

Planning Committee

Application Address	281-291 Bournemouth Road
Proposal	Demolition existing buildings and erect up to 15 dwellings in three with associated parking and access.
Application Number	APP/24/00498/P
Applicant	287 Bournemouth Road Management Company Ltd
Agent	Chapman Lily Planning Ltd (Giles Moir)
Ward and Ward Member(s)	Penn Hill <ul style="list-style-type: none"> • Cllr Joe Clements • Cllr Oliver Walters
Report Status	Public
Meeting Date	15 September 2025
Summary of Recommendation	Grant in accordance with the details set out below for the reasons as set out in the report
Reason for Referral to Planning Committee	<ul style="list-style-type: none"> • Call-in from Cllr Oliver Walters due to the Impact on the Amenity of Residents (relates to PP27) and Over-development (relates to PP28). • Over 20 neighbour objections.
Case Officer	Darren Henry
Is the proposal EIA Development?	No

Description of Proposal

1. This application seeks Outline consent, with appearance and landscaping reserved, to demolish the existing dwellings (281-291) and Old Joinery and redevelop the site for 15 dwellings in three separate blocks, one to the rear and two to the front, with associated car parking, cycle storage and bin storage.
2. Whilst appearance is reserved, submitted elevations infer the dwellings consist of 3 four-bedroom three-storey mews houses and 2 three-bedroom three-storey mews houses to the rear and 10 three-bedroom three-storey townhouses to the front.

Description of Site and Surroundings

3. The application site is circa 0.25ha in size and consists of six residential properties (with outbuildings) and a commercial building to the rear. The site is located on Bournemouth Road, opposite St Joseph's RC Church, along a sustainable transport corridor. Adjacent to the south-west boundary is a

terrace of five 2-storey houses set on a raised bank fronting Bournemouth Road. To the north-east is a 3-storey block of flats and further to the north-east is a former 2½-storey shopping parade that has since been converted into a terrace of flats. To the northwest of the site is the Upper Parkstone District Centre.

4. The locality is predominantly residential in character, with a mixture of detached, semidetached, terraced and flatted homes on display. Within the street scene there is variation with regards to the appearance and ages of housing, with ridge and eaves heights varying, as well as with materials and the positioning of dwellings within plots.
5. The site is located within an established residential locality within Poole with good amenities and strong transport links. It lies approximately 900m from Upper Parkstone, along Ashley Road. and approximately 120m away from a small row of converted local shops consisting of three levels.

Relevant Planning History:

6. PREA/23/00103. Pre-application for development of apartments and townhouses. Written response given on the 9th of October 2024.
7. PREA/23/00032. Development of apartment and townhouses. Written response given on the 31st of May 2023.
8. APP/20/00836/P. Major application to demolish existing buildings and erect two blocks of apartments totalling 50 units, comprising 40 No. x 1 bed and 10 No. x 2 beds, with associated access, car and cycle parking and hard and soft landscaped areas (Outline application to consider access, layout and scale). Refused on the 26th of October 2022.
9. APP/20/00231/P. Outline application to demolish the existing buildings and erect two pairs of semi-detached properties and a block of 14 apartments (a total of 18 units). Withdrawn.

Constraints

10. Tree Preservation Orders in the vicinity.

Public Sector Equalities Duty

11. 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

12. 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.
13. 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.

14. In accordance with section 40 Natural Environment and Rural Communities Act 2006, in considering this application, regard has been had, so far as is consistent with the proper exercise of this function, to the purpose of conserving biodiversity.
15. 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.
16. 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.
17. In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), for the purposes of this application, regard has been had to deliver a minimum of 10% biodiversity net gain above the baseline habitat provision to ensure that the development site will result in a measurably better state than it was before the development.

Consultations

18. Biodiversity Officer— No objection, subject to conditions in relation to section 4 and appendix E of 'Preliminary Roost Appraisal, submission of HMMP, a LMP and agreement to signing a s106 for monitoring charges.
19. Dorset Police— No objection.
20. Dorset and Wiltshire Fire & Rescue— No objection.
21. Environmental Health— No objection subject to conditions relating to contamination and air quality.
22. LLFA / FCERM— amended plans have overcome initial objections subject to conditions relating to the maintenance and management of surface water.
23. Local Highways Authority— No objection, amended plans have addressed previous concerns, subject to several conditions to be complied with or submitted for approval.
24. Tree Officer— No objection subject to conditions relating to tree protection and soil retention
25. Urban Design Officer— No objection. Amended plans have overcome previous concerns.
26. Waste Collection Authority Officer— No objection, revised plans are acceptable.

Representations

27. Site notices were posted in the vicinity of the site on three occasions during the assessment of the application due to amendments to the scheme. The original site notice was posted on the 20th of May 2024 (with an expiry of the 13th of June 2024), followed by site notices posted on the 7th of December 2024 (with an expiry of the 02nd of January 2025, followed by site notices posted on the 27th of February 2025 (with an expiry of the 24th of March 2025).
28. 27 letters of objection were initially received, stating the following summarised reasons for objecting:
 - I object as the underground carpark not fitting with the area. Most houses have 2 cars so cars will park on the road where there are already seeing signs of extensive road parking. There is no capacity in Crescent Road and Vale Road to accommodate the extra parking needs for future residents and visitors that would be generated by the low provision of on-site parking.
 - The proposed development would still be a gross overdevelopment of the site with buildings that are cramped, lacking in green space, parking and other infrastructure.
 - The height of the proposed development would impact negatively on the privacy of neighbouring properties and the 2 rows of houses will overlook each other.

- Whilst the size and scale of Blocks B & C have been reduced, Block A remains excessively large for its proximity to the properties at 7 & 9 Vale Road to the rear of the development. It's design to have the living area on the top floor will increase the effect of this being both over bearing and over imposing.
- The application's AMS plan poorly articulates the trees with TPOs on them that would be impacted by the proposal, T3 on the plan is a Birch that sits within a group called G5 on the BCP TPO register. Also included in that group is a beautiful Scots Pine which sits on the corner of 7 & 9 Vale Road over hanging the entrance to the lane of the Old Joinery. I'm not sure why this has been omitted but it would certainly be impacted by the proposal. The outline application also continues to state that there are no trees effected by the proposal however the AMS recommendation is the removal of 11 trees including at least 2 with TPO.
- First and foremost is the potential loss of privacy for us at the back and side of our house, where we have a bedroom and our rear garden, is currently very secluded and not overlooked by anyone. As with 2 and 4 Crescent Road, the existing Oak Tree, identified as T19, screens us from being overlooked. Should this tree be tampered with or worse removed entirely it would completely and totally ruin the privacy of 3 properties and any subsequent enjoyment from their gardens.
- The development will block sunlight from my garden.
- I object as the bus stop outside will be removed, but where will it be moved?

