

Planning Committee

Application Address	506-508 Charminster Road, Bournemouth, BH8 9SJ
Proposal	Erection of 2 x buildings consisting of 7 x flats altogether with associated access, car parking and bin storage, involving partial demolitions to components of existing 2 x dwellings.
Application Number	7-2023-19125-B
Applicant	Mrs J Sathiaruban
Agent	Pure Town Planning
Ward and Ward Member(s)	Muscliff & Strouden Park - Councillor L Northover Councillor B Castle Councillor K Wilson
Report Status	Public
Meeting Date	18 April 2024
Summary of Recommendation	Grant in accordance with the legal agreement and conditions set out at the end of the report, for the reasons set out in the report.
Reason for Referral to Planning Committee	Call-in by Cllr Northover
Case Officer	Franc Genley
Is the proposal EIA Development?	No

Description of Proposal

1. Planning permission is sought to demolish components of the existing pair of two storey detached two-storey dwellinghouses (comprising nos. 506 and 508 Charminster Road); and to erect three floor extensions to both buildings to create larger footprints to deliver 7no. flats. The use of the site would remain residential in nature but be split into 7 planning units with communal areas. Unit numbers comprise: 1no. one-bed, 3no. two-bed and 3no. three-bed, arranged as follows: For 506, 1no three-bed flat on the ground floor; 1no. three-bed flat at first floor; 1 two-bed duplex at first / second floor (roof level). For 508, 1no three-bed flat on the ground floor; 1no two-bed and 1no. one-bed at first floor; and 1no. two-bed at second floor (roof level).
2. The proposals seek to re-use and extend the existing buildings, retaining the staggered position of both 506 and 508, with no. 508 remaining further forward than 506. The front wall of 508, facing Charminster Road would remain in its first-floor position, with the ground floor projection removed. For 506, the front wall is to be retained in its current position. The southern side elevations of both buildings, including windows would remain as they currently exist, though two new openings would be formed in the first-

floor wall of 508 facing 506. Openings in the northern (side) and eastern (rear) walls of both dwellings would be either filled in or created to better configure proposed flat layouts, and extensions are a number of single and two storey extensions are proposed on those elevations, with roof level extensions over both to provide the additional floorspace for the proposed flats.

3. Relative to the existing rear building line of no.506, a hip-roofed, two-storey rear extension is proposed some 4.5m deep on the side facing the boundary with no.504, and 6.5m deep on the side facing the boundary with no.508. The side extensions are stepped back from the Charminster Road frontage at first floor by approximately 2.35m. New hipped and gabled ridged roofs over the extensions would replicate the look and style of 506's existing roof. Rooflights are proposed in northern, eastern and southern facing roof slopes.
4. Relative to the existing rear building line of no.508, a gable-roofed, two-storey rear extension is proposed some 6.5m deep on the side facing the boundary with no.506, and 4.5m deep on the side facing the boundary with no.510. The side facing 510 is stepped and staggered in from the side boundary with Sonning Way. The side extension is stepped back from the Charminster Road frontage at first floor by approximately 0.35m, and the extant 1.3m deep ground floor projection would be removed. New hipped and gabled ridged roofs over the extensions would replicate the look and style of 508's existing roof. Rooflights are proposed in western and southern facing roof slopes, with a small rear (east) facing dormer.
5. Revisions are proposed to the vehicular and pedestrian access points, with parking to the front. Pedestrian access to both buildings will be from the front, utilising the existing front doors, configured to have small porch enclosures. Bike stores will be provided within the traditional 'attached garage' location in both buildings, with internal connection to the shared lobby in each block. The forecourt of the buildings are to be reconfigured to host 9no. demarcated vehicular parking spaces on an extended permeable surface. A central bin store is proposed behind trees and the existing 2no. vehicular crossovers would be reduced to 1no. by way of the removal and return to level grade footpath of the dropped kerbs outside no.508.
6. The amalgamated plot of 506-508 is to be reconfigured to provide a shared communal garden to the rear of the plot, with privately accessible fenced gardens for both of the 3-bedroom ground floor flats, one in each building.

Description of Site and Surroundings

7. The application relates to a pair of two-storey detached single family dwellinghouses on a wide plot on the eastern side of Charminster Road, at a point almost opposite a parade of 2-storey shops. The house sits amongst and opposite similarly sized plots that all host similar sized detached dwellings. The predominant house type is two storey, though there are some examples of bungalows within sight of the application site, and to the north the character of the road evolves to include pairs of 2-storey semi-detached houses and a single storey church hall.
8. The application property sits on land that rises gently to the south with an approx. 0.3m difference in ground levels moving from the northern to southern boundaries with 508 and 504 respectively. No.506 is part of the established street scene as despite the prevalence of street trees, the view of it from the public highway is not hindered.

Relevant Planning History:

9. No.506
 - **7-2021-19125-A** Demolition of dwellinghouse and erection of a block of 5 flats with associated vehicular access and bin and bike stores – Refused 10.01.2022
 - **7-1998-19125** Alterations to roof and extensions to dwellinghouse (Permitted Development) - Lawful Development 22.12.1998

10. No. 508
- **7-2000-19753** Alterations, extension to dwellinghouse & replace existing 1200mm high wall & fence with 1200mm high facing brick wall – Approved 24.10.2000
 - **7-2006-19753-A** Erection of a rear conservatory – Approved 30.11.2006
11. No.506-508
- **PRE-19125 – Pre-App Enquiry:** demolish existing pair and erect 2no. blocks of 4 flats, each consisting of 1no 3-bed (4 habitable rooms) and 1no. 2-bed (4 habitable rooms) and 2no. 1-bed (2 habitable rooms) flats. Both buildings would resemble modern detached houses, deeper in depth and with flat roofs and dormers. 10 car spaces are proposed, 8 accessed off Charminster Rd and 2 from the rear access road. 2no. cycle stores proposed one storing 8 bikes and the second 12 bikes.
- LPA Response (Feb 2023): *There were a number of in principle points to address in the event that a full planning application were to come forth. Whilst the principle of the loss of two small family homes was contrary to policy, it was acknowledged that two family sized flats were proposed within the scheme within the ground floors, having access to the gardens. Whilst this may offset some of the policy conflict, there remained work to do to the bin/cycle storage, car park layout, windows, dormers, and extent of flat roofs proposed. It was advised that proper regard should be had for the NPPF and its policies on not stymieing adjacent development sites and supporting coherent local character through good design.*
12. No. 1 Sonning Way
- 7-2022-3341-K Alterations and extensions to bungalow to include formation of 1st floor level, and conversion of garage to annexe accommodation – Approved 26.07.2022
 - 7-2021-3341-J Alterations and extensions to bungalow to include formation of 1st floor level, and conversion of garage to annexe accommodation – Refused 22.12.2021

Constraints

13. Sonning Way to the north side of no.508 is a public highway, and the only source of vehicular and pedestrian access to or from the residential dwellinghouses nos.1 and 3 Sonning Way.

Public Sector Equalities Duty

14. 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

15. In accordance with regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 (as amended) ("the Habitat Regulations), for the purposes of this application, appropriate regard has been had to the relevant Directives (as defined in the Habitats Regulations) in so far as they may be affected by the determination.
16. With regard to sections 28G and 28I (where relevant) of the Wildlife and Countryside Act 1981, to the extent consistent with the proper exercise of the function of determining this application and that this application is likely to affect the flora, fauna or geological or physiographical features by reason of which

a site is of special scientific interest, the duty to take reasonable steps to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest.

17. For the purposes of section 40 Natural Environment and Rural Communities Act 2006, in assessing this application, consideration has been given as to any appropriate action to further the “general biodiversity objective”
18. 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.
19. 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

20. **BCP Highways** - The proposals are unlikely to give rise to significant highway safety concerns. *No objections subject to conditions.*
21. **BCP Trees** - No concerns regarding the general parameters of the development as plans indicate all trees on /adjacent to the site(s) are to be retained. This is feasible and although an arboricultural implications assessment has not been provided at this stage, it can be conditioned on this proposal. *No objections subject to conditions.*
22. **BCP Environmental Health (Land Contamination)** – Verbal discussion, no objections.
23. **BCP Environmental Health (Noise)** - No objections subject to conditions (see amenity).
24. **BCP Biodiversity** – Following initial holding objection further surveys were submitted and objections were withdrawn. *No objections subject to conditions.*
25. **BCP Waste & Recycling** – Satisfied with the proposal in terms of waste storage capacity, location, distance to kerb and servicing arrangements. *No objections subject to conditions.*
26. **Wessex Water plc** – Returned standing advice comments – *No objections made.*

Representations

27. Three site notices were erected on 20th July 2023 with a consultation expiry date of 11th August 2023. Following the submission of amended plans and additional information, 3no. new site notices were erected 19th January 2024, with a ten day period of consultation.
28. In total, 20 representations have been received, including one from the now defunct Bournemouth Civic Society (BCS). All 20 are in objection though 2 or three make suggestions that a lesser development of 2-3 houses should be provided, and BCS considered the design to be ‘reasonably competent’. A majority of the other objectors comment that the houses should not be demolished and that this is wasteful. It is important to note that this application does not propose the demolition of the houses, but their retention and extension. The respondents raise the following material planning objections:
 - *Demolition of the houses is wasteful, polluting and should not be permitted;*
 - *Development will remove family housing stock, and encourage similar redevelopment that will drive families away from the area;*

