reduce the transport impacts from the development due to no car parking provision being proposed.
- IN74 (Community Infrastructure Levy - Approval) Part 11 of the Planning Act 2008 and the Community Infrastructure Levy Regulations.

The proposed development referred to in this Planning Permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (amended)

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

Permission will result in the Council imposing surcharges and taking enforcement action. Further details on the Council's CIL process including assuming liability, withdrawing and transferring liability to pay CIL, claiming relief, the payment procedure, consequences of not paying CIL in accordance with the payment procedure and appeals can be found on the website:  
<https://www.bcpccouncil.gov.uk/Planning-and-building-control/Planning-policy/Community-Infrastructure-Levy/Community-Infrastructure-Levy.aspx>

Case Officer Report Completed  
Officer: Hannah Wild  
Date: 7/03/2022

Agreed by:  
Date:  
Comment: