

Planning Committee Report



Application Address	Solent Beach Complex, Solent Promenade, Bournemouth BH6 4BE
Proposal	Erection of a new restaurant, public conveniences and kiosk at ground floor level, with 17 overnight lodges spread over two further floors with pedestrian access bridges and other associated landscaping. Alterations to Warren Edge Car including a new laundry store, cycle shelter, car park access control and electrical substation. Cycle stands and beach showers are also proposed - Regulation 3
Application Number	7-2021-1696-J
Applicant	Bournemouth, Christchurch and Poole Council
Agent	Footprint Architects Ltd
Ward and Ward Member(s)	East Southbourne and Tuckton
Report status	Public Report
Meeting date	21 st July 2022
Summary of Recommendation	Grant, subject to the completion of a legal agreement
Reason for Referral to Planning Committee	Regulation 3 submission in a major application category
Case Officer	Joscelyn Holbrook

Executive Summary

Bistro On The Beach was a well-known local restaurant located down on the seafront in Southbourne. The building that housed the restaurant also comprised of public toilets, showers, a kiosk and beach huts. The building was beyond its serviceable lifespan and in a poor state of repair. An application for its demolition was approved in November 2021 and demolition work has now been completed. The redevelopment of the site is seen as an opportunity to improve the facilities for local residents whilst also providing overnight stay accommodation on the sea front.

The proposed building will consist of one large linear building comprising of a restaurant, kiosk and public toilets at ground floor and 17 overnight stay lodges above split of two further levels. The lodges will be high quality self-catering holiday accommodation responding to the demand in domestic tourism. The lodges will be managed by the Council on a similar basis to the established Manor Steps overnight beach huts which is located 2.5km to the west of the site.

The proposed restaurant will have 140 internal and 40 external covers and also a takeaway kiosk. The operator of the restaurant is currently unknown however, an extraction system is to be provided to ventilate the restaurants kitchen and this is accompanied by a noise assessment demonstrating that the proposed system can operate without causing adverse harm.

Sustainability is at the heart of the design of the building with natural shading being provided, natural cooling through the use of a green roof and the use of air source heat pumps. Swift bricks, bee bricks and bat tubes will be installed, and non-native species of vegetation removed from the cliff face behind in order to provide a biodiversity net gain. The pallet of materials have a natural tone which would reflect a seaside building aiming to blend in with the surroundings whilst also providing an iconic landmark building.

The site is located adjacent to the promenade and there is a risk of flooding through wave overtopping, especially in bad weather. The Flood Risk Assessment highlights the need for clear means of escape of the upper floors and two platforms are proposed to link up with the pedestrian footpath behind the building. A detailed ecology report has been submitted to assess the impact the building and the platforms will have on the designated cliffs. In addition, a geotechnical inspection report and a ground investigation report has also been submitted with detailed site data collected via rope access along the cliffs. No objections have been raised regarding the impact on the cliff face.

Alterations to Warren Edge car park is proposed with the allocation of 17 parking spaces for the use of the guests staying at the lodges. A combined laundry storage and cycle store is also proposed in the car park which will result in the loss of a further 6 parking spaces. An amended plan was requested to reduce the size of the laundry store and cycle store, at Officers request, in order to retain more public parking spaces. A Beryl Bike bay is to be installed in a close proximity to the building which will provide a sustainable mode of transport for local residents, visitors and guests staying at the lodge. On the promenade shower facilities will be installed and Sheffield stands for public use.

Concern was initially raised by the Local Highway Authority and the Urban Design Officer that the building will encroach onto the promenade resulting in a pinch point due to the narrowing of the promenade. Further data and advice was sought which confirms that the proposed width is acceptable however, it is acknowledged that in the future this section of promenade will need to be kept clutter free in order to maintain a minimum width.

Prior to submission, pre application advice was sought to allow the Planning Department sufficient time to fully consider all the issues and liaise with consultees and departments. The proposal also went before a independent design review panel which has helped shape the proposal that is currently under assessment. The pre application submission, design review panel and significant negotiations between various consultees has ensured that all aspects of the development have been fully considered. The character of the area has been carefully considered with the importance of the cliffs remaining the dominant feature discussed. The height of the building is considered acceptable and would remain subservient to the cliffs.

Overall, it is considered that the benefits of the scheme in terms of bringing investment into this part of the seafront, that would improve public facilities whilst also providing high quality self-catering holiday accommodation with sustainability at its core would outweigh the visual harm of the platforms from the cliff and therefore the application is recommended for approval.

Description of Proposal

1. Planning permission is sought for the erection of one linear building consisting of three floors. The ground floor will consist of a restaurant with 140 internal and 40 external covers, public conveniences and a takeaway kiosk. The first and second floor will consist of 17 overnight lodges spread over the two floors above. The lodges will consist of 14 standard, 1 accessible and 2 premium lodges. The lodges will be self-catering holiday accommodation with a similar set up to the established Manor Steps lodges. The site is located on the promenade, adjacent to the seafront at the bottom of a sloping footpath from Warren Edge car park.
2. The erection of two pedestrian bridges leading to the ramped access behind (north) is also proposed. Alterations to Warren Edge car park is proposed which includes the erection of a single storey structure that will be used as a laundry store and secure cycle store for visitors staying at the lodges. This will result in the loss of 4 public parking spaces. In addition, 17 car parking spaces that were for public use will now be reserved for the guests staying at the lodges. An electrical

substation is also proposed. Beach showers, cycle stands and a Beryl bike stand near to the building is also proposed. The application is a regulation 3 proposal and submitted by BCP Council.

3. As well as detailed plans, elevations and cross sections, the applicant has submitted a number of supporting documents and additional information in support of their application. The documents are as follows:
- Waste Management plan;
 - External Lighting Scheme;
 - Flood Risk Assessment;
 - Ecology Appraisal;
 - Transport Assessment;
 - Noise Impact Assessment;
 - Extraction System Details;
 - Geotechnical Inspection;
 - Ground Investigation Report;
 - Sustainability Statement;
 - Drainage Technical Note, SUDs and foul water details;
 - Security Strategy;
 - CCTV Strategy;
 - Cycling on the Promenade Data.

Description of Site and Surroundings

4. Until very recently, Solent Beach Complex consisted of a two storey building with a restaurant at ground floor, known as 'Bistro on the Beach' with beach huts above. There was also a kiosk and public toilets and showers. The building was beyond its serviceable life and in a poor state of repair. An application for prior approval for its demolition was approved in November 2021. The demolition of the existing buildings has now been completed.
5. The site is now vacant, it is proposed to provide a year round attraction with overnight stay lodges for visitor accommodation as well as a larger restaurant. In addition, there will be improved public toilet facilities, beach showers and cycle stands. The redevelopment of the site forms part of the BCP Seafront Strategy with the aim of creating a landmark building which acts as a visitor focal point and responds to the growth of domestic tourism.
6. The site is a relatively natural setting, free from significant built development found elsewhere such as Pier Approach and Boscombe Pier. The character consists of open space and beach huts running parallel to the sea wall. Whilst the site is seen as an opportunity in the BCP Seafront Strategy, careful consideration is required to ensure that the proposal does not cause harm to the character of this part of the beach and that the cliffs are still the dominant feature.

Relevant Planning History

7. November 2021 – Prior approval for the demolition of buildings – granted.

Constraints

8. The application site is on the seafront, adjacent to the sea wall and therefore has a flood risk potential. In addition, the site is located in front of the designated SNCI (Site of Nature Conservation Interest) of Bournemouth Cliffs and SSSI (Site of Special Scientific Interest) buffer.

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.

Other relevant duties

10. In accordance with section 40 Natural Environment and Rural Communities Act 2006, in considering this application, regard has been had, so far as is consistent with the proper exercise of this function, to the purpose of conserving biodiversity.
11. For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area.
12. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

Internal:

Local Highway Authority:

13. The Local Highway Authority (LHA) have been consulted on the redevelopment of this site since it was received at pre-application. The applicant has submitted a detailed transport assessment. The redevelopment is generally supported. Data has been provided regarding the capacity and use of Warren Edge car park and no objections have been raised regarding the allocation of 17 public car parking spaces for the use of guests staying at the lodges. In addition, no objections have been raised regarding the loss of 4 parking spaces for the proposed location of the cycle and laundry building.
14. Concern was raised that the proposed building will encroach further across the promenade than the existing building, therefore reducing the width available for the public use from 6m (excluding pinch point at stepped access) to 4.5/4.9m. This was considered to be substandard for a section of promenade accommodating significant levels of pedestrian and cycle traffic. Further data was submitted regarding the frequency of cyclist movement along the promenade. This information was taken into consideration, as well as the views from the Sustainable Travel team who has further data on cycling and walking. On balance, the LHA therefore raise no objection to this application.

Urban Design:

15. The Urban Design Officer has been involved with the scheme since the original pre-application submission and design review panel. They are satisfied that the height and scale is now reasonable for the character of the area and welcomes the use of air source heat pumps, PV panels and the green roof.

16. Comments have been received regarding the design of the building and that the eastern elevation could be improved by aligning windows and comments regarding the rear elevation which appears 'fussy'. Concerns have also been raised regarding the narrowing of the prom and the pinch point that will be created, echoing the concerns originally raised by the LHA. However, as discussed above, the issue regarding the pinch point has been resolved.

Climate Change Team:

17. Following receipt of additional information, no objection has been raised.

Environmental Health:

18. A Noise Impact Statement has been submitted as well as information regarding the proposed extraction system for the restaurant. No objection has been raised regarding the impact on guests staying in the lodges with regards to noise and smells eliminated from the proposed extraction system. As the operator of the restaurant has not yet been secured, the menu could not be submitted. In order to ensure that the extraction system as proposed is going to be sufficient enough for the operator and the type of food that will be prepared, it is recommended that a condition is included for the menu to be submitted once the operator is known.

Waste Collection Authority:

19. The Waste Collection Authority have been involved in negotiations since the application was submitted as a pre application. The main issues being the amount of bin storage needed due to the separation of waste streams for commercial and residential. Furthermore, as the complex will be operated year round, regard needed to be given to the practicalities of servicing the site in the Winter months when access is more difficult due to the sand on the promenade and weather.
20. A Waste Management Plan has been submitted to show how the waste will be managed. In addition, the plans show dedicated bin storage areas and ramps so that the waste collection team can service the building effectively. There are no objections raised.

Biodiversity Officer:

21. A preliminary ecological appraisal has been submitted with this application to assess the impact the proposal will have on the ecology of the cliffs and impact on bats and other wildlife. The Council's Biodiversity Officer confirms that they agree with the mitigation measures set out in the report. An amended plan has been received which demonstrates where the swift bricks, bee bricks and bat tubes will be placed on the building.

Comments were raised regarding further information that is required regarding the funding of the removal of the non-native species on the cliffs. As it is an internal application, the issues regarding funds can be discussed between departments and a condition will be included to ensure that the mitigation and enhancement measures set out in section 5 of the ecology report are carried out.

Flood and Coastal Erosion Risk Management Team (FCERM):

22. As the site is located along the seafront consultation with the FCERM Team has taken place. A Flood Risk Assessment has been submitted in support of the application and assessed. No objections have been raised to the proposal. Comments regarding the long term funding of the beach replenishment have been made. The recommendations in the risk assessment are supported.

Flooding and Drainage Team:

23. The Flooding and Drainage Team have considered the submitted details. Further information has been requested and submitted. Following receipt of the additional information, no objections were raised to the proposals.

External:

The Environment Agency:

24. The Environment Agency has been consulted on this application and they have reviewed the Flood Risk Assessment. Concerns have been raised regarding potential change of use to permanent residential at a later time. However, full planning permission would be required for a change of use to residential. Concerns have also been raised regarding climate change, the sequential test and that the level of the beach cannot be guaranteed in the future. No formal objection however was raised, subject to engagement with Coastal engineers.

“the Local Authority Coastal Engineers would be expected to take the lead role in reviewing the FRA with regards beach erosion / replenishment, coastal flooding (including wave overtopping) and cliff stability, and the Local Planning Authority is advised to ensure that they are fully satisfied over the suitability of the proposals from their risk management authority positions”.

Natural England:

25. Natural England were consulted but no response was provided.

Dorset Wildlife Trust:

26. The application site includes the Site of Nature Conservation Interest (SNCI); SZ19/015 Bournemouth Cliffs which is cited for its cliff and cliff-top grassland habitats. SNCIs are identified and selected for their local nature conservation value, acting as buffers, stepping-stones and ecological corridors for species between nationally and internationally designated wildlife sites. The preliminary ecology appraisal has been reviewed and concern was raised that things have been missed by the consultants. An amended ecology report has been submitted to rectify the omissions. Additional enhancement measures have been proposed and now shown on the drawings.

Wessex Water:

27. Located within the site is a Wessex Water pumping station. Wessex Water raised an objection to the proposal when initially consulted. Further correspondence and negotiations were carried out and Wessex Water have since removed their objection.

Cliff Stability Consultant:

28. A detailed geotechnical inspection note and a full ground investigation report has been submitted to review the impact the proposed building will have on the cliffs, particularly the formation of the two platforms on the north elevation of the building. The reports demonstrate site visits via rope access and trial holes. A risk assessment has been provided and recommendations provided. No objections have been raised regarding the impact the proposal will have on the cliffs.

Police Architectural Liaison Officer:

29. Following the comments received at pre application, a CCTV strategy has been provided and amendments have been made following previous comments. Concern was raised that the large cycle store could attract crime due to the isolated location in Warren Edge car park which is away from natural surveillance which could make it a target of crime.

Representations

30. Site notices were erected around the parameter of the site as well as a press notice. 22 letters were received, 5 in objection, 2 in support and 14 general comments. Comments from the Civic Society were also received. The issues raised are as follows:

31. Objection:

- Environmental impact and waste concerns: existing building should be modernised rather than wastefully demolishing it;
- Loss of parking spaces in the car park;
- Solar panels and other service elements on the rooftop should be positioned more discretely, proposal shows ugly structures which will be visible;
- Considering the size of the restaurant, there is very little provision for outside dining;
- Increased height of the building from 2 to 3 stories, loss of rental beach huts with no local alternative provided;
- Loss of parking spaces from Warren Edge car park, coupled with the loss of the car park at Southbourne Crossroads;
- Objection to the large building to store bicycles and laundry;
- Overdevelopment, disproportionate to the site and area;
- Concerns regarding the bulk, especially around lodge 17 on the east elevation;
- Objector prefers the site now demolished, better having an open site than development.

32. Support:

- Local swimmer welcomes the upgrade in facilities;
- Lift the area in a positive way;
- Local residents support the upgrade and agree the building is past its best

33. Comments:

- Concern wheelchair access from the promenade to the beach huts will be obstructed during construction;
- Would like to see more community use within the building, such as an art/craft exhibition, small events, meeting rooms;
- Concerns the air source heat pumps aren't located in the right position to maximise their efficiency;
- Lodges are tightly packed, unlike manor steps where they are detached.
- Comments regarding Southbourne beach being a family friendly environment and not wanting this to change due to the commercialisation of the project.
- Large outdoor dining – a missed opportunity.

34. Bournemouth Civic Society:

Replacement building has merit, but concerns are raised that it is a large building with elaborate laundry facilities. Replacement of more affordable beach huts and space for outside dining is preferred. Replacement building should be 2 storey, same as what currently exists. Application does not fully comply with the townscape policies of the local plan and should be deferred for further discussion and improvement.

Key Issue(s)

35. The key issue(s) involved with this proposal are:

- Impact on the character and appearance of the seafront;
- Impact on the promenade;
- Impact on the highway;
- Impact from flood risk;
- Impact on local residents;
- Impact on the ecology;
- Impact on cliff stability;
- Sustainability;
- SUDs and drainage;
- Heathland mitigation.

36. These issues will be considered along with other matters relevant to this proposal below.

Policy Context

37. Local documents:

Core Strategy (2012)

CS1: Sustainable Development
CS2: Sustainable Homes and Premises
CS3: Sustainable Energy and Heat
CS4: Surface Water Flooding
CS6: Delivering Sustainable Communities
CS15: Green Travel Plans and Transport Assessments
CS16: Parking Standards
CS18: Increasing Opportunities for Cycling and Walking
CS28: Tourist Accommodation
CS30: Promoting Green Infrastructure
CS33: Heathlands
CS35: Nature and Geological Conservation Interests
CS38: Minimising Pollution
CS41: Design Quality

District Wide Local Plan (DWLP) (2002)

3.25: Land Stability
3.28: Flooding

38. **Supplementary Planning Documents:**

Sustainable Urban Drainage Systems (SUDS) - PGN
Parking Standards – SPD
Dorset Heathlands Planning Framework SPD 2020
Waste and Recycling Services Planning Guidance Note

39. National Planning Policy Framework (“NPPF”/“Framework”)

Section 2 – Achieving Sustainable Development
Paragraph 11 –
“Plans and decisions should apply a presumption in favour of sustainable development.

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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.”

Paragraphs 110 and 112: safe access for all

Section 12 Achieving Well-Designed Places, particularly paragraph 126.

Paragraph 157: meeting the challenge of climate change,

Paragraph 158: increasing the use of renewable and low carbon energy and heat.

Paragraph 159: flood risk and inappropriate development

Paragraph 162: sequential test

Paragraph 167: flood risk assessments

Paragraph 170: coastal areas

Paragraph 174 enhancement of the natural and local environment

Paragraph 175: maintaining and enhancing habitats and green infrastructure

Paragraph 180: habitats

Other:

40. Revised BCP Seafront Strategy, BCP Destination & Culture, 2022

Planning Assessment

Impact on the character and appearance of the seafront;

41. Solent beach complex is located down on the promenade in Southbourne fronting the beach. It is accessed from the east and west via the beach promenade or from the north via ramps from Southbourne Coast Road and the Warren Edge public car park. The site is currently being redeveloped for an interim temporary use comprising toilets and café/ bar facilities and with the previous building now demolished.
42. The site is a relatively natural setting, free from significant built development in the immediate area. The site is separated from the more built up area around the Pier Approach and Boscombe Pier where the scale of development is greater. All buildings along the promenade sit well below the cliff top so that the appearance and scale of the cliffs is the dominant character, with buildings being subservient. It is therefore important that any redevelopment is sympathetic to the setting and that it does not over dominate the cliffs.
43. The previous building was two storey and consisted of a restaurant at ground floor with a kiosk and public toilets and showers. Above the restaurant were beach huts. The building was beyond its serviceable lifetime and has been identified in the seafront strategy as an area for improvement, investment and regeneration.
44. Prior to this planning application being submitted, pre application advice was submitted and significant negotiations have taken place between various consultees. The proposal also went before the design review panel. One of the main considerations being the height of the building and scale of the building fits into the setting of the site. The proposal now comprises of one linear building stretched across the site with a restaurant, kiosk and public toilets at ground floor and 17 overnight lodges at first and second floor.
45. The proposed restaurant is appropriate to the site and will operate 140 internal covers and 40 external covers. A takeaway kiosk is also proposed and improved public toilets. The proposed ground floor replaces the facilities that previously stood at the site.
46. The proposal includes the erection of 17 overnight lodges which will provide self-catering accommodation. Fourteen of the lodges will be a standard lodge which consists of a kitchen area, shower room and living room and a bedroom above on a mezzanine. In front of the lodge is a private balcony with sea views. One accessible lodge is also proposed two premium lodges. The premium lodges are noted as lodges 16 and 17 and located on the eastern elevation of the building.

These lodges have a larger footprint with a kitchen, shower room, separate bedrooms, large living room and a large balcony across the curve of the building with a private hot tub. The lodges will be let out to visitors as holiday accommodation and managed by the Council. A similar scheme currently operates at Manor Steps, which is located 2.5km to the west of the site for 24 overnight stay beach huts and run by the Council. There are no objections to the principle of sleeping accommodation subject to the necessary flood risk assessments. Policy CS28 discusses the importance of the tourism trade within the borough. This application seeks to introduce tourist accommodation at this site, which will support the local economy and therefore is in accordance with Policy CS28.

47. The height of the building has been significantly reduced through negotiations via pre application and the design review panel. The existing building was two stories and it has been agreed that a maximum of 3 stories is suitable for this site in order for it not to become over dominant and to ensure that it respects the slope of the cliff behind. The Urban Design Officer is now more comfortable with the height which will allow subservience to the cliffs. The design of the building has been upgraded, with details of the proposed materials noted on drawing P028 rev b. In addition, an area for public art has been provided which should help break up the expanse of brick work.
48. The height of the building is considered appropriate enabling the cliffs to remain the dominant feature. The formation of 17 overnight lodges provides a tourist attraction which supports the local economy. Whilst the building is larger than the one it replaces, it is felt that the proposal would fit in well with the surroundings and would not appear as overdevelopment of the site. The proposed modern design is considered acceptable with the pallet of materials reflecting a seaside building. Care has also been taken with all the elevations of the building, including the roof, as there will be views towards to both the roof and rear elevation when walking down the footpath to the rear.
49. In order to facilitate emergency escape from the building in bad weather and flood events, two bridged platforms are proposed which will link the first and second floors of the complex to the access ramp leading down to the seafront. These will be visible to the public walking from Warren Edge car park. The cliffs are free from development and it is unfortunate that the platforms are required as there will clearly be an impact in terms of visual amenity. However, a balance needs to be given regarding the need for safe access from the building due to the constraints of being down on the promenade. The Flood Risk Assessment requires the rear platforms and without these the development could not go ahead. Given that the redevelopment of the site will enable the investment and upgrade of public facilities such as the toilets, showers and bike stands as well as the economic factor of attracting visitors to the area whom would stay in the lodges, on balance the formation of the two platforms is considered acceptable with weight given to the economic and environmental benefits the proposal brings, as well as improved public facilities.
50. The replacement building is considered to create a landmark whilst retaining a subservient appearance to the seafront setting. The pallet of materials is considered acceptable and in keeping with the seafront location. The proposal is considered well designed and is in accordance with Policies CS 6 and CS41 of the Core Strategy and paragraphs 11 and 126 of the NPPF that seek sustainable development and high quality design.

Impact on the Promenade:

51. Concern was initially raised by the LHA and Urban Design that the proposed building will encroach further across the promenade than the existing building, therefore reducing the width available for the public use from 6m (excluding pinch point at stepped access) to 4.5/4.85m. The concerns were relayed to the applicant and the Sustainable Travel Team Leader was engaged in order to provide comments and a balanced view.
52. A revised plan was submitted which removes all 'pinch points' fronting the proposed building which represents an improvement upon existing/historic site conditions. In order to increase the useable space within the promenade, the proposed cycle stands and beach showers have been relocated away from in front of the building. The beach showers and cycle stands for the restaurant will now

be located to the west, in front of the lifeguard station. This is still in a close proximity of the building but enables more spacing along the promenade and removes the potential for the congregation of people and bikes outside the building.

53. In addition to the amended plan relocating the cycle stands and beach showers, the applicant has provided evidence of cycle trip data (21/01/11 –14/03/22) from six cycle counters located along the promenade in proximity to the application site. The analysis of data, including travel direction, speed, volume and peak flow, captured from cycle counters located circa 1000m to the west of the application site, indicates the following:

- Hourly 'peak' flow rate of between 16 and 42 = 27.2 average (2016-2021)
- Hourly 'peak' flow rate maximum of between 96 and 251 = 151 average (2016-2021)
- Highest hourly 'peak' flow of 251 (Friday 8th May 2020)

The above information shows the average cycle trips along the promenade throughout the year to be significantly less than the 300 cyclists per hour threshold used to inform design guidance of a shared use path. Indeed, the maximum hourly rate recorded across all years is also less than said threshold and this figure represents an anomaly given that the second highest hourly total amounts to only 152 cyclists, half of the design threshold.

54. In light of the revised plan which provides an unobstructed promenade width of between 4m and 4.85m to facilitate pedestrian and cyclist movements and the volume of cyclists utilising this section of the promenade, a shared use path with a standard width of 3m plus 0.5m buffers either side (4m total) is sufficient in this location. The promenade width is greater than 4m and therefore no objections have been raised by the LHA regarding the impact on the promenade.
55. It has been made clear to the applicant that it is important to ensure, on an ongoing operational basis, that the promenade is not further encroached upon, for example by chairs and tables, bins, deckchairs or benches. The agent has updated the proposed site plan and has annotated that the promenade will be kept clear and there won't be items placed on it. The impact on the promenade is considered acceptable.

Impact on the highway - Servicing the building:

56. The previous servicing arrangement for the site was via the promenade. Service vehicles, including those associated with refuse collection and emergency services, use Point House Gate to access the promenade. The proposed development will continue to utilise these existing arrangements.
57. The restaurant and kiosk will have a dedicated bin store within the building. In addition, the lodges will have a dedicated bin storage area. Refuse collection for both the proposed restaurant and holiday accommodation will be accommodated within the existing BCP Council service and therefore, no additional refuse vehicle movements will be generated.
58. Bin collection frequencies will vary during the year in line with the collection frequency for the entire seafront area and serviced by BCP waste collection team. The team will collect the bins from the bin stores, empty, and return to the stores. As the site is isolated, during the winter months it is very common for sand to blow onto the promenade making it difficult for service vehicles to reach the site. The Council's seafront operations team confirm that the section in the proximity to this building will be more heavily serviced by their sand sweepers to reflect the increased year round use of the site and facilitating the access for the waste collection team. The building therefore will be adequately serviced with bins integrated within the building complying with the Waste and Recycling Services Planning Guidance Note.
59. Storage facilities provided within Warren Edge Car Park to support the servicing requirements of the holiday lodges removes the requirement for additional vehicles to travel along the promenade as a result of this proposal. There is sufficient space for servicing vehicles to turn around within the car park and enter highway in forward gear. The building is considered to be adequately serviced and there will not be a harmful impact on the highway.