- *Flats should only be placed in city centres, Extra dwellings will intensify noise and disturbance;*
- *Proposals are deeper, wider, taller, inconsistent with local neighbourhood character;*
- *The new blocks would harmfully narrow the gaps between dwellings, changing streetscene;*
- *Will cause loss of afternoon sunlight to nos 1 and 3 Sonning Way;*
- *Dormers/windows will overlook neighbouring houses and gardens causing loss of privacy;*
- *Will increase spread of artificial light from additional windows overnight;*
- *Dormers proposed at 506/508 will look directly at each other;*
- *Poor outlook from bedroom at blank flank wall of no.504 and between 506/508;*
- *BCS objected to the submission in Oct 2023, as it was being dissolved, that the while the proposals sought larger extensions to Arts & Crafts style houses that would cause harm to neighbouring amenity and character, they did state that the designed the two 'blocks' were reasonably competent;*
- *Site is double yellow lined, no visitor parking will cause parking on surrounding streets;*
- *Parking on frontage looks tight and not feasible;*
- *Bike stores should not be integrated they should be set outside in the communal rear gardens;*
- *Binstore at frontage is an eyesore, will attract flies, cause smells etc;*
- *Sonning Way should not at any future point become a means of access for the rear of the site;*
- *Construction disturbance will hinder neighbouring amenity for several months;*
- *Sonning Way should not be used for construction works as this is the only pedestrian and vehicular route to access the two dwellings sited on it;*
- *Concerns about construction hours given local schools sited nearby;*
- *Visibility at the bus stop might be compromised by construction traffic;*
- *Private gardens for the flats are too small and an example of overdevelopment of the site;*
- *Previous proposal was refused on grounds related to harm to bats;*
- *Badgers seen on site (night-sight video footage received of badgers on a piece of land);*
- *Too many flats are proposed, sum total of impacts amount to overdevelopment of the site; and*
- *Flats will place pressure on existing services such as water, drainage, NHS, schools etc;*

29. Two technical issues are raised

- *Errors in D&A statement about which property has 4 and 3 flats. Response: Agent confirms this was an error, forms and plans remain correct*
- *Errors in D&A statement about car parking to the rear – Agent has confirmed that this related to previous application. Plans have never shown parking to the rear for this proposal.*

30. A number of non material-planning comments were raised as follows:

- *Value of houses will be affected;*
- *Developer driven by profit;*
- *Deeds of covenant exist on the original deeds stating that all 'houses' on this land must be detached or semi-detached.*

31. The LPA is unable to factor these comments into its decision making as they are non-material considerations governed by other factors outside the Planning process and that have no bearing on the Planning Decision Making process.

Key Issue(s)

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

- Principle of development
- Impact on character and appearance of area
- Impact on residential amenities
- Impact on highways and parking
- Other Matters

33. These issues will be discussed as well as other material considerations in the report below.

Policy context

34. Local documents:

a) Core Strategy (2012)

CS1: NPPF – Presumption in Favour of Sustainable Development
CS2: Sustainable Homes and Premises
CS3: Sustainable Energy and Heat
CS4: Surface Water Flooding
CS5: Promoting a Healthy Community
CS6: Delivering Sustainable Communities
CS16: Parking Standards
CS17: Encouraging Greener Vehicle Technologies
CS18: Increasing Opportunities for Cycling and Walking
CS19: Protecting Small Family Dwellinghouses
CS20: Encouraging Small Family Dwellinghouses
CS21: Housing Distribution Across Bournemouth
CS31: Recreation, Play and Sports
CS33: Heathland
CS41: Design Quality

b) District Wide Local Plan (2002)

4.25: Landscaping
6.10: Flatted Development

c) Supplementary Planning Documents:

Dorset Heathlands Planning Framework SPD 2015
Residential Development: A Design Guide – PGN (2008)
Sustainable Urban Drainage Systems (SUDS) - PGN
BCP Parking Standards 2021 – SPD

35. National Planning Policy Framework 2023 (“NPPF” / “Framework”)

Including in particular the following:

Section 2 – Achieving Sustainable Development, Paragraph 11 –

“Plans and decisions should apply a presumption in favour of sustainable development...”

*...For **decision-taking** this means:*

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

Also relevant to this assessment are the following NPPF chapters:

- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places
- Section 14 – Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment

Planning Assessment

Principle of Development

Loss of Family Dwellings

36. Core Strategy Policy CS21 seek to ensure a balanced Distribution of residential development across Bournemouth, and ensure that the best use is made of appropriate sites if and when they become available for redevelopment. While Policy CS20 encourage the redevelopment of sites to provide small family dwelling houses, CS19 seeks to protect existing small family dwelling houses from demolition.
37. CS 19 sets a threshold whereby a small family dwellinghouse is defined if the property in question has an original gross external floorspace of less than 140sqm. This is in order to retain a balanced stock of housing across the Borough. Where this policy is not met demolitions of homes or conversions to flats would be contrary to this policy.
38. Both buildings comprise single family dwellinghouses. As originally built, they had approximately 117sqm and 120sqm of gross external floorspace set over two floors and falling below the 140sqm threshold set by Policy CS19. Both houses have undergone later extensions to the side, rear and roofspace, increasing the total living space by 24-32sqm in each case, resulting in homes with floorspace in excess of the 140sqm threshold.
39. Both dwellings have original gross external floor areas below the minimum threshold and the proposal would fail to satisfy policy CS19. The previous application to demolish 506 and replace it with 5no. flats was refused for a number of reasons, comprising overdevelopment, disproportionate scale, harm to neighbouring privacy and local character, poor internal space and low-quality habitability. Given the substantial failings of the proposal, the conflict with CS19 was also cited as a reason for refusal.

Housing Delivery Test

40. The 5-year housing supply and HDT results continue to be applied to each local plan area separately until replaced by a BCP Local Plan. In the Bournemouth area there is a 2.3 year housing land supply with a 20% buffer (a shortfall of 4,862 homes) and a 2021 HDT result of 67%. The local plan is thus considered as out of date as the local planning authority is unable to demonstrate a five-year supply of homes and under the HDT test threshold of 75%. The presumption in favour of sustainable development applies.
41. NPPF Paragraph 11 states that where policies which are most important for determining the application are out of date, planning permission must be granted unless policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposals or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.
42. At the heart of the NPPF is the presumption in favour of sustainable development, reiterated in Bournemouth Core Strategy Policy CS1. NPPF paragraph 11 applies this presumption to decision making where the local plan classed as out of date. Footnote 8 of paragraph 11 classifies a local plan as out of date if the local planning authority is (i) unable to demonstrate a five-year supply of deliverable housing sites or (ii) where the Housing Delivery Test (HDT) result is less than 75% of the housing requirement over the previous three years.
43. For this planning application the benefits of repurposing 2 extant homes through extensions and subdivision to provide 7 flats will have material weight. Therefore the 'tilted balance' that favours the grant of planning permission will need to be assessed. For the local planning authority to refuse this development, the benefits of the provision of new homes must be significantly and demonstrably outweighed by the adverse impacts or where specific policies in the NPPF provide a clear reason for refusal.

Increasing the Supply of Housing Units

44. Whilst there remains a conflict with local policy CS19, paragraph 135(e) of NPPF Section 12, supports the principle of making better use of residential plots already in sustainable locations. Along with other criteria a-f, part (e) states that developments should: "*optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks*". It remains that should an applicant be able to

demonstrate that their proposal satisfies the other criteria of the local plan in terms of neighbour amenity impact, highways safety/capacity, heritage, etc. then there is national support for the principle of increasing housing stock in urban areas where shops and services already exist, and/or where public transport connections and cycling/walking options are already established.

45. The proposals would deliver 7 dwellings on a plot currently only hosting 2 households. Previously 5 were proposed on the plot of 506, in an overdevelopment that had harmful impacts on adjacent amenity and street character. However, in this fresh application, subject to the assessment of the other factors being demonstrably positive and without substantive harm of policy conflict, then there remains scope to consider the increase in number of dwellings the site can deliver as a benefit of the development in the planning balance, despite conflict with Policy CS19.

Comparison with Previous refusal of development at 506

46. As set out in paragraph 33 above, the development proposed at 506 was refused for conflict with CS19 and a number of reasons relating to overdevelopment of a smaller site. This new application follows a pre-application enquiry from the applicant and now includes the adjacent house 508, already addressing some of the problems identified by the Council. The wider plot width has enabled the removal of one of the vehicular crossovers and removed the need to utilise Sonning Way for vehicular access to the site. It has also enabled the replacement buildings to assert themselves within the plot with better balanced set-ins from the relative boundaries. The proposals have been amended during the lifetime of the application to more comfortably fit on it than the previous proposal at 506 did, relative to its own plot.
47. The proposal seeks to demolish components of the pair of substantial detached houses and build additional extensions to the rear and side of them reconfigured to host flats but retaining an external appearance of extended houses. Whereas the previous refusal at 506 was predominantly about the overdevelopment of that plot, the assessment later in this report concludes that the new proposals occupy a more balanced position within each former plot delivering satisfactory set-ins and interface distances between side elevations, boundaries and windows/walls in/of adjacent properties. With the knowledge that both proposed buildings are a form and scale of smaller proportions than that previously proposed in the development of 506, it is considered that the increase in the number of dwellings on the site would be within buildings that are proportionate to the established streetscene, complying with the explanatory text of Policy CS20. As the proposal would comply policy CS20, the additional homes would be become a tangible benefit, even if the proposal remains contrary to the threshold test of policy CS19.
48. Policy CS20 expresses a presumption in favour of the redevelopment of sites for small family dwellinghouses as opposed to other forms of residential accommodation. However, the explanatory paragraph 4.2.14 does state that *“Especially in areas characterised by large detached buildings a similar scale of building containing flats would be more appropriate than small houses.”* The same paragraph goes onto state *“However, if a site is capable of delivering small houses and its location is suitable in terms of nearby residential character then the development should deliver small houses.”* The justification for this approach is explained in the final sentence of that paragraph as to *“help ensure that a suitable future stock of small family sized houses is maintained in the town as dwelling numbers increase.”*
49. Here, the site could provide 3,4 or (if the rear of the site were to use an access onto Sonning Way, perhaps 5 smaller dwellinghouses, but they would look cramped or be terraced, harming the character of the area which is one of larger detached buildings. They would also under-utilise the potential of the site in a sustainable location to deliver higher housing numbers, and also trigger the need for 2-4 crossovers along the footway which Highways are unlikely to support. The LPA is only able determine what has been submitted. The assessment elsewhere in this report establishes that the replacement accommodation would provide a satisfactory mix of unit sizes, including 3-bed units with gardens capable of offering family accommodation equivalent to small family houses. So whilst the proposal would not satisfy the policy CS20 aim to deliver small family *houses* with a floorspace of less than 140sqm, it would deliver two family sized *units* that provide 104sqm and 105sqm of living space, separate bike and bin storage space amounting to 6-8sqm each, and over 65sqm of garden each. This aspect will be considered in the planning balance.

50. Subject to the proposals having a satisfactory regard for the scale, proportions and dimensions of surrounding houses, neighbouring amenity, and highway issues; the proposed demolitions and extensions to provide flatted development is considered to also satisfy the aims of Core Strategy Policy CS21 and paragraph 135(e) of the NPPF both of which encourage that the best use is made of appropriate sites when they become available for redevelopment. CS21 specifically supports the provision of residential development (in flatted and other forms) for sites that sit within 400m of a 'Key Transport Route' (KTR). Charminster Road (B3063) is defined as a KTR in the Core Strategy and subject to a set of criteria supports urban intensification for residential development. The policy states that 'proposals for residential development within 400m of a key transport route will be expected to: a) reflect the housing size demands of the Borough as identified in the SHMA; b) be of good design; contribute positively to the character and function of the neighbourhood; c) maintain and enhance the quality of the street scene; d) respect residents' amenities; and e) ensure a positive contribution to achieving a sustainable community. The proposal's compliance with the aims of this policy are assessed elsewhere in this report, with the conclusion being that the policy is satisfied.

Impact on character and appearance of the area

51. Core Strategy Policy CS6 requires good design principles for new buildings, regard for how spaces are treated, and enhancement of features that contribute to an area's character and local distinctiveness. Policy CS21 requires good design and for proposals to enhance the quality of the street scene. Policy CS41 is similar and relates to securing good design.

Context of Previous Refusal

52. The previous application at 506 was refused for a number of reasons, but the core three reasons were relative to the proposals' 2) excessive scale, dimensions and design 3) harmful impacts on neighbouring residential amenity (including privacy, overshadowing and loss of sunlight) and 4) comprising deficient internal space for future residents and general overdevelopment of the plot. Other reasons related to the 1) the conflict with Policy CS19, 5) the lack of a signed Heathland legal agreement, and missing information relating to 6) ecology, 7) contaminated land, and 8) drainage.

Current Proposal

53. As the proposals seek to re-use and extend the existing buildings, the pair of flatted buildings that would result on the site would generally replicate the extant staggered position of both 506 and 508, with no. 508 remaining further forward than 506. The front wall of 508, facing Charminster Road would remain in its first-floor position, with the ground floor projection removed.

Charminster Road Streetscene

54. For 506, the front wall is to be retained in its current position. The set-in distances from the boundaries of the site with 504 remain as they currently exist and there will be no substantive changes to the gap between 504 and 506 when viewed from the public highway. The quantum of extensions that the host buildings can accommodate in this location benefit from the unique circumstances of the site. The additional gap afforded by Sonning Way, and the staggered nature of these houses on this main road mean that impacts that would otherwise result on neighbouring amenity do not manifest themselves harmfully here.
55. The proposed gap between the two application properties would decrease as a result of the proposed extensions, but because the two storey side extensions to no 506 have been reduced, the gap that remains is similar to the one that already exists between 504 and 506 at their closest. The houses in this run are all detached, and the development would retain this characteristic. Similarly, each of the houses have space to undertake similar side and/or rear extensions so that the proposed extensions to increase the quantum of development on each plot would generally be replicable along the street. The houses and wider street are not designated as a conservation area, none of the properties have been identified as non-designated heritage assets (locally listed) and there are no Article 4 restrictions in place to remove permitted development rights for these houses.

56. The single storey components of no.508 that sit alongside Sonning Way (garage, utility room toilet) would be demolished and the replacement extensions would sit further back from this boundary and follow a staggered pattern, rather than the existing angled wall that follows the line of the boundary, almost on the boundary with Sonning Way. The side extensions to 508 would be two storey, but are of a width that is both proportionate with the host building and subservient in scale and design. A similar extension could be proposed to no 508 in its current single family dwellinghouse use, and generally comply with local policy. Due to the additional gap between 510 and 508 resulting from the Sonning Way carriageway, there would remain sufficient separation distances between both properties so that the character of the street would not be adversely impacted by the proposals.
57. Previously, the redevelopment proposed at 506 was set in only arbitrarily from both side boundaries and was considered to be overdevelopment of that plot. Following the incorporation of 508 into the site area, and subsequent reductions to overall scale and improvements to general appearance made by the applicant the proposals have substantial regard for the general dimensions of surrounding buildings and would maintain sufficiently distanced gaps between properties to reflect those between other houses in the run. The proposed extensions, when viewed from Charminster Road would appear in keeping with the street, proportionate to the buildings they are attached to and reflective of the host buildings' design and identity as single family dwelling houses. With regards to visual impact from the forecourt parking, the forecourts already have the capacity to host 4 cars each, outside of any garage.

Sonning Way Streetscene

58. When viewed from Sonning Way, a narrow but nevertheless component part of the public highway network, the extensions to the north side of no.508 would run the entire side length of no 508, and step out approximately 1.9m beyond the existing 2 storey rear building line of 508, before stepping in and away from the boundary by 3.5m and then projecting out 2.15m into the rear garden. Sonning Way has no footpaths and from the bollarded junction with Charminster Road appears to be a footpath route closed to vehicular through-traffic. Vehicles can access the road from the rear, off Uplands Road but from that direction it resembles a back-street. At both entrances it is flanked on both sides by garden fencing and/or single storey extension walls, reinforcing the lower hierarchy status of this highway.
59. The southern boundary comprises garden fencing and garage extension walls. On the north side, the same is true at the roadway's eastern and western ends, but the central section has noticeably lower walls which form the 'front' boundaries of two detached houses addressed off Sonning Way. The closest of these, to the rear of no.510 is a bungalow (no.1 Sonning Way). The furthest, to the rear of 62 Uplands Rd, is two storey (3 Sonning Way). Both houses face south and are set back between 7m-8m from the roadway, which is itself approx. 3.25m wide. The two-storey rear and side extensions to no.508 would bring the built form closer to the boundary at first floor level, but the side and rear components replicate the rear depth and side width of no.508's existing single storey extensions. Views of the application site are short but the roadway remains a non-primary route between properties where elevations with fewer windows are acceptable and appropriate. Amenity impact on adjacent dwellings is assessed later.

General Appearance of the Proposal

60. On balance, it is considered that sufficient gaps would remain between the proposal and facing adjacent elevations at nos 504 and 508 Charminster Road.
61. The buildings would both have a pedestrian doorway in a central position, accessed by a porch within the reconfigured front forecourt. Some landscaping is proposed, and one of the vehicular crossovers is to be closed up and new boundary wall and planting formed. This would increase the scope for landscaping and conditions can be applied to any approval to secure details of this to help integrate the revised building frontages to both Sonning Way and Charminster Road with their respective street-scenes.
62. The elevational treatment of the exteriors reflects local vernacular and materials by expanding the use of brickwork and render between floors, and roof tiles at roof level. Roof pitches would match the existing, though the additional depth into the site would mean that flat roofs are proposed over the central part of the extensions but giving the positive impression of a continued ridge line. The flat roofs cannot be seen from street level and would have no harm on the streetscene. The addition of dormers, gable ends and rooflights reflect the inclusion of these features in the wider local streetscene, and

subject to conditions to secure details of finish materials before their application, the appearance of the proposed extensions would be positive.

63. Subject to the conditions on materials and landscaping, the proposal would accord with design and streetscene elements of Core Strategy Policies CS6, CS21 and CS41. It is the balanced opinion of the LPA that the proposed scale, form and general appearance of the proposed development would have an acceptable impact on the character and appearance of the area when assessed against policy.

Residential Amenity – Impact on Neighbouring Residents

504 Charminster Road (south of site)

64. Having regard for the descriptive elements of paragraphs 44-45 earlier, the existing southern flank wall of no 506 is to remain, retaining the separation distances between it and no 504. Currently both elevations are windowless and host only the external pair of chimney stacks on each dwelling. It is proposed to insert two narrow windows at ground floor level and two matching ones at first floor level facing the windowless side elevation of no.504. The proposed windows would light a bathroom (and be obscured) and a bedroom, with the room arrangement repeated at first floor. Given there are no windows in the facing elevation wall of no 504 there would be no amenity impact in terms of privacy on that dwelling at present. To offset the impacts were no.504 decide to install similar windows to their own ground floor (permitted development at ground, not first) a condition should require the lower portion of both bedroom windows to be obscure glazed up to head height to limit the scope for future conflict.
65. The proposal will extend back approximately 1.6m further than the two storey rear wall of no.504, but stop short of the single storey rear extension to 504. No windows within proposed extensions to 506 would face no.504 and the ones that are proposed face backwards and look out on the application site's own garden(s). As no.506 sits to the north of 504, there is no impact on sunlight, daylight or shadowing to no.504. The extensions are set no closer than the existing side of no.506 and, including the roof extensions would be set sufficiently away from no.504 so as to have no impact on outlook or general amenity experienced within no. 504. From the garden of 504, the extensions would appear domestic in style and comparable with the architecture of the existing house(s).
66. There are associated objections from neighbours set out earlier, but it is considered that the combination of the extensions to no 506 would be acceptable in terms of scale, height, depth, proximity to the boundary, position of windows, having no unacceptable harmful impacts on the neighbouring amenities enjoyed by occupants of no. 504. In terms of amenity impacts on no.504, the proposals would therefore comply with Core Strategy 2012 Policies CS21 and CS41 and Saved Policy 6.10.

510 Charminster Road (north of site, across Sonning Way)

67. Having regard for paragraph 46 earlier, the single existing side extension to no.508 is to be demolished and the replacement two storey extension set back further than the current position, in stepped stages rather than follow the angled nature of the boundary. The footprint of the single storey rear extension is to be emulated, but comprise a two-storey element, with gable roof over. Two windows are proposed at first floor level of the side extension to 508, facing north towards 510. They would light a kitchen and bedroom in separate flats. The plans indicate that the lower portions of the windows would be obscure glazed (below head height) in the interests of privacy. No 510 has a first-floor window in its southern elevation, but this would not sit directly opposite the proposed windows. The proposed windows, if not obscured, would look over the top of the flat roofed garage behind no.510 and at parts of its associated private rear garden. If the windows are conditioned to remain fitted with obscure glazing then there would be no harm to neighbouring privacy at no.510 nor conflict with the component part of the policy. The impact on future residents of the proposed flats in terms of habitability resulting from obscured windows is assessed in the next section.
68. The outlook from the side window within no.510 would be of the side extensions, culminating in the hipped roof over. The proportions of the two-storey side extension are acceptable in policy terms. Whilst the first floor component would reduce the interface distance between the dwellings to around 6m, the presence of the 3.5m wide roadway and means the side window within no.510 would not still retain an

uninterrupted outlook out over the forecourt of 508, and a longer distance vista of the shops opposite the application site on Charminster Road. Similarly, the side extensions and roof over would have no harmful impact on the angled corner bay windows of no.510 facing southwest.

69. The bulk of the extension, because it steps in and away from the boundary on the north-eastern most corner would not harm the internal amenity enjoyed by occupants of no.510. Regards the rear garden to no. 510, the outlook is already partially enclosed as a result of the 510's own flat roofed garage building that sits behind the line of 510's rear extension and by tall ever green trees to the northeast. The stagger backwards from Sonning Way of the two storey rear extensions (at its north-eastern corner), would diminish the impact of the upper floor on no.510 to an acceptable, negligible level.
70. There are associated objections from neighbours set out earlier, but it is considered that the combination of the extensions to no 508 would be acceptable in terms of scale, height, depth, proximity to the boundary, position of windows, having no unacceptable harmful impacts on the neighbouring amenities enjoyed by occupants of no. 510. In terms of amenity impacts on no.510, the proposals would therefore comply with Core Strategy 2012 Policies CS21 and CS41 and Saved Policy 6.10.

1 Sonning Way

71. The assessment that follows makes reference to the existing and proposed ground floor layouts on drawings that accompanied the recent approval (7-2022-3341-K) for a first floor extension at no.1, summarised in paragraph 12 of this report.
72. No.1 comprises a bungalow whose front (south) facing windows have historically lit two bedrooms within the extended three-bed dwelling. The main entrance door sits in the western elevation and the house is laid out in an upside-down 'L' shape, with the two arms running alongside an electrical substation. The recent planning permission, granted in 2022 and enacted in Spring 2023, authorised roof extensions to the southern and eastern roof slopes. A gable was permitted in the southern and northern roof slopes, with a triangular window facing south and lighting a new first floor master bedroom, and a traditional window facing north and lighting a new 'children's room'. 4no. rooflights were approved facing west towards the rear of no.510 Charminster, and a large dormer with a traditional window facing east towards the rear of no.62 Uplands Rd. The 2no. ground floor south facing windows that were bedrooms, were proposed for use as a lounge and connected study in the internal reconfiguration with connecting doors lining to the enlarged kitchen/diner and open plan family room, lit by rear windows and a large lantern over the space.
73. No.508 sits off to the south west of the no.1, and the proposed 2 storey extensions would stop well short of crossing in front of the new first-floor south-facing gable window within no.1, or the pair of windows now lighting the lounge and study at ground floor. No windows face north towards the windows within no.1, and the western facing rooflights were conditioned to be obscured upto head height within the roof space. There would therefore be no conflict with privacy between no.1 or flats within 508, or 506 which sits even further away.
74. Outlook from the new roofspace bedroom would not be harmed as the gable window is the secondary source of light, with the room primarily lit by the east facing dormer window, supplemented by light from the west facing rooflights and southern gable window.
75. The extensions to no. 508 would have not have a discernible impact on daylight or cause significantly harmful shadowing to the occupants of no.1 that is not already caused by the ridge/position of 508. No.1 features tall evergreen bushes/trees in its front garden, blocking direct sunlight to the front windows from the south. A tree in the grounds of no.3 blocks light from the east. In terms of sunlight, no.508 already sits in the way of summer evening sunlight when the sun would be lower on the horizon. The extensions are far enough away to have no substantive harmful impact. The gap caused by Sonning Way would still offer a route for direct sunlight after this in high summer. At other times of the year, when the sun is lower, the sun would have set before no.508 as it already exists interrupts the path of direct sunlight.
76. There are associated objections from neighbours set out earlier, but it is considered that the combination of the extensions to no 508 would be acceptable in terms of scale, height, depth, proximity

to the boundary, position of windows, having no unacceptable harmful impacts on the neighbouring amenities enjoyed by occupants of no. 1. In terms of amenity impacts on 1 Sonning Way, the proposals would therefore comply with Core Strategy 2012 Policies CS21 and CS41 and Saved Policy 6.10.

Other neighbouring dwellings

77. All other neighbouring properties, including no.3 Sonning Way are sited at sufficient offset distance in excess of 23m from the proposal and in some cases with views interrupted by mature trees and planting. Other neighbours on Sonning Way and Uplands Road raised concerns about vehicular access to the site during construction and after completion causing blight, but the roadway already comprises a public highway albeit bollarded at one end. Residents on Sonning Way access their homes with vehicles using this roadway and the refused 2021 proposals to provide parking to the rear of no.506 do not form part of this application. The matter is addressed in the highways section.

Other Amenity Impacts

78. The associated impacts of 7no. different households occupying the site instead of the existing two has been given adequate consideration by the applicant. The intensification of residential uses proposed by this application has been carefully thought out and is summarised in the next section. The consequence of a sympathetic stacked arrangement of flats, access to secure cycle parking, private and communal amenity space, and sufficient car parking, all set within extensions that do not overdevelop the site would deliver living arrangements for new residents that do not blight each other, nor those of surrounding existing residential buildings. It is not unreasonable to expect a degree of noise from neighbours in suburbia, but the reduction in unit numbers (compared to the refusal at 506, which previously proposed 5 units on one plot alone) and the reconfigured forecourt permitting some frontage landscaping will reduce the transmission of domestic noise outside the site. Environmental Health comment that construction noise and hours of activity should be conditioned given the proximity of neighbouring dwellings.
79. In conclusion, it is considered that the amenity impacts on neighbouring properties as expressed by objectors would not be sufficient to warrant a refusal or be contrary to the thresholds of development permitted by adopted policy. The proposals would therefore comply with policies CS21, CS41 and 6.10.

Residential Amenity – Future Residents

80. Five of the seven proposed flats would significantly exceed the minimum prescribed internal space standards as set of by the Governments Technical Housing Standards. The standards are mandatory in Greater London and BCP has not adopted them as part of its Decision Making Framework. They nevertheless stand as aspirational guidance and as one component of assessing habitability.

Flat No.	Bedrooms	Bed Spaces	Needs	Provides	Location	Result
1, 506	3	5	86	100.5	GF	Pass
2, 506	3	6	102	125.8	FF & Roof	Pass
3, 506	2	3	61	58	FF	Fail
1, 508	3	5	86	104.1	GF	Pass
2, 508	1	2	50	57.3	FF	Pass
3, 508	2	3	61	56.1	FF	Fail
4, 508	2	4	70	83.9	Roof	Pass

81. The two units that fall short of the suggested space comprise unit 3, 506 (3sqm); and unit 2, 508 (3.9sqm). The allocations of space are generous in all but two units and separate storage for bicycles is provided for all flats, meaning the 1 or 2sqm normally expected to be built in storage in the units would reduce the shortfalls to just 1sqm or 1.4sqm respectively. Typically, the standards apply to new builds, and are harder to apply rigidly in conversions for planning applications for conversions. Sufficient regard has been had for the standards and the space allocations are in generally in excess of standards and acceptable in this formation.
82. Similarly, the internal stacking arrangements (room uses) for the flats would be well arranged over floors with limited scope for transference of noise between units and reducing the likelihood of potential complaints and poor living standards within. Environmental Health comment that windows

facing the main highway should be soundproofed via conditions to secure details. Internal circulation space is good with each flat accessible off a central stairwell with internal ground floor lobby and external porch enclosure (506) and overhang (508).

83. The units have a reasonable degree of outlook to the rear or front. Some of the side windows would need to be obscure glazed to address concerns raised in the previous neighbour amenity section, but also to safeguard the privacy of residents of the new development. In particular, the windows in the south side of 508 at ground (lighting bedroom and bathroom) would need to be obscure glazed to avoid privacy conflict from residents walking between the two buildings. The same is true for the first-floor bathroom in flat 3 within 508, which could be observed at an angle from the living room of flat 3 within no.506. Obscured glazing conditions could resolve both of these issues. There are no issues resulting from the rear facing dormer. Rooflights facing existing properties are positioned high enough in the slopes to not warrant the need for obscure glazing
84. There should in all developments be adequate amenity space to serve future residents. The ground floor flats have direct rear access onto the two private rear garden areas, with other residents needing to exit the buildings and head down the path between the two buildings to access the private communal space to the rear. Clothes drying will be possible on the communal and private garden areas, reducing the need for each flat to rely on conventional central heating or tumble driers.
85. Cycle storage is hidden behind a garage door façade and accessible from the car park and from directly within the buildings off each lobby. Bin stores are located conveniently for residents at the kerbside, within a cluster capable of being partially screened by planting.
86. In conclusion, it is considered that the proposals would provide satisfactory positive living conditions and amenity for future residents, meeting the anticipated habitability needs of future residents and beneficial to their wellbeing and general amenity. The proposals would therefore comply with policies CS21, CS41 and 6.10.

Highway Issues

87. Core Strategy Policy CS6 seeks to deliver sustainable communities. Policy CS16 sets out parking standards, as amended by the recently approved BCP Parking Standards SPD (Jan 2021). Policy CS17 encourages greener vehicle technologies and Policy CS18 advocates support for development that increases opportunities for cycling and walking. During the lifetime of this application, the LPA have adopted the BCP Parking Standards SPD (Parking SPD) which reflect paragraph 105 of the NPPF. It is against this guidance that the proposal has been assessed. The cycle requirements have been updated in line with latest government guidance (Local Transport Note 1/20) which strengthen the importance of good design for high quality cycle storage facilities.
88. Resulting from recent revisions to the Highway Code, a new hierarchy of consideration is emerging requiring a pedestrian-first assessment, with vehicular aspects considered at the end. This is to help achieve a sea change in the way developments are accessed and help prioritise more sustainable methods of travel.
89. Charminster Road is a well-trafficked classified road (B3063). Its strategic importance is evidenced by its status as a District Distributor Road with the function of connecting areas of residential, shopping, industrial and commercial development with each other and to the County Distributor and Primary Route Network.

Access

a) Pedestrian

90. Pedestrians would approach the building on foot across a shared surface for 8 cars and bikes. The reduction of one vehicular crossover would improve pedestrian safety within and outside the site as there would be one fewer hazard to watch out for. On larger schemes some form of surface demarcation would be appropriate, but here where the converted/extended buildings are seeking to emulate an external appearance of housing, such changes could undermine the efforts to mask the

existence of the flats. The car parking layout now pulls cars away from the front doors and both are protected and made obvious as entrances through the addition of porches. The proposed arrangement would satisfy policy.

b) Cycle Access

91. Access to the cycle parking is good, direct and easy. This is in direct contrast with the previous refusal at 506 which would have forced residents to travel around the back of the premises, down what was a narrow alleyway.

c) Vehicular / Site

92. To preserve the efficient functioning and safe operation of the District Distributor Network, Saved Policy 8.2 of Bournemouth District Wide Local Plan (2012) seeks to limit access to these roads and where possible, to close vehicular frontage access on existing District Distributor Roads. Consequently, the removal of one of the existing vehicular accesses (fronting no. 508) supports the aims of the BDWLP. Moreover, the removal of an access in proximity to a road traffic junction and public right of way is a significant betterment of existing conditions. Continued use of the vehicular access at what is currently 506 Charminster Road, as proposed on submitted plans, is acceptable.
93. The Parking SPD requires that in all new developments pedestrian visibility splays should be provided at vehicle accesses. For pedestrian safety reasons, at all new vehicle accesses it is necessary to maintain within the site areas measuring 2m by 2m, with no obstruction more than 0.6m high, either side of where the vehicle accesses meet the back edge of the footway, known as pedestrian visibility splays. The splays must be wholly within the site's curtilage. Given the area surrounding the proposed siting of the parking bays, the Highway Authority is satisfied that the above requirements could be secured by a condition.

Parking

94. The existing 4-bedroom dwellings have 6 habitable rooms with space for 3-4 cars on each forecourt. The proposal comprises 1 x 2-habitable room flat, 4 x 3-habitable room flats, and 2 x 4-habitable room flats; generating a cycle parking requirement of 16 spaces and car parking requirement of 9 spaces.

a) Cycle

95. The Highways Officer has commented that the provision of 2 x cycle stores, each consisting of 8 spaces, satisfies the residential demand generated by the proposed 15-bed development. The internal arrangement of the cycle stores is generally acceptable although one of the stands within the store of the building at no. 506, should be re-oriented 90 degrees to ensure adequate access is provided to all stands. There is scope to provide an external cycle stand for visitor parking within the curtilage of the site, in proximity to the main entrances of the buildings.
96. Accordingly, the cycle provision would satisfy the SPD requirements .

b) Vehicular

97. The site falls within Zone D for the Parking Standards SPD, where the Benchmark parking standards are outlined in the SPD Table 9 C3: Flats - With 3 or less habitable rooms/flat in zone D it is 1 car parking space/flat and 1 cycle parking space/bed. The provision of 9 unallocated parking spaces is therefore adequate provision for residents and visitors of the proposed development, subject to a condition to secure a disabled resident space. The layout and design of the parking generally accords with section 3.2 of the Parking SPD. Parking spaces need only measure 4.8m in length although 5m long spaces are proposed. Irrespective of this, there remains sufficient turning area within the site to ensure drivers can enter the District Distributor Network in forward gear.
98. New residential development requires the installation of Electric Vehicle Charging Infrastructure (EVCI) in accordance with section 3.6 of the Parking SPD. The LHA is satisfied that such details can be secured by an appropriately worded condition

Construction

99. Sonning Way is narrow but remains a public highway. The two houses that are located on it have driveways and parking on their forecourts. Construction vehicles associated with the implementation

of the planning permission at 1 Sonning Way used the roadway, but this was because this is the only access route to that property. Given that 506 and 508 have parking options on their forecourts, clear of the highway, there exists scope to discourage use of this roadway for construction traffic unless agreed in advance for specific purposes. Environmental Health comment that a Construction Environment Management Plan should be regulated by a conditional submission, governing hours of construction, noise, dust suppression, deliveries and contractor parking to avoid impacting on the free flow of Sonning Way.

100. The Highways Officer also sets out that in order to avoid contravention of highways legislation, conditions should control forecourt design to ensure that no surface water or loose material drains/spills directly from the site onto the public highway.

Waste & Servicing

101. Policy requirements etc. For a development of 7 flats, the Waste Officer commented that provision for 1no.1,100Lit and 1no 660Lit recycling bins; and 1no. 1,100Lit general waste bins would be needed. The proposal has bin stores capable of hosting the necessary containers required. The bin store(s) are within 10m of the public highway, facilitating easy collection and the Plans, subject to a condition requiring the delivery/implementation of the facilities on site are suitable from the Waste Collection officer perspective.
102. The impacts of the proposal would be acceptable, having regard for paragraph 111 of the 2023 NPPF. Subject to the suggested conditions, the proposed access and egress arrangements for vehicles, cycles and pedestrians would satisfy the highway user safety and sustainable development aims of Core Strategy Policies CS6, CS16, CS17, CS18 and the BCP Parking Standards SPD (Jan 2021).

Trees

103. The Tree Officer has assessed the plans. No tree constraints plan and arboricultural implications assessment has been provided by the applicant. While the sites and their surroundings are well treed in character with trees present the proposed site plan shows all the sites / adjacent sites trees as to be retained. The Tree Officer considers this likely to be feasible.
104. Whilst they comment that it would be preferable to have the tree constraints plan and arboricultural implications assessment at the decision making stage, in this particular circumstance a condition can be applied to secure: a) a detailed arboricultural method statement; b) a tree protection plan; c) a detailed soft landscaping scheme; and d) a detailed soft landscaping maintenance scheme.
105. Subject to these conditions, the proposal would satisfy identified policies.

Biodiversity & Ecology

106. Government Circular 06/2005 states that *"it is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before planning permission is granted."* Without knowledge of whether or not protected species are present, the LPA would not be able to comply with NPPF 2021 paragraph 174. *"Planning policies and decisions should contribute to and enhance the natural and local environment by: d) by minimising impacts on biodiversity and providing net gains in biodiversity where possible."*
107. Additionally, in determining this application the council has to bear in mind that under Section 40 Natural Environment and Rural Communities Act 2006 (NERC) Public Authorities should have regard to the purpose of conserving biodiversity". If any property supports roosting bats, a licence will be required from Natural England along with appropriate mitigation scheme before demolition.
108. During the first application to demolish 506 in 2021, the applicant was made aware of the Ecology Officer's objections on potential harm to bats. The Council's Ecologist comments that the 'Preliminary Roost Appraisal (PRA) Report 506 and 508 Charminster Road, Bournemouth, Dorset BH8 9SJ' by ABR Ecology Ltd is sufficient and appropriate to show no current bat use of the site. Badgers

were previously reported on the site by immediate neighbours and CCTV video provided. However the Ecology officer is satisfied that no further work is necessary at this time. Badgers remain a protected species and if a set is discovered on site, then separate legislation exists to protect them.

109. With regards to biodiversity net gains, the Ecology Officer comments that if planning approval is granted, a planning condition should secure the biodiversity net gains set out in the section 5 and appendix 4 of 'Preliminary Roost Appraisal (PRA) Report 506 and 508 Charminster Road, Bournemouth, Dorset BH8 9SJ' by ABR Ecology Ltd are delivered in full on the site.
110. The proposal would satisfy the relevant components of the NPPF and policy CS30.

Other Matters

Noise

111. The Environmental Health (Noise) Team raises no objections subject to the application of a precommencement condition (in the event of an approval) that requires the submission and approval of a Demolition and Construction Method Statement. Such a document should give consideration to the hours of work on site, noise reduction measures, dust suppression techniques and deliveries /vehicles to and from site. This would be needed in advance of any commencement to safeguard the amenity of nearby premises and the area generally. Windows within the development that face Charminster Road should also be soundproofed when closed to limit the degree of noise disturbance transmitted into the units from passing traffic.

Land Contamination

112. The Environmental Health team have no records of nearby tipping sites or spill tanks beneath the ground. In situations such as this, Environmental Health (contamination) typically recommend that a watching brief condition suffice to address any latent ground contamination issues discovered during redevelopment.

Flood Risk and Drainage

113. The site sits within Flood Risk Zone 1, where low risk of flood exists. The land is previously developed with two drainage systems connected to the sewer network. The extended buildings cover more area than the existing houses and would likely require revisions to the drainage arrangements on site. The applicant has submitted only indicative detail in respect of intended drainage / surface water management and the matter should be conditioned.

Climate Change Mitigation

114. Unlike the refused scheme for 506, the current proposal seeks to retain and reuse significant parts of the existing structures, satisfying this aspect and setting a good example for other developers to follow when the situation permits or warrants such an approach.
115. Gardens are proposed for two units, with shared communal area capable of hosting apparatus for clothes drying. This would help residents within the units avoid having to rely on tumble dryers and radiators to dry their clothes for the lifetime of the development.
116. Cycle parking is provided, in a convenient and easy to access position off each communal hallway. EV charging equipment is not shown but can be conditioned to be provided.

Heathland Mitigation

117. 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 2017. 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.

118. The Dorset Heathlands Planning Framework SPD 2020 sets out an approach to the mitigation of the harmful effects of residential development in South East Dorset on Dorset's lowland heaths. This requires that all new residential development between 400m – 5km from protected Heathlands shall be subject to a financial contribution towards heathland mitigation measures in the borough. The proposed development would result in the formation of 7no. flats. Subtracting the existing pair of dwellings that occupies the site, this would be a net increase of 5 flatted dwellings (4@ £331) (rising to £348 per flat from 01 April 2024). A capital contribution is therefore required and in this instance is £1,655, plus a £75 administration fee.
119. A signed legal agreement is required and has been progressed stage pending consideration at committee.

Community Infrastructure Levy

120. The site/development is liable for Community Infrastructure Levy contributions for any net increases in floor space.

Planning Balance & Conclusion

121. The planning balance set out in Paragraph 11 of the NPPF should always be considered whether there is conflict with a specific local policy or not.
122. Given the shortfall of number of homes delivered in the Bournemouth area, the balance is tilted in favour of sustainable development to grant 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 proposed scheme would contribute to the need for new housing, delivering 7 homes, making better use of the site to deliver 7no. flats (3 of them 3-bed family units) rather than the 2 family units currently under-occupying the site. The development would make the best use of previously developed land and assist in delivering local housing targets in a sustainable manner and location, and in accordance with the aims of the NPPF. 5 of the 7 flats would have internal space that meets or exceeds minimum. The two that do not, fall short by such slim margins of 3.9msqm and 3sqm, with they and the rest of the flats supplemented by communal and private outdoor space and storage, generally satisfying policy aims about creating habitable spaces that seek to deliver adaptable housing stock for the future.
123. The proposal would satisfy all local plan policies with the exception of:
124. a) Policy CS19 – Loss of two small family homes:
b) Policy CS20 -
The two small family dwellinghouses being 'lost' as a result of this change of use and redevelopment would be replaced as set out in paragraphs 44, 45 and 119 of this report. The proposal would be contrary to Policy CS19, in that two small family dwellings would be lost. The assessment in this report has demonstrated that two of the replacement dwellings at ground floor would provide similar floorspace (112/113sqm, para 45) comparable with the original 117/120sqm (para 38) floor areas being lost. And that the proposal would deliver 7 dwellings in a sustainable location, compliant with all policies relative to amenity, highways, design, street character, drainage, biodiversity, landscaping, and heathlands.
125. Chapter 5 of the NPPF sets out the National aims to help deliver a sufficient supply of homes. Paragraph 62 of the NPPF discusses the need for a mixture of dwelling sizes, types and

tenures to meet the needs of different groups in the community. Para 63 refers back to this as ‘*the objective of creating mixed and balanced communities*’. The proposal would diversify the mix of dwelling sizes, types and tenures and assist in delivering a mixed and balanced community, satisfying the NPPF. Given the offset presented by the replacement pair of 3-bed units situated at ground floor with direct access to private gardens, there is no ‘loss’ of family accommodation but there is a loss of the family dwelling houses. With the addition of a third 3-bed unit elsewhere in the development and healthy mix of 2 and 1 bed homes, limited weight should be attached to this policy conflict.

126. Local residents have raised concerns that the flats should not be built, that too many units are proposed and that the degree of activity, disturbance and vehicles associated with the number of households would impact harmfully on the established character of the area, diminishing the quality of life and adding to parking pressure. They also object to demolition of the houses, despite the proposals being for their retention and extension.
127. It remains that the aims of policy CS21 *require* proposed redevelopment of this sustainably located site to deliver an increased number of dwellings, so long as the scale, form and general appearance of the proposal do not harm the character of the locality. The explanatory paragraph for policy CS21, para 4.3.14 is clear that “*in areas characterised by large detached buildings a similar scale of building containing flats would be more appropriate than small houses*”. The proposal would deliver new housing whilst retaining most of the existing building whilst proposing appropriate and proportionate extensions resulting in a generally attractive building and well laid out site. An alternative seeking smaller houses would require the full demolition of the existing houses and introduce terraces or smaller narrower houses themselves out of character with the prevailing pattern of large detached buildings.
128. Policy CS21 also requires that new development “respects neighbouring amenities”. The scheme has been amended and conditioned to secure a design that does not result in loss of privacy, sunlight or outlook; or cause unacceptable shadowing, to any habitable room in neighbouring dwellings. Where impacts exist, interface distances are considered acceptable and/or conditions can adequately mitigate for residual impacts.
129. Subject to the application of standard conditions, Highways Officers do not consider there to be any highways safety issues resulting from the proposed parking or access arrangements.
130. Sufficient mitigations have been proposed to address biodiversity impacts and adequately protect protected species using the site, and these can be adequately secured by condition, satisfying policies and Habitat Regulations.
131. The development would invoke short and long term economic benefits in the form of construction jobs and by way of 5 additional households, in future able to contribute to the local economy. The benefits of updating the housing stock with a modern, efficient buildings behind the established façade are noted and can be complemented by the use of appropriate external finish materials and landscaping scheme to match.
132. So, factoring in the constraints of the site, neighbouring amenity and the need to balance Core Strategy policy aims against each other and the overarching aims of the NPPF - the proposed unit mix and density represents an appropriate provision achievable on this site; in a pair of extended buildings having an acceptable scale, height, mass, and interface relationship with adjacent and surrounding buildings and street scene; and no severe impact on highway capacity or flow. All other matters can be addressed by conditions. The benefits of the proposals and would align with Chapter 11 of the NPPF.

133. With regard for the 'tilted balance' set out in paragraph 11(d) of the NPPF, and footnote no.7 and having considered the appropriate development plan policies and other material considerations and proposed conditions, it is considered that the tilted balance is triggered there are insufficient grounds for refusing permission. This is because:
- a. the proposal would accord with all but one local Development Plan policy (CS19);
 - b. there is conflict with Core Strategy when read as a whole, but other material considerations including the NPPF and the benefits of the scheme outweigh the conflict and in the case of CS19, limited weight should be given to conflict as the proposal is delivering equivalent 3 bed units of comparable size, with gardens – as well as the additional units;
 - c. satisfactory mitigation is offered for the lost pair of small family dwellings within the replacement housing mix proposed to sufficiently offset any impact on this non-compliance with Policy CS19;
 - d. the conditions securing biodiversity mitigations would sufficiently overcome any reason for refusing the proposal under paragraph 11(d)(i) of the NPPF so that (d)(i) does not apply; and
 - e. that Paragraph 11(d)(ii) does apply here, but the tilted balance is such that there are no harms that significantly or demonstrably outweigh the benefits of the scheme.
134. In conclusion, the proposals would deliver benefits comprising provision of replacement and new family sized (and other) housing units and the economic, social and environmental objectives of sustainable development. With regards to the NPPF, the harms, where identified do not significantly and demonstrably outweigh these benefits.

Statement required by National Planning Policy Framework

135. In accordance with paragraph 38 of the revised NPPF the Council takes a positive and proactive approach to development proposals focused on solutions. The Council work with applicants/agents in a positive and proactive manner by:
- offering a pre-application advice service,
 - as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions,
136. In this instance, the applicant sought pre-application advice and adapted their submission in line with that advice. The applicant was provided the opportunity to amend the scheme during the lifetime of the application in relation to issues raised during statutory consultation. Accordingly, the application was then assessed against adopted local and national planning policy and duly recommended for approval, subject to conditions, for the reasons set out.
137. In accordance with s38(6) of the Planning And Compulsory Purchase Act 2004 (as amended), it is considered that the proposal 'would accord with the local development plan policies when they are read as a whole'. The Development Plan Policies considered in reaching this decision are set out throughout this report.

Recommendation

138. It is recommended that this application be delegated to the Head of Planning (including any Interim Head of Planning) ("the Head of Planning") to:
139. **Grant permission subject to:**

- (a) the following conditions but with power delegated to the Head of Planning to add or amend the wording as appropriate; and
- (b) a deed pursuant to section 106 Town and Country Planning Act 1990 (as amended) securing the terms below with power delegated to the Head of Planning to agree specific wording provided such wording in the opinion of the Head of Planning does not result in a reduction in the terms identified:

Namely, the completion of a Section 106 agreement to secure the required financial contributions of

- i) £1,655 (+ 5% fee) towards Heathland Mitigation;

140. Conditions

- a) Standard 3 year implementation/commencement condition

1 Approved Plan Numbers

Subject to any details approved as part of the [landscaping and appearance] reserved matters application(s) as set out in conditions 3 and 4, the development shall only be carried out in accordance with the following approved plans/details:

- 21151-38 Rev C - Proposed Site Plan
- 21151-39 Rev A – Proposed Ground Floor Plans
- 21151-40 Rev B – Proposed First Floor Plans
- 21151-41 Rev B – Proposed Second Floor Plans
- 21151-42 Rev A – Proposed Streetscene (3D)
- 21151-43 Rev A – Proposed West & South Elevations
- 21151-44 Rev A – Proposed East & North Elevations
- 21151-45 – Bin Store Plans and Elevations
- 21151-46 Rev A – View of Rear Elevations (3D)

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

Pre-commencement Requirement

2 CMP Construction environment management plan

No development shall take place, including demolition and site clearance works, until a construction management plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall provide for:

- 24 hour emergency contact number;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Development site access by plant and contractor vehicles restricted to Charminster Road;
- No vehicular use of Sonning Way, adjacent to the site, for contractor parking, storage of materials or equipment, or for the dispatch or receipt of construction material or plant deliveries by vehicular means;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Method of suppressing the transmission of dust away from the site;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;

- Methods of communicating the Construction Environment Management Plan to staff, visitors and neighbouring residents and businesses;

The approved Construction Management Plan shall be adhered to throughout the demolition and construction period.

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).

3 Surface Water Drainage (SuDS)

No development shall take place until a scheme for the whole site providing for the disposal of surface water run-off and incorporating sustainable urban drainage systems (SUDS), has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall in particular include the following:

- a) A surface water drainage strategy report/statement produced in accordance with national and local policies, including supporting information and agreements in principle, if appropriate.
- b) Area characteristic assessment plans for both pre- and post-development scenarios. These plans should clearly show red line boundary, areas types (e.g. impermeable surface, soft landscaping), and corresponding gross area values.
- c) Drainage layout plan showing the contributing impermeable catchment areas, drainage assets, the location of SuDS features, conveyance paths, surface water point(s) of discharge, storage and treatment areas.
- d) Surface water drainage calculations which must include an assessment of the pre-development scenario runoff rates (i.e. greenfield or brownfield), postdevelopment runoff rates for the 1:1, 1:30 and 1:100+40% climate change together with the proposed storage requirements and attenuation features;
- e) a management and maintenance plan for the lifetime of the development that secures the operation of the approved [surface water] drainage scheme throughout this time; and
- f) A timetable for implementation of the approved drainage scheme.