29. Following the second site notices ten letters of objection were received (although 4 were from the same person) raising the following summarised concerns:

- Whilst the size and scale of Blocks B & C have been reduced, Block A remains excessively large for its proximity to the properties at 7 & 9 Vale Road to the rear of the development. It's design to have the living area on the top floor will increase the effect of this being both overbearing and over imposing.
- It seems the perimeter of the plan has been extended since the original application. With the northern boundary of development extending all the way up to the boundary of my property. The Title deeds to my property clearly states that I have a right of way over the lane from the old joinery down to Crescent Road and so I firmly object to the attempt to extend building works over that lane.
- The outline application also continues to state that there are no trees effected by the proposal however the AMS recommendation is the removal of 11 trees including at least 2 with TPO.
- I'm objecting on the basis of lack of proposed parking for these flats which will push traffic and parking onto an already busy Vale Road. Additional parking along this road will make this highly used route when Ashley Road is busy very dangerous. Also, I don't believe a building of this size will be in keeping with the existing buildings. I believe it will also reduce the expected privacy of the houses around the proposed building site.
- The proposed development would still be a gross overdevelopment of the site with buildings that are cramped, lacking in green space, parking and other infrastructure. The height of the proposed development would impact negatively on the privacy of neighbouring properties. There is no capacity in Crescent Road and Vale Road to accommodate the extra parking needs for future residents and visitors that would be generated by the low provision of onsite parking.
- The rear row of houses will undoubtedly look into windows of habitable room for current occupiers who would lose their right to privacy. In addition to this the development proposes to remove a large number of trees some of which are protected, this seems purely to shoehorn in as many properties as possible with no care or consideration for the local residents or the current protected nature in the area.

30. Following the third site notices two letters of objection were raising the following summarised concerns:

- The redline includes the access lane from Crescent Road to properties on Vale Road. Title deeds to my property state that I have a right of way over the lane from the old joinery down to Crescent road. This is the only access to my garden and right of way I regularly use.

Key Issue(s)

31. The key issue(s) involved with this proposal are:
- Presumption in favour of sustainable development
 - Principle of development
 - Impact on character and appearance of the area
 - Impact on neighbouring amenity
 - Living conditions of occupants
 - Highways
 - Housing mix
 - Provision of affordable housing
 - Biodiversity Net Gain
 - Ecology
 - Waste
 - Flooding & Drainage
 - Impact on Heathlands
 - Community Infrastructure Levy
32. These issues will be considered along with other matters relevant to this proposal below.

Policy context

33. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the following:
34. *Poole Local Plan (Adopted 2018)*
- PP01: Presumption in favour of sustainable development
 - PP02: Amount and broad location of development
 - PP07: Facilitating a step change in Housing Delivery
 - PP08: Type and mix of housing
 - PP09: Urban allocations outside the town centre
 - PP11: Affordable housing
 - PP27: Design
 - PP28: Flats and plot severance
 - PP30: Heritage
 - PP33: Biodiversity and geodiversity
 - PP34: Transport strategy
 - PP35: A safe, connected and accessible transport network
 - PP36: Safeguarding strategic transport schemes
 - PP37: Building sustainable homes and businesses
 - PP38: Managing flood risk
 - PP39: Delivering Poole's infrastructure
 - PP40: Viability
35. *Supplementary Planning Documents:*
- SPD1 Parking & Highway Layout in Development
 - SPD2 Heritage Assets
 - SPD3 Dorset Heathlands Planning Framework (2020-2025)
 - SPD4 Affordable Housing SPD (Adopted November 2011)
 - SPD6 Nitrogen Reduction in Poole Harbour (Adopted 2017)

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

Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 states that “Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

- (c) approving development proposals that accord with an up-to-date development plan without delay; or
- (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong 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 in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”

Planning Assessment

Presumption in favour of sustainable development

- 37. At the heart of the NPPF is the presumption in favour of sustainable development. NPPF paragraph 11 states that in the case of decision making, the presumption in favour of sustainable development means that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should 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.
- 38. Footnote 8 of paragraph 11 provides that in the case of applications involving the provision of housing, relevant policies are 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.
- 39. The NPPF (2024) paragraph 78 requires local planning authorities to identify and update a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing. Paragraph 78 goes on to state that the supply should be demonstrated against either the housing requirement set out in adopted strategic policies, or against the local housing need where the strategic policies are more than five years old. Where the Housing Delivery Test indicates delivery has fallen below the local planning authority’s housing requirement over the previous three years, a buffer should be included as set out in paragraph 79 of the NPPF.
- 40. At 1 April 2024 BCP Council had a housing land supply of 2.1 years against a 5-year housing requirement that includes a 20% buffer. For the purposes of paragraph 11 of the NPPF, it is therefore appropriate to regard relevant housing policies as out of date as the local planning authority is unable to demonstrate a five-year supply of homes.
- 41. In this instance, the scheme would provide 15 dwellings, 9 of which will be a net gain that would contribute towards the Council’s housing delivery target. Overall, there is no objection to the principle of the proposed development, subject to its compliance with the adopted local policies. This is assessed below.

42. For this planning application the benefits provided from the supply of new homes are considered to carry substantial weight in the planning balance.

Principle of Development

43. The Poole Local Plan sets out a spatial planning framework to meet objectively assessed needs to 2033. In accordance with Policy PP01, the Council will take a positive approach when considering development proposals that reflects the presumption in favour of sustainable development contained in the NPPF. In terms of meeting housing needs, a strategic objective of the Poole Local Plan is to deliver a wide range and mix of homes in the most sustainable locations.
44. Policy PP02 identifies the amount and broad locations of development and states that the majority of new housing will be directed to the most accessible locations within Poole, notably the town centre, district and local centres and locations close to the sustainable transport corridors.
45. A sustainable transport corridor (STC) is defined in the Poole Local Plan as being 400 metres either side of a road capable of extending service provision by the end of the plan period to four buses per hour (each way) or within 500 metres radius of a railway station. STCs prioritize public transport, walking, and cycling over private vehicles, aiming to reduce congestion, air pollution, and greenhouse gas emissions. The intention of this policy is that within STCs the majority of higher density development will place a greater number of people within close walking distance of public transport and a range of services/facilities as a convenient alternative to use of the car.
46. This approach is reinforced by Policy PP34 which also states that new development will be directed to the most accessible locations which are capable of meeting a range of local needs and will help to reduce the need for travel, reduce emissions and benefit air quality, whilst PP35 also states that proposals for new development will be required to maximise the use of sustainable forms of travel. Significant weight therefore has to be applied to the provision of additional residential accommodation which meets these policy objectives.
47. The application site is located in an area identified as being within the most accessible locations, in accordance with Policy PP02 and also falls within a STC corridor location. Therefore, the principle of the residential development of the site is acceptable, subject to its compliance with the adopted policies. This is discussed below.

Impact on character and appearance of the area

48. *"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities"* (NPPF paragraph 131) and where design fails to provide good design, the development should be refused (paragraph 139).
49. Policy PP27 of the Poole Local Plan seeks to ensure that all new development achieves a good standard of design which for the purposes of the Plan is defined as development that functions well, fits in with and enhances an area's character within its context. In this regard, the development should generally follow the scale, form, massing, appearance and use of materials are used to create a cohesive development that integrates positively within its surroundings.
50. To ensure the proposal achieves a quality design, several iterations have taken place during the assessment of this application, ranging from 28 dwellings, then 22 dwellings, to the current proposal with 15 dwellings.
51. The latest revised plans are a considerable improvement. The number of dwellings has been reduced to 15, resulting in a more spacious development. The relationship between the rear gardens to Block A and the retaining wall is better revealed, as the gardens have increased in size, providing a better outlook for the future occupants. The lay-by to the frontage has been removed thereby creating a much-improved garden area. Additionally, whilst landscaping is a reserved matter, the revised plans also provide an indication of the landscaping, along with a more consistent front boundary wall at the

back of the footway, providing a screen to the bins, which would otherwise detract from the frontage, that is more in keeping with the character of the street.