Impact on Warren Edge Car Park:

60. The applicant has submitted a details Transport Assessment in support of the application. The Transport Assessment is a requirement under CS 15. The Local Highway Authority have fully assessed the report and raise no objections to the principle.
61. For this proposal to satisfy Policy CS16 of the Bournemouth Local Plan: Core Strategy (2012), car parking provision should be in accordance with the BCP Parking Standards SPD (2021). Table 11 – C3: Holiday Accommodation, Table 17 – Class E: Restaurants and Cafes and Table 29 – *Sui generis: Hot Food Takeaways* can be used to calculate the parking demand generated by the proposed zone D development.
- Holiday Accommodation = 17 units @ 1 space/unit (apartment) = 17 spaces
 - Restaurant = 402sqm (GFA) @ 4 spaces/100sqm = 16 spaces
 - Hot Food Takeaway = 22.4sqm (GIF) @ 4 spaces/100sqm = 1 space
- Total = 34 spaces.
62. The proposed development will provide 17 guest car parking spaces (1 space/holiday unit) within Warren Edge car park which accords with that specific use requirement outlined above. The absence of dedicated parking provision for an existing restaurant floorspace of 233.3sqm, generates an existing parking shortfall of 10 spaces. This, coupled with the parking demand generated by the existing 25 beach huts located at first floor of the building, negates the need to provide parking for the increased restaurant and takeaway use.
63. In addition, the use of public car parking facilities is appropriate for visitors/staff of a restaurant use. Given the presence of nearby car parks and a lack of on-street restrictions a restaurant in this location does not require dedicated parking spaces. Furthermore, a significant proportion of trips to the site represent linked journeys thus an increase in the parking requirement. Consequently, this proposal is not considered to result in a net parking shortfall associated with the site.
64. The provision of dedicated parking bays for the holiday accommodation and the installation of associated infrastructure will result in a reduction of 21 spaces (192 to 171 spaces) within Warren Edge car park. The initial proposal sought to reduce the parking spaces by 29 spaces, but negotiations have taken place to reduce the size of the cycle and laundry store in order to retain more public car parking spaces. Data has been provided through a detailed transport assessment which demonstrates that the car park has capacity to dedicate 17 parking spaces to the 17 lodges and loss of 4 parking spaces to enable a cycle and laundry store. The evidence shows that for most of the year no shortfall would occur and the existing public demand would continue to be accommodated within the car park. On occasion, when a shortfall does occur, this can be safely accommodated within the Solent Beach Car Park, a feasible alternative for visitors. It should also be noted that these figures do not account for unrestricted on-street availability which offers a feasible parking option for much of the year, predominantly outside of peak times. Peak times associated with restaurant uses are during the evening when parking availability increases, even during summer months. Policy 8.22 of the Bournemouth District Wide Local Plan states that where redevelopment affects public or private parking spaces, the lost parking spaces should be provided elsewhere. In this case, a structure will be placed over 6 parking spaces. The structure is a shipping container and therefore not a permanent building.
65. To facilitate the efficient operation of the local highway network and provide forewarning of real time parking conditions, the LHA consider that the installation of a Variable Message Sign (VMS) in proximity to Warren Edge car park is required. A condition will be included to ensure that this will be installed prior to the use of the overnight lodges commencing. The impact on Warren Edge car park is considered acceptable and complies with Policies CS 15 and CS 16.

Cycle provision:

66. Paragraphs 110 and 112 of the NPPF seek that new development to provide safe and suitable access for all, to give priority first to pedestrian and cycle movements and to ensure appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. The proposed cycle store is located in Warren Edge car park and is used for the use of guests staying at the lodges.
67. Concern was raised by the Police that the store could become a target for crime as the car park is free from natural surveillance at night. Concern was also raised that the cycle store was overly large removing 13 public parking spaces. Whilst it is right to have a cycle store, the applicant has also secured a Beryl Bike Bay at the bottom of the cliff near the promenade. There currently isn't a Beryl Bike bay in the immediate vicinity and therefore the proposed bay is seen as an improvement to the offering in the area. Guests staying in the lodges will have a convenient access to Beryl Bikes should they wish to cycle along the promenade. The inclusion of a Beryl bay is seen to encourage sustainable modes of transport. The proposed bay location is noted on the proposed site plan and a condition will be included for the bay to be provided prior to the use of the overnight lodges commencing. The cycle store located adjacent to the laundry store can secure 16 bikes. This, combined with the Beryl Bike Bay is in accordance with Policy CS18 which seeks to increase opportunities for cycling.

Impact from Flood Risk:

68. The site is located within current day Flood Zone 1 and has a very low (less than 0.1% annual probability) of surface water flooding. The site has been identified as being at a high risk of wave overtopping which is a risk to the proposed building due to it being located on the promenade. In accordance with Policy 3.28 of the Bournemouth District Wide Local Plan and paragraphs 159, 162 and 167 of the NPPF, a flood risk assessment has been submitted in support of the application. The report assesses the risk from wave overtopping and provides recommendations and mitigation measures have been proposed to manage this risk. This is particularly important given the fact that this proposal is for sleeping accommodation on the seafront.
69. A consultation was sent to the Environment Agency (EA) who state the following: "in accordance with the National Planning Policy Framework (paragraph 162), development in flood risk areas should not be permitted if there are reasonably available alternative sites, appropriate for the proposed development, in areas with a lower risk of flooding. The sequential test establishes if this is the case and should take into account of flood risk from all sources. Avoiding flood risk through the sequential test is the most effective way of addressing flood risk because it places the least reliance on measures such as flood defences, flood warnings and property level resilience". Concern was raised that there could be alternative sites for the proposal which would be away from flood risk. The building replaces an existing building with a restaurant at ground floor. The risk to guests staying within the overnight stay accommodation is very low as these are located on the first and second floor level, away from overtopping waves on the promenade. The building has been designed to have a safe egress leading from the rear of the building to the cliff ensuring the safety of guests. The flood risk assessment recommends an evacuation plan as well as flood proofing the design of the building. A condition is included to ensure compliance with the recommendations in the report.
70. The EA also state that "the overtopping analysis (in the report) assumes that the beach is broadly maintained and remains in place for the lifetime of the development. Beach replenishment here is only currently funded until the end of this decade, beyond which there is no certainty that funding or the beach will be in place (although the strategic ambition is to continue with it in to the longer term). This adds a further element of risk to the development and the increased risk of flooding/wave overtopping and/or promenade collapse. It is the introduction of residential beach huts to this site that we would like to raise particular concern over". There is therefore a future risk if the beach replenishment is not continued to be funded. Part of this funding comes from the Council as well as grants from the EA. The issue regarding the long term funding of beach replenishment was raised with the Manor Steps application, which had a similar flood risk from overtopping. The Council is

therefore already aware of the importance of the funding and provisions of replenishment works given that there is already overnight stay beach huts in operation 2.5km away from this site.