The development shall only be carried out in accordance with the approved drainage scheme and the methods, measures and arrangements in the approved scheme shall at all times be retained and managed and maintained in accordance with it.

Reason: To provide satisfactory drainage for the development in accordance with Policy CS4 of the Bournemouth Local Plan: Core Strategy (October 2012) and in order to achieve the objectives set out in the Local Planning Authority's Planning Guidance Note on Sustainable Urban Drainage Systems.

4 Ground Levels

No part of the development hereby permitted shall be commenced unless the following information has first been submitted to and approved in writing by the local planning authority:

- (a) a full site survey that shows the datum used to calibrate the site levels, levels along all site boundaries, levels across the site at intervals of 5 metres and floor levels of any adjoining buildings; and
- (b) full details of the proposed finished site levels and floor levels of all buildings and hard landscaped surfaces.

The development shall only be constructed in accordance with the approved details and the approved finished site levels, floor levels and hard landscaped surfaces shall thereafter at all times be retained.”

Reason: To ensure that the development relates satisfactorily to its surroundings in the interests of visual amenity and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

5 Tree Protection

No part of the development hereby permitted shall be commenced, including any demolition, site clearance, the digging of any trenches and the bringing on to the application site of any equipment, materials and machinery for use in connection with the implementation of the development save as is necessary for the purposes of this condition, until there have been submitted to and approved in writing by the Local Planning Authority an arboricultural method statement and detailed drawings showing:

- (a) the specification and position of fencing and other measures such as temporary surfacing, for the protection of the roots and crown spread of trees, groups of trees and other vegetation to be retained on and adjoining the site. Protective fencing should accord with the recommendations of BS 5837:2012. Trees in relation to design, demolition and construction.
- (b) the programme for the erection and maintenance of protective fencing and the installation of any other protective measures; such programme will include details of supervision by an arboriculturist;
- (c) details of any proposed alterations in existing ground levels and of the position of any proposed excavation and constructional details of any drainage, hard surfacing, foundations, walls and similar works within the protected area;
- (d) details of contractors compounds and areas for storage; and
- (e) schedule of proposed tree works.

The details contained in the arboricultural method statement shall be thereafter implemented on site and the protective fencing and other protective measures shall be maintained during the course of construction.

In this condition “tree(s) to be retained” means (an) existing tree(s) which is to be retained in accordance with the approved plans and particulars

Reason: To ensure that trees and other vegetation to be retained are not damaged during construction works and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002).

During Construction

6 Construction Hours / Delivery & Dispatch of Materials

During the demolition and construction period(s) relative to the erection of this development hereby approved, no site machinery or plant shall be operated, no process shall be carried out and no demolition or construction related deliveries received or dispatched from the site except between the hours of:

- 08.00 and 18.00hrs Monday to Friday
- 08.00 to 13.00hrs Saturday
- and at no time on Sundays, Bank or Public Holidays.

Planks or similar shall be left in foundation trenching overnight and at weekends to form ramped routes that permit the escape of hedgehogs and other animals during construction work.

Reason: To ensure satisfactory control of the construction process, to maintain the free flow of the public network, and to avoid harm to neighbouring amenity and wildlife crossing the site in accordance with Policies CS41 and CS30 of the Bournemouth Local Plan: Core Strategy (October 2012).

7 Reporting of Unexpected Contamination

In the event that any contamination, which has not previously been reported to the local planning authority as part of the planning application to which this permission relates, is found during the implementation of the development hereby permitted then this shall be reported without any unreasonable delay (and in any event within [2] working days) to the local planning authority and furthermore no work on any part of the application site shall be carried out at any time after the contamination has been found save as provided for in this condition (or as otherwise agreed in writing by the local planning authority) unless a risk assessment has been carried out, submitted to and approved in writing by the local planning authority and either:

(a) the local planning authority has confirmed in writing that work can recommence without any further action; or

(b)

(i) a detailed remediation scheme(s) in relating to that identified contamination which include:

- an appraisal of remediation options;
- identification of the preferred option(s);
- the proposed remediation objectives and remediation criteria;
- a description and programme of the works to be undertaken; and
- a verification plan which sets out the measures that will be undertaken to confirm that the approved remediation scheme has achieved its objectives and remediation criteria;

has been submitted to and approved in writing by the local planning authority and thereafter fully implemented in accordance with the approved scheme(s); and

(ii) there has been submitted to and approved in writing by the local planning authority a verification report which confirms that all the objectives and remediation criteria of the approved remediation scheme to which it relates have been met.

All schemes, reports and other documents required for the purposes of this condition shall include the qualifications and experience of the person(s) who produced them sufficient to demonstrate their competence.

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

Within set time of commencement

8 Servicing & Waste Management Plan

No part of the development hereby permitted shall be constructed above damp proof course level unless a servicing and waste management plan ("Servicing and Waste Management Plan") has first been submitted to and approved in writing by the local planning authority. The Servicing and Waste Management Plan shall in particular include:

- a) details of a collection-day bin-dwell-space, within the site, clear of the footway on the public highway but within 10m of it, shown on scaled drawings
- b) details of how the building is to be serviced and the waste collected from the approved bin stores and moved to the collection day dwell space, and
- c) sufficient arrangements to prevent any bins or waste from being stored within the bin collection point other than on the collection day the bins are due to be collected, commencing 4 hours before collection is due and returned to the store within 6 hours; and

No part of the development shall be occupied or otherwise brought into use unless the approved bin storage system and all related equipment have been fully provided as approved and are operational and thereafter the approved Servicing and Waste Management Plan shall at all times be accorded with.

Reason: To ensure that the business meets its duty under Environmental Protection Act 1990 (section 34) to have suitable commercial waste agreement in place, guidance relating to capacity is based on Waste management in buildings — Code of practice BS 5906:2005, also the safe servicing and collection of refuse from the site so as not to impact the efficiency of the local highway network nor the safety of its users and in the interests of preserving visual amenities, meeting the needs of intended occupiers and highway safety and in accordance with Policy CS41 adopted October 2012

9 Redundant Dropped kerbs expunged

Within 4 months of the commencement of development plans and a written specification shall be submitted to the Local Planning Authority for approval setting out the intended reconfiguration of the public footway outside the site to:

- remove dropped kerb crossovers across the footway which are redundant and reinstate standard footway; and
- retain or modify a dropped kerb crossover and lowered footway necessary to enable the wheeled waste bins to be moved from within the site to the roadway within the service parameters of adopted Waste Management guidance having regard for the position of pedestrian access points to the site and the location of the bin store.

No part of the development shall be occupied or otherwise brought into use unless the approved details have been fully carried out as approved. The works shall be undertaken in agreement with the Local Highways Authority.

Reason: To ensure the proper and appropriate reinstatement of the adjacent highway in accordance with adopted policies CS16 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012) and Adopted BCP Parking Standards SPD (Jan 2021).

10 Finish Materials – Extended Buildings

Prior to the erection of any above ground superstructure, details of the proposed finish exterior materials to be applied to the glazing, walls, balconies and roof areas of the extended buildings hereby permitted, including any colour finish and texture shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in accordance with the approved material palette.

Reason: To ensure a satisfactory visual relationship between the existing and the new development in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

11 Finish Materials – Surfaces, Means of Enclosure

Within 4 months of the date of commencement of the development, full details of

- a) the proposed hard landscaping materials to be utilised within or to the boundaries of the development; including parking, pathway, shared patio surfaces for clothes drying, or private patio surfaces outside ground floor flats, including any colour finish and texture; and
- b) all means of enclosure proposed within and to site boundaries, including height, material, and colour finish;

shall be submitted to the Local Planning Authority in writing for approval.

No installation or instatement of the details shall be undertaken until approval is given for them, in writing, by the Local Planning Authority.

No part of the development shall be occupied or otherwise brought into use unless the approved details have been fully carried out as approved.

Reason: To ensure a satisfactory visual relationship between the existing and the new development in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

12 Solar Panels on Rooftop

No photo-voltaic solar panels shall be installed to areas of the approved roof during the construction phase, without the further written submission of further plan details to the Local Planning Authority.

No installation or instatement of the details shall be undertaken until approval is given for them, in writing, by the Local Planning Authority. The panels shall then be installed in accordance with the approved details before the first occupation of any of the dwellings hereby approved.

Reason: To ensure a satisfactory visual relationship with the new and surrounding development in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

13 Electric Vehicle Charging Points

Notwithstanding details shown on the submitted plans, within 4 months of the commencement of the development details of the provision of Electric Vehicle Charging Points and associated infrastructure shall be submitted to the Local Planning Authority for approval in writing. Those details shall be in accordance with the BCP Council Parking SPD (adopted 6th January 2021).

No installation or instatement of the details shall be undertaken until approval is given for them, in writing, by the Local Planning Authority. The equipment shall then be installed in accordance with the approved details before the first occupation of any of the dwellings hereby approved. Thereafter the Electric Vehicle Charging Points shall be permanently retained available for use at all times.

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

14 Cycle Parking

Notwithstanding details shown on the submitted plans, within 4 months of the commencement of the development, the final arrangement of residential and visitor cycle parking shall be submitted to and approved in writing by the Local Planning Authority.

No installation or instatement of the cycle parking details shall be undertaken until approval is given for them, in writing, by the Local Planning Authority. The facilities and equipment shall then be installed in accordance with the approved details before the first occupation of any of the dwellings hereby approved. The cycle parking shall thereafter be retained, maintained and kept available for its intended purpose, at all times.

Reason: In the interests of promoting sustainable development including sustainable forms of transport in accordance with Policy CS18 of the Bournemouth Local Plan Core Strategy (October 2012).