52. The locality is predominantly residential in character, with a mixture of detached, semi-detached, terraced and flatted homes on display. Furthermore, towards the northeast of Bournemouth Road, flats become more prevalent, with the application site sitting immediately adjacent to the flats at 293 Unity Court. The buildings forming the Bournemouth Road frontage have a staggered building line with the terrace units 295 to 305 Bournemouth Road being hard up to the edge of the footpath with Unity Court then being set back. Higher density development with small gardens are also present in the flatted scheme at the corner of Bournemouth Road and Vale Road, as well as in several properties at the corner of Bournemouth Road and Langley Road, and along Bournemouth Road, opposite the application site.
53. Plenty of variation can also be found in the street scene in terms of ages, designs and heights of properties, Ridge and eaves heights vary, as do building materials and the positioning of buildings within plots. Along with the lack heritage designations, allows for a degree of architectural freedom in design. As such, the introduction of 15 townhouses would not appear incongruous in the street scene. With regards to the properties to the rear, which could be regarded as a form of back-land development, the Case Officer considers this is acceptable as there was already a building (the Old Joinery) located to the rear, which had access from Crescent Road. Furthermore, No.7 and No.9 Vale Road are both examples of back-land development, with No.9 recently being converted to four flats. Additionally, there are flats located on Vale Close, to the rear of the flats along Vale Road. Moreover, the proposed townhouses to the rear, along with the townhouses to the front, create a cohesive group of housing with their own characteristics that sit comfortably with the varied forms of development in the immediate and wider area, whether or not they are in line and set back from the road, or staggered or whether they are right up to the edge of the footway. Owing to the close proximity of Upper Parkstone, the site benefits from being within comfortable walking distance of local shops and services, while bus stops offer quick and easy access to additional facilities and services further afield by sustainable transport means.
54. Furthermore, Block A has reduced its height and changed its roofscape to a flat roof, with the second (top) floor being set back, providing definition and interest. Block C has also reduced its height to three-storeys, all of which has reduced the previous overly intensive development of the site and created a more appropriate development consistent with the wider area. It is also noted that the internal layout is now more traditional with the lounge and kitchen/dining area on the ground floors and bedrooms on the upper floors.

Overall

55. The proposal now provides a suitable number of quality dwellings that makes an efficient use of urban land that will deliver much needed two, three and 4-bedroom homes that fits in well with the character and appearance of the locality along a sustainable transport corridor close to local shops.
56. The Case Officer considers the development both generally reflects and enhances the street scene with regards to layout and siting, including building line and site coverage; height and scale and visual impact, and is in accordance with Policy PP27.

Impact on Residential Amenity

No. 7 Vale Road and No. 9 Vale Road (Sycamore Mews)

57. There are no set policies or guidance as to what the separation distances should be within the Poole area. However, the surroundings can provide context for acceptable separation distances between buildings and their primary habitable room windows. No.7 Vale Road is to the rear of proposed Block A and is sited on higher ground. The base of Block A is at 40.50m above ordnance datum (AOD), which is generally the height above sea level. The top of Block A stands at 49.10m AOD, whereas the base of No.7 The Vale is approximately 50.50m AOD. The distance between the rear of No.7 Vale Road and the rear of the second floor of Block A is approximately 21.45m. The distance from

Sycamore Mews first-floor window to the proposed rear stair is 14.3m, whereas the distance from Sycamore Mews first-floor window to the rear obscured ensuite velux-style window is 16.3m, whilst to the proposed rear first floor bedroom, the distance from Sycamore Mews first-floor window is 16m. Due to the land level differences, the subsequent views would be oblique, rather than offering any direct views between primary windows to habitable rooms.

58. Further, it should be noted that No.7 Vale Road and the flats at No.9 Vale Road have a tight relationship as do flats 18 – 21 and 14 – 17 along Vale Road with flats 22 – 24 to the rear.

Right of Way to Service Lane (between No. 7 Vale Road and rear of application site)

59. A neighbour objection was received regarding the redline encroaching the Right of Way (RoW) to the private service lane adjoining the rear of No.7 Vale Road. In response the applicant has since submitted a Statement to clarify the legal and historical position on this matter.
60. As such, the Case Officer considers the claim to a right of way is not supported by any current legal title. Moreover, the Case Officer considers this a matter is outside of Planning System and should the occupant of No.7 Vale Road wish to pursue this, it should be taken up with the applicant.

No. 279 Bournemouth Road

61. No. 279 Bournemouth Road is lies adjacent to the application site's southern boundary. The proposed townhouses at the rear of the site towards the southern boundary with No. 279 are two-storeys and have no side windows. The windows to the front first floor rooms are to non-habitable rooms and are obscured glazed. Furthermore, between the two-storey town houses and the boundary to No. 279 there is a secured bicycle storage with a depth of 9.3m and a height of 2.7m.
62. The townhouse to the front of the application site adjoining the boundary to No. 279 are three-storeys, although they are similar in height due the proposed units living in the roof-space. The proposed units are set back from the rear elevation to No. 279 so there would be no loss of light or direct overlooking into each of the neighbouring gardens, although would some oblique views between the two; however, this is considered to be expected in an urban environment.

No. 293 Bournemouth Road

63. No. 293 Bournemouth Road is adjacent to the northern boundary of the application site. The townhouses to the rear of the site are three-storeys at this end and are set against the boundary with No.293. No windows are proposed to the side elevation. Presently, the Old Joinery is sited in a similar position as the proposed units to the rear of the site, as such the relationship between the proposed units to the rear will be similar to the current relationship between the Old Joinery and the rear of No. 293, as shown on the Existing Site Elevation, Drawing PL_01_200 PL02 and on the Proposed Site Elevation-Detailed, Drawing PL_00_201 PL03. Additionally, the second floor of the adjacent townhouse to the rear is set 3.10m away from the adjoining boundary to ensure there is no loss of light to the rear of No. 293.
64. The townhouses to the front of the application site adjoining the boundary to No. 293 are three-storeys, although they are similar in height due the proposed units living in the roof-space. No side windows are proposed and the proposed units are set back from the front elevation to No. 293. The front units do extend as far back to the rear as No. 293. It is therefore considered that there would be no loss of light or direct overlooking into each of the neighbouring front and rear gardens.

Overall

1. Given the urban nature of the this area and the existing context regards to separation distances and tight layouts and the difference in AOD levels to the rear, the Case Officer considers there will be no loss of privacy from overlooking between the neighbouring buildings and therefore no impact to residential amenity and therefore the proposal is in accordance with Policy PP27.

Internal and External Space Standards

2. The Government's Nationally Described Space Standards (NDSS) "*sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy* and is a useful benchmark in respect of the size of accommodation.
3. Please also note that the NDSS has nine Technical Requirements. The most relevant of which to this application are the following:
 - a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below.
 - b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom.
 - c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5sqm and is at least 2.15sqm wide.
 - d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5sqm

Table 1: Minimum gross internal floor areas and storage (sqm) (Table derived from the Technical housing standards – nationally described space standard)

Number of Bedrooms	Number of bed spaces	Two-storey dwelling	Three-storey dwelling	Built-in storage
3	4P	74	90	2.5
	5P	86	99	
	6P	95	108	
4	5P		103	3.0
	6P		112	
	7P		121	

4. Policy PP27 states that "Development will be permitted provided that, where relevant, it:
 - (d) provides satisfactory external and internal amenity space for both new and any existing occupiers".
5. Block A, Units 1-3, provide 142sqm of floor space over three-storeys and each have two-double bedrooms and two single bedrooms and would be suitable for six people. Units 4 and 5 are smaller, providing 116sqm of floor space and both have 1 double sized bedroom and two single sized bedrooms.

6. Blocks B and C both provide 3-bedrooms over three-storeys, with Block C having 4 units and Block C having 6 units. All bedrooms are double and therefore they are all suitable for six people. As such, the proposal complies with the requirements of nationally described internal space standards.

Table 2, below, summarises the size of dwellings and bedrooms.

Table 2: Dwelling and bedroom sizes and proposed number of people

Unit	Type	Bedroom size (sqm)	Minimum space required (sqm)	Space provided (sqm)	Compliance
Block A, Unit 1	4bd 6P (3-storey)	14.4, 8.8, 8.8, 14.5	112	142	Y
Block A, Unit 2	4bd 6P	14.4, 8.8, 8.8, 14.5	112	142	Y
Block A, Unit 3	4bd 6P	14.4, 8.8, 8.8, 14.5	112	142	Y
Block A, Unit 4	3bd 4P	14.5, 8.8, 8.8	90	116	Y
Block A, Unit 5	3bd 4P	14.5, 8.8, 8.8	90	116	Y
Block B, Unit 1	3bd 4P	12.3, 12.3, 12.3	90	120	Y
Block B, Unit 2	3bd 6P	12.3, 12.3, 12.3	90	120	Y
Block B, Unit 3	3bd 6P	12.3, 12.3, 12.3	90	120	Y
Block B, Unit 4	3bd 6P	12.3, 12.3, 12.3	90	120	Y
Block C, Unit 1	3bd 6P	12.3, 12.3, 12.3	90	120	Y
Block C, Unit 2	3bd 6P	12.3, 12.3, 12.3	90	120	Y

Block C, Unit 3	3bd 6P	12.3, 12.3, 12.3	90	120	Y
Block C, Unit 4	3bd 6P	12.3, 12.3, 12.3	90	120	Y
Block C, Unit 5	3bd 6P	12.3, 12.3, 12.3	90	120	Y
Block C, Unit 6	3bd 6P	12.3, 12.3, 12.3	90	120	Y

External Space

7. Whilst it is noted that the scheme proposes gardens to all 15 Units, the garden area to the units in Block A are quite small, and not necessarily conducive for family living. Despite this, however, the site is well placed to several outdoor recreation spaces, including Alexandra Park (340m), Riverside Gardens (1.4Km) and the beach (2.6 Km), all of which are reasonably easy to get to by bike or public transportation along Bournemouth Road, which is a sustainable transport corridor. Also, as previously stated above, there are a number of higher density developments nearby that have small gardens, which would make it difficult to justify this for a reason to refuse and to stand-up to scrutiny at appeal.

Overall

8. All the units meet the NDSS standards for three-storey 3-and-4-bedroom dwellings, with all bedrooms meeting the standards for single and double room occupancy.
9. As such the Case Officer considers proposed units would provide good quality internal and external amenity for the future occupants as well as provide a good mix housing sizes and is therefore in accordance Policies PP27 and the NDSS.

Impact on Parking and Highway Safety

10. Policy PP35 of the Poole Local Plan aims to ensure that new developments provide safe access to the highway and is well connected to sustainable modes of transport and promotes the use of alternative and sustainable forms of transport, such as cycling.
11. The site is located within car parking Zone B, where it is noted that areas in this zone have a high degree of accessibility to public transport, services, shops and other facilities. BCP Council's Car Parking SPD sets out optimum level of parking spaces based on the number of bedrooms. For Zone B, the optimum is for one car parking space per three- and four-bedroom houses and an optimum of one secure covered bicycle space per bedroom (with 0.1 space for visitors). Since there are 15 dwellings with a total of 48 bedrooms, the optimum provision therefore is for 15 car parking spaces and 48 bicycle spaces.

12. The initial plans had several issues with regards to highways matters. With regard to vehicle access a separate entry and exit arrangement as proposed. However, the proposed entry point would have impacted the nearby bus stop along Bournemouth Road and the proposed exit point would have been too near to the traffic signals along Bournemouth Road and would have come out at a point where the carriageway splits into two lanes of traffic, requiring vehicles to cross one lane to get into the other lane, thereby exacerbating highway safety matters. In addition, the width of the entrance and exit routes were too narrow to allow for vehicles to safely pass cyclists.
13. Furthermore, the initial proposal lacked good bicycle parking provision and access, which would not encourage their use, contrary to the Council's objective of encouraging the use of more sustainable modes of transport.
14. The latest amended plans have significantly improved with regards to layout, access, car parking spaces and secured and accessible bicycle parking spaces.
15. The notion of basement parking has been scrapped, with all parking now proposed at ground level. The proposed access into the site is centrally located and is now wide enough to allow for two vehicles to pass each other, with provision now included to ensure the access road is also wide enough to allow for vehicles to safely pass cyclists, along with a separated pedestrian route through to the rear of the site.
16. There are 19 car parking spaces proposed, fifteen available for the occupants and four available for visitors (two of which include integral garages). 48 secured bicycle parking spaces are provided and are well located and easily accessible for the occupants, along with an additional six spaces for visitors, all of which is in accordance with the Parking Standards SPD.
17. Highways have reviewed the amendment plans and are now satisfied with the proposal and have subsequently removed their objection.

Overall

18. The Highways Officer's concerns have been addressed. As such the Case Officer considers the proposal is acceptable and is compliant with Policy PP35 and BCP's Parking SPD, subject to conditions.

Affordable Housing

19. Policy PP11 of the Poole Local Plan states that to meet housing needs the Council will seek to maximise the amount of affordable housing from all housing schemes of 11 or more homes or over 1,000 square metres in floor space. In this instance, the proposed development is for 15 dwellings. Therefore, the proposed development meets the threshold to trigger the requirement for the provision of affordable housing. The affordable housing provision to be sought in relation to this proposal is 40% of the number of dwellings i.e. 6 dwellings.
20. However, Policy PP40 (3) requires applicants to submit a financial viability assessment (FVA) where they consider that providing affordable housing would make the scheme unviable and this should be submitted with or before the planning application. After which, the assessment will then be independently verified.

21. This applicant's FVA has been evaluated by an independent evaluator on behalf of the DVS. The Evaluator has concluded that the scheme would not be fully policy compliant with regards to comprising 40% affordable housing, CIL contribution of £187,658 and s106 contributions of £7,905. However, when assessed for full market housing there is a financial surplus of £202,985, which could be viably provided.
22. The Council will secure the financial surplus of £202,985 via s106 agreement. This would be kept to help secure affordable housing off-site.