71. The EA continue to state that “The planning practice guidance (PPG) to the National Planning Policy Framework states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development. We do note however the raised elevation of the units and the proposed high level access/egress walkway arrangements to the raised cliff behind, and there is also mention of an Evacuation Plan and utilisation of ‘a flood and weather warning system’ in the FRA (although no details or commitments are made beyond this). The EA do not currently issue specific flood warnings for Bournemouth seafront, so we would also raise significant concerns over this in practice (i.e. who would be responsible for monitoring weather and issuing warnings etc.?).” As the site is to be managed by the Council, who already manage the Manor Steps site which has a robust flood evacuation procedure, it seems reasonable that the Council could also manage the flood risk and evacuation of this site.
72. The EA have strong concerns over the possible future change of use of, or redevelopment of, the habitable beach huts to become permanent residential units and, notwithstanding this, the precedent this proposal would set to allow the construction of more, similar, units. Planning permission would be required to change the use to residential units and a condition will be included to ensure that they will be used for holiday accommodation. Furthermore, concerns over climate change, sea level rise and increased storminess was also noted as well as potential land instability and cliff retreat issues. The issues regarding cliff stability is discussed in paragraph 83 of this report.
73. The Councils Strategy and Policy Manager from the Flood and Coastal Erosion Risk Management (FCERM) Team has been consulted on this application and has reviewed the comments provided by the EA. The comments were as follows:
74. *“I have reviewed the EA comments and on the planning application and agree with their points about residual risk should we not be able to retain the beach level. As the EA acknowledge, maintaining the beach at the required levels is what we aim to achieve for the foreseeable future by actively managing the beach and seeking to ensure sufficient volume to avoid the aging seawall being exposed to wave action to stop it being damaged by storms and so this minimises risk of wave overtopping. Indeed, we have an ongoing programme of works to 2032 already approved and funded by the Environment Agency to achieve this, with a further phase planned to continue to 2040, and some form of management to prevent coastal erosion risk will still occur beyond this time-frame, even if we cannot guarantee at this stage if that will include beach management as is current practice.*
75. *However, even with these management actions we cannot guarantee that beach levels will not be lowered during storm events to the extent that wave overtopping can occur – as has happened at times in the past. As such, the design of the complex should consider the potential for inundation by wave overtopping during storm events and periods thereafter whilst beach levels are recovered (naturally or through management intervention). Given the uncertainty about when such beach lowering events may occur, this risk is likely best managed through consideration of the flood resistance and safe access/egress measures, as recommended in the conclusions of the FRA”.*
76. It is considered that there is a risk of wave overtopping if the beach is not actively managed in the future. However, regard is also given to the fact that the lodges are located on the first and second floor of the building with a flood risk assessment that recommends safe egress to the rear, which this application proposes through the two platforms. The flood risk assessment has set out ways to mitigate the risks, which have been supported by the Councils policy and strategy manager for the FCERM team. The risk assessment and recommendations meet paragraph 167 of the NPPF and Policy 3.25 of the Bournemouth District Wide Local Plan.

77. There are no residential properties in the immediate vicinity of the proposed development, and therefore it is not considered that there would be any negative impact on the amenities of local residents. The proposal includes the provision of new toilets and beach showers, which is to the benefits of local residents as well as tourists. In addition, cycle stands are to be erected whereby at the moment there is no cycle storage. There are therefore public benefits to this application.
78. Mechanical extraction is required for the ventilation of the proposed kitchen of the restaurant. As there will be overnight stay lodges above the restaurant there is the potential for the extraction system to cause noise and disturbance to guests. In accordance with Policy CS38, a noise assessment has been provided and reviewed by Environmental Health. No objections have been raised regarding the noise the mechanical extraction system will cause. The mechanical extraction system could emit smells from the restaurant which could impact guests staying in the lodges. Details of the kitchen equipment and extraction have been provided which have been considered acceptable. The operator of the restaurant is not yet known and therefore it is difficult for Environmental Health to confirm in full that the extraction system is going to be adequate as it depends on the food that will be cooked. The information that has been submitted is acceptable in principle however, it is recommended that a condition is included that once the operator is known, that a sample menu is submitted to Environmental Health to ensure that the extraction system is adequate for the food that will be prepared.

Impact on Ecology:

79. The application site includes the Site of Nature Conservation Interest (SNCI) of Bournemouth Cliffs and is cited for its cliff and cliff-top grassland habitats. SNCIs are identified and selected for their local nature conservation value, acting as buffers, stepping-stones and ecological corridors for species between nationally and internationally designated wildlife sites. A preliminary ecology assessment has been submitted which assessed the ecology of the site in detail, including a bat survey and species survey. Dorset Wildlife Trust have been consulted on the application and they noted that there were omissions from the report and requested more information regarding mitigation around the construction of the platforms. A revised report was submitted and further reviewed by the Councils Biodiversity Officer with no objections raised to the proposed development. The conclusions from the report are as follows:
- a. *Mitigation recommendations*
- To preserve a dark commuting and foraging route for bats, no new external lighting will be permitted on the lower rear (north) elevation. Any external lighting to the rear must follow Bat Conservation Trust and Institution of Lighting Professionals guidance.
 - To mitigate the minor loss of habitat for bridge footings, and increased shading of reptile habitat, all stands of garden privet and other invasive plants must be removed from the site.
- Enhancement recommendations*
- Calculations using Metric 3.0 will ensure at least 10% Biodiversity Net Gain through removal of 400m² of invasive non-native shrubs/plants from a wider area of cliffs to the east and west of the site.
 - Two bat tubes (Schwegler 2FR or alternative, to be agreed with an ecologist) to be installed in the upper elevations of the new builds on east- or west-facing sides, at least 3m high.
 - Two swift-bricks will be integrated in suitable east or north upper elevations at least 5m high.
 - Two integrated bee-bricks will be integrated into an upper south-facing elevation.
80. An amended plan has been submitted to include the recommendations made in the ecology report and to show the location of the swift bricks, bee bricks and bat tubes into the building. In addition, the report requires the removal of non-native species on the cliff face, which will support the native species. In addition, a lighting scheme has been provided to demonstrate that there will not be any lighting that will affect the cliff, thereby not affecting bat movement.

81. Policy CS30, Green Infrastructure refers to enhancing the cliff and enriching biodiversity and wildlife habitats. In addition, Policy CS35 Nature and Geological Conservation Interests refers to maintaining and enhancing the biodiversity and geodiversity of the cliff. The recommendations in the report support an enhancement to the biodiversity of the site and is in accordance with Policy CS30 and CS35.
82. It is essential that no construction work, material storage or machinery movements occur within the SNCI habitats outside the footprint of the site. Details on how this will be managed is required to ensure that the cliff ecosystem is not compromised. It is recommended that a condition is included for a construction environmental plan to be submitted prior to the commencement of the development.
83. Paragraph 174 of the NPPF requires decisions to protect and enhance sites of biodiversity or geological value and provide net gains for biodiversity and Policy CS35 of the Core Strategy states that when determining applications that would have an adverse impact on a SNCI, the Council will seek to ensure that the sites, and biodiversity interest are maintained and enhanced. The ecology report does not raise any concerns with the locations of the platforms which will be built into the cliff. The proposal provides mitigation and a biodiversity net gain which is in accordance with Policy CS35 and paragraphs 170, 174 and 175 of the NPPF.