15 Vehicular Access & Pedestrian Inter-Visibility

Prior to occupation of the development hereby permitted, the vehicular access and associated pedestrian inter-visibility splays shall be constructed/arranged in accordance with the approved plans. No fence, wall or other obstruction to visibility over 0.6m in height above ground level shall be erected within the area of the splays at any time. The existing vehicular crossover off Charminster Road, made redundant by this proposal, shall be reinstated with full height kerbs to the specification and satisfaction of the Local Planning Authority prior to commencement of the development.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon in accordance with Policies CS16 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

16 Vehicular Parking/Turning

Prior to occupation of the development hereby permitted, the proposed parking and turning areas shall be constructed and arranged in accordance with approved plans and shall be permanently retained. All parking spaces shown on the approved plans shall remain unallocated to any specific resident or residence for the lifetime of the development and be retained and kept available at all times for their intended purpose.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon in accordance with Policies CS16 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

17 Soft Landscaping

Within 4 months of the date of commencement of the development, full details of soft landscape works shall be submitted to the Local Planning Authority in writing for approval. Soft landscaping details shall include:

(a) suitable planting scheme with a range of mainly native species; **(b)** existing trees, hedges and shrubs to be retained; **(c)** written specifications (including cultivation and other operations associated with plant and grass establishment post redevelopment); **(d)** A detailed maintenance and long-term management scheme for the first 5 years of the development; **(e)** schedules of plants noting species, plant sizes and proposed numbers/densities; and **(f)** programme and timetable of implementation.

No installation or instatement of the details shall be undertaken until approval is given for them, in writing, by the Local Planning Authority. All aspects of the approved soft landscape scheme shall be implemented in full in accordance with the timetable agreed within part (f) of this condition either before the development hereby approved is first occupied, or within the first available planting season post occupation (whichever is the sooner). Any trees or plant species which die within the first 5 years post completion date of the development shall be replaced with a suitable substitute of similar height and age at the date of original planting.

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

18 Biodiversity Enhancement and Mitigations

Biodiversity recommendations as given in section 5 and on plan appendix 4 of the 'Preliminary Roost Appraisal (PRA) Report 506 and 508 Charminster Road, Bournemouth, Dorset BH8 9SJ' by ABR Ecology Ltd and comprising:

- a) Two no. 'Vivara Pro Build-in Woodstone Bat Tubes' shall be built into the masonry of the southern elevations of the new flats. The tubes must be installed at least 3.5m above ground level and as close to the eaves as possible;
- b) Four no. 'Pro UK Visible Build-In Swift Box's' (<https://www.nhbs.com/pro-uk-visible-build-in-swift-box>) (or a similar approved built-in swift nest box) shall be installed within the northern elevations. Two no. shall be installed on 506 and two no. on 508 Charminster Road. The nest boxes must be installed as close to eaves level as possible and are maintenance-free with an integrated design, ensuring the boxes are secure in the long-term.
- c) Four no. bee bricks (two no. on each building) for solitary bees shall be installed on southern elevations. The bricks are designed to accommodate solitary bees (non-stinging/swarming types) and must be erected at least 0.5m from ground level, in a sunny location.

These shall all be incorporated into the development and implemented in full on site in accordance with the approved PRA report listed above prior to the first occupation of any of the flats hereby approved for their first lawful use dwellings.

Reason: To ensure the development contributes to and enhances the natural and local environment by minimising impacts on and providing net gains for biodiversity in accordance with Policy CS30 of the Adopted Core Strategy (2012) and the aims of the NPPF (2023).

19 Soundproofing Dwellings

Prior to the installation of any replacement glazing in the two frontage walls and roofslopes facing Charminster Road, of both buildings hereby approved for conversion and extension, or the occupation of the flats they light in the event that windows are not replaced; a scheme of acoustic insulation shall be submitted in writing to the Local Planning Authority (LPA) for determination. The scheme shall detail how the windows to all residential units facing Charminster Road shall be finished so as not to exceed the noise criteria levels as set out in Section 7 of BS8233:2014 and in accordance with WHO guidance.

No replacement or upgraded glazing units should be installed or modified within the frontages/roofslopes until the details have been approved in writing by the LPA. Once approved all works to install the glazing and mitigations shall be completed before any of the flats hereby approved are first occupied for their lawful use and shall be retained and maintained thereafter.

Reason: In order to protect the amenities of the occupiers of the proposed development and in accordance with Policy CS38 of the Bournemouth Local Plan: Core Strategy (October 2012).

Always Relevant

20 Obscure Glazing (windows) GF Flat 1, 506 Charminster Road

Prior to the first occupation of ground floor flat no.1 within no.506 Charminster Road, the:

- a) bathroom window (marked on approved plan no 21151.39 Rev A) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration or above (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.
- b) lower portion (below a point 1.7m above finished floor level) of the window lighting bedroom no.3 within the southern elevation; and the lower portion (below a point 1.7m above finished floor level) of the window in the northern elevation lighting the kitchen area (both marked on approved plan no 21151.39 Rev A) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.

Reason: To protect the amenity and privacy of future residents from passing pedestrians and neighbours in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

21 Obscure Glazing (windows) FF Flat 3, 506 Charminster Road

Prior to the first occupation of first floor flat no.3 within no.506 Charminster Road, the bathroom window (marked on approved plan no 21151.40 Rev B) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration or above (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.

Reason: To protect the amenity and privacy of adjoining properties and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

22 Obscure Glazing (windows) GF Flat 1, 508 Charminster Road

Prior to the first occupation of ground floor flat no.1 within no.508 Charminster Road, the:

- a) bathroom window (marked on approved plan no 21151.39 Rev A) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration or above (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.
- b) lower portion (below a point 1.7m above finished floor level) of the window lighting bedroom no.3 within the southern elevation; (marked on approved plan no 21151.39 Rev A) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.

Reason: To protect the amenity and privacy of future residents from passing pedestrians in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

23 Obscure Glazing (windows) FF Flat 1, 508 Charminster Road

Prior to the first occupation of first floor flat no.3 within no.508 Charminster Road, the

- a) bathroom window in the southern elevation (marked on approved plan no 21151.40 Rev B) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration or above (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.
- b) Lower portion (below a point 1.7m above finished floor level) of the window lighting the kitchen within the northern elevation (marked on approved plan no 21151.40 Rev B) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration or above (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.

Reason: To protect the amenity and privacy of adjoining properties and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

24 Obscure Glazing (windows) FF Flat 2, 508 Charminster Road

Prior to the first occupation of first floor flat no.2 within no.508 Charminster Road, the lower portion (below a point 1.7m above finished floor level) of the window in the northern elevation lighting bedroom 1 (marked on approved plan no 21151.40 Rev B) hereby approved, shall be fitted with obscure glazing to Pilkington Level 3 obscuration or above (or the nearest equivalent standard) - where 0 is clear and 5 is opaque - and shall be permanently retained as such.

Reason: To protect the amenity and privacy of adjoining properties and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

25 No Gates

Notwithstanding the provisions of [Part 1 or] Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any order revoking and re-enacting that order with or without modification no vehicular entrance gates shall be erected or otherwise provided at the Charminster Road entrance to the application site without the further specific grant of planning permission.

Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway and in accordance with policies CS16 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

Informative Notes:

Ecology:

Bats

Bats remain a European protected species. If bats are found during demolition, all work shall cease and if possible, part of structure that was removed and exposed bats, shall put back into place. Within the 24 hours that follow discovery, a bat ecologist shall be engaged to address situation and Natural England informed in writing.

Bird nesting months

To safeguard the active nests of all wild birds which in England are protected under the Wildlife & Countryside Act 1981, all work to trees and/or hedgerows on the site shall be carried out outside of the bird nesting season which runs from March to August inclusive.

Trees

This decision does not grant any form of consent for the removal, felling or other lesser works to the Trees outside the ownership of the red line. The necessary permissions from the Council and any other land-owners should be obtained before any such works are considered.

Highways

No Storage of Materials on Footway/Highway

The applicant is advised that there should be no storage of any equipment, machinery or materials on the footway/highway including verges and/or shrub borders or beneath the crown spread of Council owned trees.

Kerb and Footway Re-instatement

As a consequence of vehicle access closure, the applicant is advised that it will be necessary for the kerb to be raised and the footway (and verge if appropriate) restored. Normally the Highway Authority will undertake this work at the expense of the applicant although on occasion there might be instances where the applicant under supervision can undertake this work. A Section 171 (Highways Act 1980) licence application form is available within the Roads and Transport section of the council's website. (www.bcpCouncil.gov.uk)

Surface Water/Loose Material

The applicant is advised that in order to avoid contravention of highways legislation, provision shall be made in the design of the access/drive to ensure that no surface water or loose material drains/spills directly from the site onto the highway.

Gates/Doors

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

Contamination

Building Fabric (Asbestos)

The grant of planning permission does not remove the separate legal requirements for the safe removal and disposal of any asbestos within the existing buildings during demolition which are subject to separate Environmental Health legislation and related controls outside the planning system.

Climate Change Mitigation

Roof faces are capable of hosting PV solar panel arrays, connected to internal storage batteries serving the development. Green roofs and walls (planting such as sedum) should also be incorporated above the cycle store building to assist in reducing speed of rainwater runoff the SUDS system has to handle. Grey water recovery systems can also complement on site efforts to counter climate change and are best designed in rather than retrofitted.

Where expanses of flat roofs are proposed with no planting or PV equipment, white colour finishes should be used on horizontal surfaces to assist in reducing the localised temperature within the building and on the site. Sustainably sourced construction materials should also be considered. Internal lighting within communal bin and cycle parking stores should be powered from renewable sources and operated by PIR to avoid wastage when not needed.

Permeable paving products made from recycled materials could be utilised on any hard surface landscaping proposed. No outdoor clothes drying space is set out, but space exists on balconies/terraces and the LPA encourages the use of flexible and lenient tenancy and leasehold agreements that do not preclude this functionality as it would prevent the flats from being reliant upon tumble dryers and radiators in perpetuity.

Statement required by National Planning Policy Framework

In accordance with paragraph 38 of the revised NPPF the Council takes a positive and proactive approach to development proposals focused on solutions. The Council work with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions,

In this instance, the applicant sought pre-application advice and adapted their submission in line with that advice. The applicant was provided the opportunity to amend the scheme during the lifetime of the application in relation to issues raised during statutory consultation. Accordingly, the application was then assessed against adopted local and national planning policy and duly recommended for approval, subject to conditions, for the reasons set out.

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 formal consultation response and representations submitted by the applicant in respect of the application.