Overall

23. Whilst the scheme will not provide any affordable housing units, the applicant's FVA sets out a robust justification for why it cannot viably provide such housing, which has been verified by an independent Evaluator in accordance with Policy PP40(3). Planning Officers, nonetheless, still consider the proposal will contribute to meeting Affordable Housing off-site via a financial contribution as well as providing a choice of affordable market housing for local residents and is therefore in accordance with Policies PP8, PP27 and PP11.

Biodiversity net gain required

85. Paragraph 40 of the Natural Environment and Rural Communities Act, under the heading of 'duty to conserve biodiversity' states "every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity."
86. The NPPF at chapter 15 'conserving and enhancing the natural environment' sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity. The Local Plan at Policy PP33 – biodiversity and geodiversity, sets out policy requirements for the protection and where possible, a net gain in biodiversity.
87. In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), it is now a statutory requirement that minor applications received since 2nd April 2024 provide an uplift in biodiversity of 10%, unless it can be demonstrated that an exemption applies.
88. The biodiversity gain hierarchy, as set out within articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015 sets out a list of priority actions that must be followed in relation to biodiversity at the design stage of a proposed development.
- first, in relation to onsite habitats which have a medium, high and very high distinctiveness (a score of four or more according to the statutory biodiversity metric), the avoidance of adverse effects from the development and, if they cannot be avoided, the mitigation of those effects; and
 - then, in relation to all onsite habitats which are adversely affected by the development, the adverse effect should be compensated by prioritising in order, where possible, the enhancement of existing onsite habitats, creation of new onsite habitats, allocation of registered offsite gains and finally the purchase of biodiversity credits.
89. The Biodiversity Metric shows a baseline of 0.08 biodiversity units. After on-site post-intervention, this increase to 0.14 biodiversity units, a total net increase of 0.06 biodiversity units, as well as a 0.49 increase in hedgerow units. The total BNG is calculated to be 71.96%, which is considered to be a

significant increase in BNG and will require the submission of a Habitat Management and Monitoring Plan prior to commencement of any work. Additionally, due to the significant net gain on site, monitoring will be required for a minimum of 30 years and will be secured via a s106 legal agreement.

90. In light of the above, Planning Officers are satisfied that the statutory biodiversity net gain condition is capable of being achieved and therefore being discharged, in accordance with the Biodiversity Gain Hierarchy.

Ecology

91. The applicant has submitted a Preliminary Roost Appraisal (PRA), undertaken by ABR Ecology Ltd, submitted to the BCP Council on the 9th of December 2024. The aim of the PRA is to determine whether there is actual and potential presence of bats and the need for further survey and /or mitigation. Paragraph 193 of the NPPF states, in part, if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. The NPPF further states that “*Planning policies and decisions should contribute to and enhance the natural and local environment by (d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures*” (187).
92. Additionally, in determining this application the BCP Council has to bear in mind that under Section 40 Natural Environment and Rural Communities Act 2006 (NERC) “Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity”.
93. Policy PP33 (part 1) states that “*Proposals for development that affects biodiversity, and any sites containing species and habitats of local importance must:*
- a) *demonstrate how any features of nature conservation and biodiversity interest are to be protected and managed to prevent any adverse impact;*
 - b) *incorporate measures to avoid, reduce or mitigate disturbance of sensitive wildlife habitats throughout the lifetime of the development; and*
 - c) *seek opportunities to enhance biodiversity through the restoration, improvement or creation of habitats and/or ecological networks.*
94. The PRA concludes that the buildings surveyed were identified to hold negligible potential for roosting bats due to a lack of roosting provisions and potential bat access points. Roosting bats are not considered to be impacted as part of the proposed works and therefore no further action is recommended in relation to roosting bats and the demolition of the buildings. Also, to provide a measurable gain for biodiversity and ecology, distinct from BNG, the PRA also sets out a number of enhancements.
95. The Biodiversity Officer has been consulted and has reviewed the PRA, and is satisfied with the findings, subject to a condition ensuring that the recommendations, as given in section 4 and appendix E, of the PRA are implemented in full.
96. Given the contents of the PRA and the Biodiversity Officer’s comments the Case Officer consider that with a suitably worded condition to ensure the development fully adheres to the PRA, the development will comply with Policy PP33 and the relevant provisions set out in the NPPF.

Waste and Recycling

97. The Waste Collection Authority have provided comments, initially raising an objection to the lack of a designated bin collection area. However, amended plans have been submitted which identify a suitable collection point. Planning Officers are therefore satisfied that the bin store and waste bins are

now in accordance with the Council's Standards for Waste Container Storage and Access Planning Guidance Note.

Drainage

98. The site is located within Flood Zone 1, an area of least flood risk from rivers or from the sea.
99. Policy PP38 relates to managing flood risk, whether from coastal or river sources as well as surface water flooding. Part 3 of the policy states that advice on Sustainable Drainage Systems for small scale developments will be provided by a Sustainable Urban Drainage Systems Supplementary Planning Document SPD). The SPD sets out the various forms of SuDS to minimise the quantity of water that has to be disposed of from any development and hence helps to reduce flood risk.
100. The applicant has submitted a Design & Access Statement - Drainage Strategies, undertaken by Super Natural Studio, dated May 2025. The Report sets out two potential drainage strategies. The first option is an Infiltration-Led Strategy, which prioritises on-site water management through the use of permeable paving, rain gardens, swales, soakaways, and infiltration basins. It is best suited to areas with sandy, free-draining soils and offers biodiversity, amenity, and resilience benefits. The second option is a connection to the Surface Water Sewer, whereby rainwater will be collected and conveyed to the existing surface water sewer on Bournemouth Road, using attenuation tanks, flow control devices, and potentially pumped discharge
101. The LLFA have been consulted several times during the processing of this application and have held a meeting with the application team to overcome previous objections. Having reviewed the Design & Access Statement - Drainage Strategies, the LLFA are now in a position to support the proposal, stating that *"With two drainage strategies presented, we are satisfied that a compliant drainage system is achievable and as such, offer no objection to this (outline) application subject to conditions"*
102. The Case Officer considers there is likely to be a drainage solution to avoid any increase in flooding and ensure the site is appropriately drained based on the drainage options and comments from the LLFA. As such, with a suitably worded conditions, the development will accord with Policy PP38.

Sustainability & Climate Change

103. The impact of climate change is ever present. The Intergovernmental Panel on Climate Change (IPCC), report that since 1860, average global temperatures have risen by 1.3 degrees C and are expected to increase to 4 degrees C by 2100, compared to pre-industrial levels of global warming. This represents a significant risk to society and how we live our lives and a threat to the planet. This threat has prompted national and local government to declare a national climate change emergency. In 2019, BCP Council made its emergency declaration to both climate change and ecology with its aim *"to keep climate warming below 1.5 degrees C to avoid further environmental damage, population displacement, biodiversity loss and risk to life"*.
104. Consequently, national government and local government has put planning at the forefront of tackling change with regards to new developments. Paragraph 161 of the NPPF articulates the need for the planning system to support the transition to a net zero by 2050 and a low carbon future so as to *"[radically reduce] greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure"*.
105. Policy PP37, Building sustainable homes and businesses, also aims to reduce the impact of climate change by setting out measures to mitigate the impact as well as how new development can adapt to climate change. The policy states, in part 2:
 - a. *"where appropriate, new development should incorporate a proportion of future energy use from renewable energy sources with:*

- b. (ii) a minimum of 20% for proposals of 11 or more homes or over 1,000 sq. m commercial floor space

106. The applicant has submitted an Energy Statement within the Design & Access Statement which sets out how the proposed development will accord with Passivhaus principles. However, there are no detailed specifics of how the proposal will achieve a minimum of providing a minimum of 20% of the buildings' energy use from a renewable energy source (except from wind generation).