Impact on cliff stability:

83. The site is on the promenade at the bottom of the cliff. The proposal utilises the existing footprint of the building and proposes two platforms onto the cliff. In accordance with Policy 3.25 of the BDWLP, an inspection technical note has been submitted to support the application. The technical inspection details an assessment made by an engineering geologist who undertook a rope access assessment of the coastal cliff section, 110m long by approximately 15m high located immediately behind the site. The report provides observations, a comparison of the ground conditions to a previous inspection, a qualitative risk assessment concerning the risk of slope instability and recommendations.
84. A detailed ground inspection report has also been submitted. Both assessments provide a risk assessment and recommendations provided. No objections have been raised by the external consultants regarding the impact the proposal will have on the cliffs or the impact on cliff stability.

Impact on Sustainability:

85. BCP Council declared a Climate and Ecological Emergency in July 2019, setting carbon neutral targets for the Council and the BCP conurbation. To meet these targets, significant and immediate cuts in carbon emissions are required. Every new build presents an opportunity to reduce carbon emissions through sustainable construction and design. This proposal includes the use of air source heat pumps (ASHP). ASHP will also allow heat recovery which will minimise energy demand for the lodges.
86. The design of the building takes into consideration the reduction in the need to use energy. For example, the southern elevation of lodge roofs overhangs to reduce overheating in summer months whilst still allowing winter sun to heat the interior. Windows have been added to the rear of the lodges at mezzanine level to maximise the benefits of cross ventilation and presumably reduce the need for environmentally damaging air conditioning. The amount of wood (although more sustainable in some ways) has been reduced to ensure the life of the lifespan and durability of the building is maximised by replacing areas more prone to wear with bricks. Solar panels will be erected on the roof to generate energy. The green roof will help regulate the internal temperature, reducing the need for internal Cooling and will also help attenuate rainwater runoff.
87. The inclusion of swift boxes, bat tubes and the wildflower roof will contribute to a biodiversity net gain, along with the removal of non-native species along the cliff.

88. Policies CS 1, CS2, CS3 and paragraph 157 and 158 of the NPPF encourages the use of low carbon and renewable energy sources and Policy CS30 promotes green infrastructure with improvements to the coastal area. This development proposes a good use of green energy the design has taken into consideration the need for solar shading and natural cooling. The function of the building has been carefully considered with regard given to low carbon and renewable energy sources which is welcomed and in accordance with local plan policies and the NPPF.

Impact on SUDs and Drainage:

89. Contained within the site is a Wessex Water pumping station and negotiations have taken place between the applicant and Wessex Water as this is a significant constraint to the site with no development near the pumping station.
90. In accordance with Policy CS 4, a surface water drainage strategy has been submitted by the applicant in support of this application. The pre-development site is indicated to wholly comprise impermeable surfaces. The development proposals wholly comprise impermeable surfaces and thus the development proposal do not result in a change in impermeable area. For the predevelopment site, runoff drains partly to Wessex Water's public combined sewer network and partly direct to the sea. For the development proposals, runoff is proposed to discharge direct to the sea. The surface water drainage strategy reduces the flow and volume of runoff entering the public combined sewer network, which is considered an improvement.
91. A foul water drainage strategy has been submitted by the applicant and assessed by the Councils Flooding and Drainage Officer. Following receipt of additional information, no objections were received regarding the drainage strategy. The proposed green roof will retain some rainfall which is an improvement to the previous situation.
92. An objection was raised by Wessex Water as it involved the discharge into the pumping station. Negotiations have taken place and further data provided to Wessex Water. The objection has now been withdrawn.

Heathland Mitigation

93. 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.
94. Therefore as of 17th January 2007, in accordance with CS33, 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. Annexe B of the Heathland SPD is clear that holiday accommodation should provide a financial contribution, at 60%. In this instance the contribution is £2,764.20, plus a 5% administration fee. A signed legal agreement will be required in order to secure this contribution.

Community Infrastructure Levy

95. The development proposal is not liable for a CIL charge because the proposal is classed as holiday accommodation.

Planning Balance/Conclusion

96. The site has been highlighted in the seafront strategy as a location for investment and improvement as well as an opportunity to provide premium overnight stay accommodation responding to the

demand for domestic tourism. Pre application advice was sought to allow the Planning Department sufficient time to fully consider all the issues and liaise with consultees and provide feedback. The proposal also went before a design review panel and comments were given to the applicants' design team. The pre application, design review panel and significant negotiations between various consultees has been undertaken to ensure that all aspects of the development have been carefully considered.

97. The character of the area has been carefully considered with the importance of the cliffs remaining the dominant feature discussed. The height of the building is considered acceptable and would remain subservient to the cliffs.
98. The replacement restaurant and public facilities such as improved toilets, beach showers and cycle stands is a benefit for local users of the beach. The overnight lodges are shown to be of a high quality with sustainability incorporated into the design. The lodges will provide premium accommodation with an allocated parking space and uninterrupted sea views. The operation of the building will be managed by the Council similarly to the established Manor Steps overnight stay beach huts.
99. Safety and flood risk have been taken into consideration with a detailed flood risk assessment submitted. The need for the two platforms on the north elevation of the building is a requirement of the report. A balance has to be given to allowing the platforms to be built into the cliff face, which will be a noticeable change. A detailed ecology assessment has been provided as well as cliff stability reports assessing the impact the construction of the platforms will have on the cliff. The ecology report does not raise any objections and adequate mitigation is proposed seeking a biodiversity net gain. The cliff stability inspection notes show detailed site visits via rope access and bore holes looking at the geology data in detail. No objections have been raised regarding the impact on the cliff. Whilst there will be a visual impact from the platforms, the submitted reports demonstrate that they will not cause adverse harm. The platforms are required to enable a safe access during bad weather where it is not feasible to exit via the ground floor on the promenade. The flood risk assessment has been supported by Officers with a discussion regarding the long term management and funding of beach replenishment given.
100. Whilst it is unfortunate that the width of the promenade is to be reduced, which initially raised a concern with Urban Design and the LHA, the ramps are needed in order to safely move the Euro bins and to improve the servicing of the building. Further data has been provided to demonstrate the pedestrian and cyclist movement along the promenade and the proposed width has been considered acceptable. The proposed plans have been updated to demonstrate that there will not be any tables, bins or paraphernalia located within this section of promenade in order to maintain its width as much as possible. The proposed beach showers and cycle stands have been relocated to the west rather than in front of the pinch point in order to space things out further and reduce the possibility of congestion. All the letters of representation received have been reviewed in details and the comments have been taken into consideration.
101. It can be concluded that the proposal will retain a subservience to the natural cliff setting while simultaneously providing a modern landmark building. The use is appropriate to the seafront setting, and subject to adherence to the relevant conditions would provide mitigation to ensure the designated cliffs are not affected.
102. The proposal complies with Policies CS 1, CS 2 and CS 3 and paragraphs 157 and 158 of the NPPF regarding sustainability, CS 30 and CS 35 and NPPF paragraphs 174, 175 and 180 of the NPPF regarding ecology and biodiversity net gain. Policy 3.25 requires evidence to demonstrate that there will not be an adverse impact on cliff stability, which has been submitted. Regard has been given to Policy 3.28 and paragraphs 159-169 regarding flood risk and safety which has been discussed in detail and CS 4 regarding SUDs and drainage.
103. Policy CS 28 encourages tourist accommodation whilst CS 6 and CS 41 seek sustainable communities and high quality design. It is considered that the proposal is able to provide tourist

accommodation whilst also upgrading public facilities with good design. The impact on the car park has been discussed, with the proposal complying with Policies CS 15 and CS 16 and the promotion of cycling complies with CS 18 and Paragraphs 110 and 112 of the NPPF.

Recommendation

104. GRANT permission with the following conditions, of the decision and the completion of a Unilateral Undertaking with the following terms:

Section 106 terms

Financial contribution of £2,764.20, plus a 5% administration fee towards heathland mitigation (SAMM)

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: P001 rev c, P002 rev c, P003 rev f, P008 rev e, P009 rev e, P010 rev f, P011 rev f, P012 rev e, P013 rev e, P014 rev c, P015 rev c, P016 rev c, P017 rev c, P018 rev c, P019 rev c, P020 rev c, P021 rev c, P022 rev c, P023 rev c, P024 rev d, P025 rev d, P026 rev d, P027 rev d, P028 rev c, P029 rev d.

Flood Risk Assessment, external lighting scheme, Waste Management Plan, Security Strategy, CCTV Strategy. Preliminary Ecology Appraisal and Bat Survey dated 15/3/22. Inspection Technical Note dated 25/8/21. Swanenviro extraction system operation and maintenance manual, drainage technical note and surface water catchment drawing.

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

2. Materials as specified:

The materials to be used on the external surfaces of the proposed development shall be as specified on drawing number P028 rev b unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the visual amenities of the locality and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

3. In accordance with the biodiversity mitigation recommendations in Ecology report

The mitigation and enhancement measures as set out in section 5 of the ecology report produced by 'CGO Ecology Ltd' dated 15th March 2022 shall be carried out in full prior to the use of the building commencing.

Reason: To safeguard the SNCI and in accordance with Policy CS30 of the Bournemouth Local Plan: Core Strategy (October 2012).

4. In accordance with the recommendations in the Flood Risk Assessment:

The recommendations as set out in section 7.4 of the Flood Risk Assessment produced by WSP referenced 2716-FRA-001 dated March 2021 shall be carried out in full prior to the use of the building commencing.

Reason: To ensure that the flood risk assessment recommendations are carried out in full and therefore minimising the risk of flooding and in accordance with Policy 3.28 of the Bournemouth District Wide Local Plan (February 2002).

5. Construction Environmental Management Plan:

A Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority prior to the commencement of the development hereby approved. The Construction Environmental Management Plan shall include but not be limited to the following:

Detailed scheme of measures to be taken should protected species be found on site;
Dust control measures;
Noise control measures;
Pollution control and response measures;

All works associated with the development shall be carried out in accordance with the approved Construction Environmental Management Plan.

Reason: In accordance with NPPF (2021) paragraphs 8, 174 and 180 "Planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity"; S40 of NERC Act 2006 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'.

6. Cycle Store, Cycle stands and Beryl Bike Bay to be erected prior to occupation:

Before the occupation of any part of the development hereby approved, the cycle store, cycle stands and Beryl Bike bay shall be erected as shown on the approved plans and thereafter retained, maintained and kept available for the visitors and users of the building at all times.

Reason: To promote alternative modes of transport and in the interests of amenity in accordance with Policies CS18 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

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

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

- a) parking arrangements for operatives and construction vehicles working on-site;
- b) noise reduction measures and the
- c) details and siting of equipment, machinery and surplus materials on the site.

The parking arrangements for operatives and construction vehicles shall be implemented prior to development commencing and the development shall be carried out in accordance with the approved details.

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

8. Construction Management Plan (Highways)

Within 3 months of commencement, a detailed Construction Management Plan shall be prepared and submitted for written approval of the Local Planning Authority in conjunction with the Local Highway Authority. The Construction Management Plan shall include safe access to the site for deliveries, loading and unloading of plant and materials and wheel cleansing of vehicles prior to egress from the site onto the public highway. The approved Construction Management Plan shall be implemented and complied with by the Applicant, or its successor, upon commencement of the development and the obligations within the Construction Management Plan shall be adhered to throughout the construction phase of the development.

Reason: to minimise the likely impact of construction traffic on the surrounding highway network.

9. Details of a Variable Message Sign to be Submitted:

Prior to the use of the overnight lodges commencing, full details regarding a Variable Message Sign (VMS) in proximity to Warren Edge car park shall be submitted to the LPA for prior approval. The approved details shall be implemented in full prior to the use of the overnight lodges commencing.

Reason: In the interest of Highway Safety and in accordance with Policy CS 41 of the Bournemouth Local Plan: Core Strategy (October 2012).

10. In accordance with the submitted Noise Impact Assessment:

The noise mitigation measures specified within WSP's Noise Impact Assessment referenced RP-AC-001, which includes the walls, separating floors, windows, trickle vents shall be installed in full in accordance with the details contained within the report prior to the commencement of the use hereby permitted. These mitigation measures shall be retained and maintained as such thereafter. Once installed in full, a further plant noise assessment shall be undertaken which shall consider the cumulative external plant noise with the limits specified in the report and submitted to the LPA.

Reason: In order to protect the environmental amenities of the immediate locality and in accordance with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

11. Prior Approval of Menu:

Prior to the use of the restaurant commencing, full details of the layout of the kitchen, the equipment that will be used and details of the food that will be prepared, including a copy of the menu shall be submitted to the LPA for review.

Reason: The operator of the restaurant is unknown and the food that will be prepared may require further extraction and in accordance with Policy CS 38 of the Bournemouth Local Plan: Core Strategy (October 2012).

12. Lodges to be used for tourism purposes only:

The overnight stay lodges hereby approved shall be used for holiday letting purposes only and shall not be occupied by the same person or persons for more than 31 days in any year.

Reason: To ensure the proposed development contributes to the tourism character, function and appearance of the town, and in accordance with Policy CS28 of the Bournemouth Local Plan: Core Strategy (October 2012).

13. Removal of agreed non-native species within 18 months of commencement:

Within 18 months of commencement, unless otherwise agreed in writing, the removal of non-native species as identified in the approved ecology report produced by 'CGO Ecology Ltd' dated 15th March 2022 shall be removed from the cliff.

Reason: it is a designated site, the removal will prevent future degradation and lead to biodiversity net gain as is required under the NPPF.

Background Documents:

Background Documents: Documents uploaded to that part of the Council's website that is publicly accessible and specifically relates to the application the subject of this report including all related consultation responses, representations and documents submitted by the applicant in respect of the application.

Notes. This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972. Reference to published works is not included.