Overall

107. Whilst no details pertaining to reducing the impact of climate change via the incorporation of a renewable energy source, the Case Officer is satisfied that a condition can be imposed to ensure the development provides on-site renewable energy to offset a minimum of 20% of the development's energy. With such a condition in place, the Case Officer considers the proposal will be in compliance with Policy PP37.

Heathland Mitigation

108. The site is within 5km of a designated Dorset Heathlands SPA (Special Protection Area) and Ramsar Site, and part of the Dorset Heaths candidate SAC (Special Area of Conservation) which covers the whole of Bournemouth. As such, the determination of any application for an additional dwelling(s) resulting in increased population and domestic animals should be undertaken with regard to the requirements of the Habitat Regulations 1994. It is considered that an appropriate assessment could not clearly demonstrate that there would not be an adverse effect on the integrity of the sites, particularly its effect upon bird and reptile habitats within the SSSI.

109. Therefore, as of 17th January 2007 all applications received for additional residential accommodation within the borough is subject to a financial contribution towards mitigation measures towards the designated sites. A capital contribution is therefore required and in this instance is £4,743 (9 x £527). BCP Council also charge an administration charge of £75 or 5%.

110. A legal agreement has been drafted, sealed and signed to provide this contribution.

Poole Harbour Mitigation

111. The application site is within the Poole Harbour Recreational Zone and is therefore subject to Policy PP32, which aims "to mitigate the adverse effects of recreation related pressures within Poole Harbour in accordance with the adopted SPD". The SPD states that "Poole Harbour was classified as a Special Protection Area (SPA) in 1999 due to the important bird species that inhabit the area. The special site was designated under the EU Birds Directive to protect rare, vulnerable and migratory birds. In particular for the internationally important populations of regularly occurring species and migratory species".

112. Development proposals for any net increase in housing will provide a SAMM contribution via a s106.

113. A capital contribution is therefore required. In this instance the mitigation contribution is £1,683 (9 x £187) plus an admin fee of 5% or a minimum of £25. An agreed signed legal agreement has been drafted to provide this contribution.

New Forest

114. Formal advice from Natural England (NE) has recently been given to the Council regarding the recreational pressures being placed on the New Forest's European designated sites (SAC, New Forest SPA and New Forest Ramsar site). In light of this, NE has advised that any additional residential development within 13.8km of the New Forest should not be permitted without first securing appropriate mitigation.

115. The New Forest Strategic Access Management and Monitoring Strategy 2023, prepared by Footprint Ecology, demonstrates that additional residential development within 13.8km of the New Forest Designated Sites, where in conjunction with advice from Natural England, it has been recognised that housing growth and increases in bedroom numbers have the potential to generate cumulative impacts upon the integrity of the New Forest. There is a reasonable likelihood that the occupants of the proposed development would visit the New Forest for recreation purposes.
116. Although the proposals contribution to this may be minimal by itself, it cannot be ruled out beyond all reasonable scientific doubt that the proposal would not have a likely significant effect on the sensitive interest features of the habitat sites, from human pressures, either alone or in combination with other proposals.
117. BCP Council's approved mechanism to deliver such compensation is via a s106 legal agreement.
118. The draft New Forest Access Management & Monitoring (SAMM) Strategy (October 2024) sets out suitable mitigation can be implemented through the collection of SAMMs payments and sets a tariff per net dwelling of £300 for most of the BCP area. The site is outside the 13.8 Km buffer zone, but within the additional buffer zone beyond the 13.8km where development for 200 + dwellings are also subject to making a financial mitigation payment. However, as the proposal is only for 15 dwellings it is not liable to make a financial mitigation contribution towards the New Forest..

Community Infrastructure Levy

119. The development proposal is liable to a community infrastructure levy charge. Consequently, a CIL Liability Notice will be sent to the applicant following the granting of permission which will provide information on the applicant's obligations.

Planning Balance Conclusion

120. It is considered that:
121. The principle of infill development within this area is established;
- The proposed development, as revised, has an acceptable impact on the character and appearance of the area;
 - The impact on neighbouring residential amenity is acceptable;
 - The level of car parking provision is acceptable;
 - The proposal is compliant with BNG and will provide a net increase above 10%;
 - The proposal will provide additional biodiversity enhancements outside the remit of BNG;
 - The proposal will provide needed lower cost 2-bedroom dwellings in area with a shortage of flats;
 - The proposed drainage will incorporate SuDS to alleviate an increase in surface flooding and provide suitable drainage of the site;
 - The impact on heathlands, Poole Harbour and the New Forest have been suitably mitigated.
122. The proposed development represents an acceptable form of infill development and will increase the supply of small family homes in the Poole area; thereby providing an affordable level of 3- and 4-bedroom dwellings as well as provide £202,985 towards affordable housing off-site. Furthermore, the proposal will have no impact on residential amenity and there is adequate internal and, to a lesser extent, external space, although there are several areas of recreational and opens spaces within easy access. The proposal will also provide sufficient car parking spaces with safe vehicular and pedestrian access and egress, as well as secured bicycle spaces, thereby encouraging sustainable forms of transportation.

123. Therefore, having considered the appropriate development plan policy and other material considerations, including the NPPF, it is considered that subject to a s106 agreement, CIL contributions and compliance with the attached conditions, the development would be in accordance with the Development Plan, would not materially harm the character or appearance of the area or the amenities of neighbouring and proposed occupiers and would be acceptable in terms of traffic safety and convenience. The Development Plan Policies considered in reaching this decision are set out above.

Recommendation

124. **GRANT permission with the following conditions and the completion of a Section 106 agreement with the following terms:**

Section 106 terms

- Heathland SAMMs Mitigation: £4,743 (9 X £527) plus administration costs.
- Harbour SAMMs Mitigation: £1,683 (9 x £187) plus administration costs.
- Affordable Housing off-site contribution: £202,985.
- BNG Monitoring fees

Conditions:

1. Time

(a) No part of the development hereby permitted shall be commenced unless details of the appearance and landscaping (hereinafter called "the reserved matters") have first been submitted to and approved in writing by the local planning authority.

(b) Application for approval of the reserved matters shall be made to the local planning authority not later than the expiration of three years beginning with the date of this permission.

(c) The development to which this permission relates must be begun not later than the expiration of [two] years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

(d) The development shall only be carried out in accordance with the approved details.

Reason: To reflect the requirements of section 92 of the Town and Country Planning Act 1990 (as amended) and article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and secure the timely written approval of the reserved matters

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans:

Block and Location Plan ASP.23.056.P001. Rev A
Proposed Drainage Proposals ASP.23.056.P008. Rev A
Proposed Site Plan ASP.23.056.P100. Rev A
Proposed Ground Floor Plan ASP.23.056.P100. Rev A
Proposed First Floor Plan ASP.23.056.P101. Rev A
Proposed Second Floor Plan ASP.23.056.P102. Rev A
Proposed Roof Plan ASP.23.056.P103. Rev A
Proposed SW & SE Elevations ASP.23.056.P200. Rev A
Proposed NE & NW Elevations ASP.23.056.P201. Rev A
Proposed Street Scenes ASP.23.056.P300. Rev A

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

3. Highways Details

Prior to commencement of the development hereby approved, plans and particulars showing the layout, together with details of levels, sections, drainage, surface materials and lighting of the site access road, turning and car parking areas, shall be submitted to, and approved in writing by the Local Planning Authority, to ensure the approved access road and car parking areas are built to an adoptable standard. The development shall subsequently be implemented in accordance with the agreed details prior to first occupation of any residential unit hereby approved.

Reason: In the interests of highway safety.

4. Construction Traffic Management Plan

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan must be submitted to and approved in writing by the Local Planning Authority. The Construction Traffic Management Plan must include details of, but not limited to, programme of construction works, construction vehicle details (number, size, type and frequency), frequency and timings of deliveries so to avoid peak traffic periods, traffic routes, contractors parking arrangements, temporary traffic measures, appropriate signage, loading/unloading procedures, storage of plant and materials. The approved Construction Traffic Management Plan must be adhered to throughout the construction period for the development.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

5. Construction Environment Management Plan

- A. No part of the development, including any demolition, hereby permitted shall be commenced unless a Demolition and Construction Environmental Management Plan ("DCEMP") has first been submitted to and approved in writing by the local planning authority. The DCEMP shall in particular include:
- (i) The qualifications and experience of the person(s) who undertook the plan sufficient to demonstrate their competence; and
 - (ii) a dust emissions management plan that identifies the steps and procedures which will be implemented to control the creation and impact of dust resulting from the demolition, site preparation, groundwork and construction phases of the development; and
 - (iii) A construction environmental management plan that identifies the steps and procedures which will be implemented to minimise the creation and impact of noise, vibration and any other emissions, potential ground and/or water pollution resulting from the demolition, site preparation, groundwork and construction phases of the development; and
 - (iv) A construction logistics plan that identifies the steps which will be taken to minimise the impacts of all vehicles (including construction, delivery and waste transport) entering or leaving the site and parking on or off the site; and
 - (v) Twenty-four-hour contact details by which the local planning authority can provide notice of any potential issue arising in relation to any plan approved for the purposes of this condition ("the Emission Contact").

Subject to paragraph (B) below, the development including demolition shall only be demolished and constructed in accordance with the approved DCEMP and the approved DCEMP shall at all times be accorded with.

- B. In the event of the local planning authority receiving a complaint or other notification of a possible escape from the application site, of any emission or other matter to which any of the plans approved for the purposes of this condition relates during any demolition or construction associated with the development, that might adversely affect any residential property (including any actual or potential occupier) or any other sensitive receptor, then within [one] hour (or such longer period as the local planning authority may otherwise agree) from the local planning authority providing notice of the potential escape to the Emission Contact or directly to any person on the application site (whichever

is the sooner), no [demolition or] construction shall thereafter take place on any part of the application site (or as otherwise may be agreed in writing by the local planning authority) unless either:

- (i) A revised plan that takes account of the escape has been submitted to and approved in writing by the local planning authority in which event thereafter the development shall only be demolished and constructed in accordance with that revised plan together with all the other plans approved for the purpose of this condition; or
- (ii) The local planning authority has confirmed in writing that [demolition and] construction can continue in accordance with the last approved plans.]

Reason: To ensure the development does not create local environmental impacts and pollution during the implementation of the development and this is a pre-commencement condition to ensure adequate development management plans are in place at the outset.

6. Tree Protection: Fencing

No part of the development hereby permitted shall be commenced, including any 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, unless all barriers and ground protection for the purposes of any retained tree have first been provided in accordance with the approved details in the Tree Protection Plan, reference Tree2459b, dated 9/9/24 ("the Approved Tree Protection Measures"). The Approved Tree Protection Measures shall thereafter be retained as approved until both the development has been completed and all equipment, machinery and surplus materials relating to the construction of the development have been removed from the site, unless an alternative time is provided for in the Approved Tree Protection Measures. Within the areas secured by the Approved Tree Protection Measures, until such time as the Approved Tree Protection Measures have all been removed, nothing shall be stored or placed in any area secured by any part of the Approved Tree Protection Measures nor shall the ground levels within those areas be altered or any excavation made without the written consent of the local planning authority. In this condition "retained tree" means an existing tree which is identified as to be retained [in the Approved Tree Protection Measures/document.

Reason: To ensure that trees and their rooting environments are afforded adequate physical protection and this is a pre-commencement condition to prevent any harm being caused to those trees that might result from any other work being carried out in relation to the development.

7. Soil Retention System

No part of the development hereby permitted shall be commenced unless details relating to the soil retention system have been submitted and agreed in writing by the local planning authority. The information must be undertaken by a relevant expert and must include cross sections, detailing levels of existing/proposed finished levels and a construction method statement for the operation.

Reason: To ensure that the trees retained on and off site will not be damaged during the construction works and to ensure that work is carried out as approved and in accordance with current best practice.

8. External Facing Materials

No part of the development hereby permitted shall be constructed that is visible above the damp proof course level unless details of all external facing, roofing and fenestration materials have first been submitted (via pamphlets or online links) to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.

Reason: To safeguard the visual amenities of the locality.

9. Landscape Maintenance

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

Reason: To ensure that the proposed development includes a long-term management plan for the landscaped areas in the interests of visual amenity.

10. Boundary Treatment

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, details of boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a plan showing: the positions, height, design, and materials. The approved boundary treatment scheme shall be implemented in full prior to occupation or use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and privacy.

11. Surface Water Management Scheme

Prior to occupation, maintenance and management of the Surface Water Management scheme required via condition (1) must be submitted to and approved in writing by the local planning authority. The scheme shall thereafter be managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

12. Drainage of Hard Surfaces

Any new or replacement hard surfaced areas shall either be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property.

Reason: To provide satisfactory drainage for the development in order to achieve the objectives set out in the Local Planning Authority's Planning Guidance Note on Sustainable Urban Drainage Systems.

Note: Further guidance in this regard is contained in the Department for Communities and Local Government publication entitled "Guidance on the Permeable Surfacing of Front Gardens" (September 2008).

13. Access Closure

No part of the development hereby permitted shall be occupied unless the existing access points to the adjacent highway have been permanently closed, the existing vehicle crossings expunged and the highway reconstructed. The closure of the accesses, expunging of the existing crossings and reconstruction of the

highway shall only be carried out in accordance with details that have first been submitted to and approved in writing by the local planning authority. At no time thereafter shall the access be used for such a purpose.

Reason: In the interests of highway safety and good design.

14. Access, Turning and Parking Areas

No part of the development hereby permitted shall be occupied unless the access, turning and parking areas shown on approved plans have first been fully constructed and laid out in accordance with the specification as set out in the approved plans. Thereafter, these areas shall at all times be retained, kept free from obstruction, be available for use for the purposes specified and maintained in a manner such that the areas remain so available. Vehicle parking shall only be permitted within the car parking spaces marked out on the approved site plan and the areas that are not indicated for parking shall not be used for vehicle parking at any time and shall be kept clear to allow for vehicle turning, vehicle passing and access at all times.

To this end no walls, fences, landscaping, vehicles or structures that would obstruct these vehicle turning or access movements shall be placed within these areas. No parking barriers shall be placed to restrict access to the car parking areas and the car parking spaces annotated as visitor car parking shall be kept clear for visitor parking at all times and shall not be used as general car parking by residents of the development hereby approved.

Reason: In the interests of highway safety.

15. Bicycle Storage

No part of the development hereby permitted shall be occupied unless the bicycle parking facilities shown on approved plan, Proposed Site Plan ASP.23.056.P100. Rev A, have first been fully constructed [and laid out] in accordance with [the specification as set out in approved plan [aa] dated [bb]/a specification that has previously been submitted to and approved in writing by the local planning authority]. Thereafter, the approved bicycle parking facilities shall at all times be retained, kept available for use as bicycle parking and maintained in a manner such that the facilities shall at all times remain so available.

Reason: In the interests of promoting alternative sustainable modes of transport.

16. Visibility Splays

No part of the development hereby permitted shall be occupied unless the visibility splay areas on either side of the vehicle access, as shown on approved plans have first been cleared to a level not exceeding 0.6 metres above the relative level of the adjacent highway. The visibility splay areas shall at all times thereafter be retained at that level, kept free from all obstructions and maintained in a way that ensures that they provide clear visibility to and from the highway and any access associated with the visibility splays.

Reason: In the interests of highway safety.

17. Adhere to Preliminary Roost Assessment

The recommendations as given in Section 4 and Appendix E of the 'Preliminary Roost Appraisal (PRA) Report 281-291 Bournemouth Road, Poole, Dorset, BH14 9AH' by ABR Ecology Ltd shall be strictly adhered to and be implemented in full.

Reason: To minimise the impacts on biodiversity and providing net gains for biodiversity and to ensure the required biodiversity measures are provided.

18. 30-year Landscape Management Plan

The 30-year Landscape Management Plan, reference 544 - 6 – R1, dated 21.02.2025, and undertaken by The Landscape Service, shall be strictly adhered to and implemented in full for 30 years.

Reason: To minimise the impacts on and providing net gains for biodiversity.

19. Vegetation Clearance Outside Bird Breeding Season

Vegetation clearance shall only be carried out on-site outside of bird breeding season (between the 1st of March to 31st of August) inclusive, unless it can be sufficiently checked by an accredited ecologist to show that nesting birds are not present.

Reason: To ensure birds' nests are not disturbed, in accordance and as protected under the Wildlife and Countryside Act 1981 (as amended).

20. Provision of Bins & Collection Point

Each dwelling shall be provided with a 240-litre capacity bin for recycling, a 180-litre capacity bin for refuse and a 23-litre capacity bin for food waste. Residents from Block A shall present their bins at the collection point, as shown on the Proposed Site Plan, reference PL_00_001 Rev PL07, and return them to their property boundaries once they have been emptied, whilst residents from Blocks B and C should present their bins at kerbside and return them to their property boundary once they have been emptied.

Reason: To preserve the visual amenities of the locality.

21. On-site Working Times

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

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

Informatives

1. In accordance with paragraph 39 of the revised NPPF the Council, as Local Planning Authority, takes a positive, creative and proactive approach to development proposals focused on solutions. The Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In this instance:

- The applicant/agent was updated of any issues after the initial site visit,
- The applicant was provided with pre-application advice,
- The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted.

2. The applicant is advised that bats are protected in the UK by Schedule 5 of the Wildlife and Countryside Act 1981 and Part 3 of the Conservation of Natural Habitats and Species Regulations 2017 and they are also protected by European and International Law. Work should proceed with caution and if any bats are found, all work should cease, the area in which the bats have been found should be made secure and advice sought from National Bat Helpline (tel: 0345 1300 228). website <https://www.bats.org.uk/our-work/national-bat-helpline>.
3. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan. The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Bournemouth, Christchurch and Poole Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed are considered to apply.

4. The applicant is informed that the Local Highway Authority will require the footway and kerb to be lowered and reconstructed in the position(s) corresponding to the vehicular means of access to the site. This requirement is imposed in order to service the means of access; in order to prevent danger and inconvenience to other road users and to pedestrians; and in order to prevent possible damage to highway surfaces. The work shall conform to a specification to be provided by the Highway Authority (BCP Council), or it may be required to be undertaken by the Authority itself. In either event, the work will be required to be undertaken at the applicant's expense. With regards to such works the applicant should contact BCP Council on [Tel:01202](tel:01202261700) 261700, by email at droppedcrossings@bcpcouncil.gov.uk, or in writing to BCP Council, Environmental Services, Hatchpond Road Depot, Hatchpond Road, Poole, Dorset, BH17 7LQ. Contact should be made before the commencement of any works on or adjacent to the public highway.
5. 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. The work shall conform to a specification to be provided by the Highway Authority (BCP Council), or it may be required to be undertaken by the Authority itself. In either event, the work will be required to be undertaken at the applicant's expense. With regards to such works the applicant should contact BCP Council on [Tel:01202](tel:01202261700) 261700, by email at droppedcrossings@bcpcouncil.gov.uk, or in writing to BCP Council, Environmental Services, Hatchpond Road Depot, Hatchpond Road, Poole, Dorset, BH17 7LQ. Contact should be made before the commencement of any works on or adjacent to the public highway.
6. Provision of the approved access will require a street light to be relocated and the applicant is therefore advised to contact the Council's street lighting section responsible for the streetlight and the Council's Street scene section responsible for dropped crossings, for further guidance on the process and feasibility of repositioning the streetlight. All works associated with the dropped crossing work, including relocating the streetlight, will be at the applicant's expense.
7. The applicant should note and inform future residents that residents may be excluded from being able to purchase permits associated with existing or future parking permit schemes controlled by the

Council in the area. This is to encourage the use of sustainable modes of travel amongst future residents in line with Council aims to promote sustainable travel.

8. The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. The amount of levy due will be calculated at the time the reserved matters application is submitted.
9. Detailed drainage proposals may typically include:
 - a. Detailed drainage network layout
 - b. Manhole schedule
 - c. Construction details for drainage elements
 - d. Construction details for SUDS elements
 - e. Hydraulic modelling calculations
 - f. Exceedance flow routes (including proposed ground levels)
10. Drainage maintenance and management information may typically include:
 - a. Drainage ownership/responsibility layout
 - b. Maintenance schedules
 - c. Maintenance agreements
 - d. Adoption agreements
 - e. Schedules for replacement of drainage components (where design life is less than the lifetime of the proposed development)
 - f. Operations and maintenance manuals

Background Documents:

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

Notes.

This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972.

Reference to published works is not included

Case Officer Report Completed

Officer: DHE

Date: 31/08/2025

Agreed by:

Date:

Comment: