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1.0 Introduction

New development should be design led; determined by the nature of a site, its context and urban design objectives rather than by technical standards, set practices or the need to achieve a pre-determined quantum of development.
1.1 The purpose of this document

Planning Policy Statement (PPS) 1 ‘Delivering Sustainable Communities’, sets out the government’s objectives for the planning system stating that: ‘High quality and inclusive design should be the aim of all those involved in the development process’ (PPS1, paragraph 35).

However, in the south west, the Commission for Architecture and the Built Environment (CABE) found that only 8% of new residential development can be judged as being of good or very good design and a startling 40% are considered to be of poor design (CABE, 2007).

While some development in Bournemouth has been positive and represents an improvement to the character of an area, the poor use of materials, inappropriate massing, loss of decorative detailing and removal of landscaping are all aspects which have contributed to the erosion of character in other areas.

Therefore this document has been produced to:

- Promote and ensure good quality design in all new residential development in the Borough;
- Help achieve the efficient use of brownfield land;
- Identify Bournemouth’s unique character types and establish clear standards for new residential development which are design led, being responsive to the character of Bournemouth;
- Encourage locally distinctive design and promote best practice in layout and built form;
- Inspire all those involved in the development process.

This document contains general design guidance based on sound urban design principles and establishes physical and visual standards for new development on urban sites. The document is not intended to be prescriptive and recognises that certain sites will lend themselves to innovative design solutions. The document advocates an approach to site development that leads to successful outcomes, it is therefore as much about process as it is about end product. It also supports the aims of the Council’s emerging Climate Change Strategy.

The document is intended to assist all those involved in residential development, including landowners, developers, housing associations, designers and builders achieve good design on allocated and windfall sites. This guidance does not cover major land allocations, which would be subject to area specific briefs/masterplans, or householder extensions.
1.2 What is design?

Design is not just about the appearance of a place or building. It is about how places work, fit together, and the quality of life they support. Achieving quality design involves responding to the existing character, movement patterns, appearance and other attributes of the existing area.

At a more detailed level, design addresses matters such as:

- Access, layout of routes, spaces, plots, buildings and car parking;
- The height, bulk and mass of buildings;
- Landscape treatment;
- Use of materials, decoration and articulation;
- Designing for everybody including those who are less mobile;
- Crime prevention;
- Contributing to sustainability and energy efficiency.

1.3 The design process

This document advocates a process approach to site development that leads to successful outcomes rather dictating one size fits all solutions, the design process typically involves:

- Research the site
- Select a designer/project team
- Undertake context analysis
- Establish development principles & explore layouts
- Decide on a preferred site planning concept and work up a scheme
- Submit a planning application
- Build out development

- Check the principle of development is acceptable
- Consult with Planning Authority before ideas become too rigid
- Ensure implementation retains design integrity
1.4 The status of this document

This document underwent full public consultation in December 2007 to January 2008 and following substantial revisions again from May to July 2008. Following further amendments the Design Guide was adopted by the Council in September 2008.

The document is a material consideration that the Council will take into account when determining planning applications for residential development. The document is intended as best practice guidance to accompany the Bournemouth District Wide Local Plan and assists in applying the Local Plan Policies. However, the document does not have the same weight as the adopted Local Plan and should be cross referenced to the Local Plan and other relevant planning policies.

It is recognised that within the Borough there are examples of developments that do not satisfy the requirements of this document. Such developments should not be seen as precedents for further developments of a poor design.

1.5 Using this document

This document is set out in a number of sections that can be read separately in relation to a particular area/topic or together as a compendium setting out what the Council wants to see from new development in the Borough. The sections are set out as follows:

- Section 2.0: Local distinctiveness
  The broad character areas of Bournemouth are identified along with the key features that contribute to the character of particular areas.

- Section 3.0 Achieving good design
  Guidance is provided on the various aspects that come together to produce good design.

- Section 4.0 Development types: specifics
  More detailed information on the common types of residential development occurring in Bournemouth is provided.

- Section 6.0: Next steps:
  Planning application requirements are set out.

- Appendix: Relevant supplementary information.
1.6 The wider policy context

Planning Policy Statements (PPSs) and Guidance Notes (PPGNs) set out the Government’s policy on a range of planning issues. The majority of these documents include some reference and guidance on design matters.

PPS1 ‘Delivering Sustainable Development’ and PPS3 ‘Housing’ are particularly important and stress the importance of achieving high quality design. Developers should ensure they are familiar with these PPSs and any further national policies which may be relevant to their proposal. A full list of national planning policy can be obtained in appendix A.

A wide selection of design guidance and best practice information has also been published by various bodies. The amount of such guidance is too extensive to list here. However, the advice contained within this document complements the key publications:

- ‘Manual for Streets’ (DCLG, 2007)
- ‘Building for Life’ (CABE, 2005)
- ‘Urban Design Compendium’ (English Partnerships, 2000)

Developers should ensure they are familiar with these publications.

1.7 Local policy context

At a local level the policies set out in the Bournemouth District Wide Local Plan (2002) are a key consideration in determining all planning applications. It should be noted that in the future the Local Plan will be replaced by the emerging Local Development Framework.

At present the Local Plan contains a number of policies that are relevant to residential development. The thrust of these policies is to respect the character of the area and the amenities of local residents. The advice within this document is intended as best practice guidance to accompany the Local Plan and will assist in applying the Local Plan Policies. The full Local Plan can be viewed on the Council website at www.bournemouth.gov.uk/Localplan.
In addition to the Local Plan a range of other Council documents and Supplementary Planning Documents exist. These documents relate to a wide range of matters, such as, the provision of open space in the Borough, the loss of hotel accommodation and can be viewed on the Council website at www.bournemouth.gov.uk.

Developers are encouraged to undertake pre application discussions on their proposals. This helps to clarify the aspirations of both parties for the site and address any issues up front before a formal submission is made. As part of this process the Council will be able to advise further on the relevant policies affecting their proposals. More details on the pre application procedure can be obtained via the Council website or from the Planning Customer Services team on 01202 451323.

1.8 Design and Access Statements

All planning applications must be accompanied by a Design and Access Statement to illustrate, explain and justify the proposed development. The statement should be prepared by the project designer and worked on before, during and after the actual process of designing. Such statements help the Council, members of the public and other stakeholders understand development proposals.

It is not the purpose of this document to explain how to produce such a statement and applicants looking detailed for guidance on this matter should consult the CABE publication ‘Design and Access Statements: How to write, read and use them’ (CABE, 2006). However, applicants will find information in this document should assist them in formulating an appropriate design solution and thus contribute to the resulting Design and Access Statement.
2.0 Local distinctiveness

Understanding the development context is the first step in creating new developments that have a sense of place and respond positively to their surroundings.
2.1 Introduction

In considering the potential of a site it is important to understand the location, existing use and physical context surrounding the site. These factors will determine firstly whether development is possible, and if it is, the appropriate mix of uses, intensity and form of development.

In order to provide relevant design guidance it is first necessary to identify the distinctive features that define the character of a particular local area. Bournemouth has a number of different character areas which can be readily identified by the dwelling types and period of construction. The following sections identify broad areas of character and explore the distinctive features which contribute to their character.

The map opposite illustrates the location of broad areas of character. Descriptions and design principles are provided in the rest of chapter for each of the identified areas.

It should be noted that not all parts of Bournemouth have a character that is particularly distinctive. These areas would benefit from well designed and integrated new development to strengthen or establish an identity which is currently lacking. These areas are referenced in this chapter.

It is also acknowledged that there may be extremely localised differences in character which may influence a proposal, however an understanding of the broad character of an area should also influence the design approach for a site.
2.2 Large detached houses

The large detached Bournemouth villa is a clearly defined type that can date back to the origins of the town and provides a memorable image, specific to Bournemouth:

<table>
<thead>
<tr>
<th>Character features</th>
<th>Large detached houses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Dwellings set well back from road, typically more than 10 meters.</td>
</tr>
<tr>
<td>Scale</td>
<td>Typically two storey with a subservient floor of roof accommodation.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Various architectural styles and detailing much of which is typical of the Victorian and Edwardian periods, typically a brick or render finish with clay roof tiles.</td>
</tr>
<tr>
<td>Layout</td>
<td>Substantial detached houses positioned in large spacious plots with generous spaces between the buildings.</td>
</tr>
<tr>
<td>Density</td>
<td>Approximately 20 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>On plot provision.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Spacious sweeping avenues in loose grids with generous planting.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Extensive, many protected trees and mature hedging providing a leafy setting.</td>
</tr>
</tbody>
</table>

This Character Area type previously covered a large area in the south west of the borough. The very large plots, and the desirable locations have attracted such extensive redevelopment over the years that the character area is now largely confined to Meyrick Park, Dean Park, Alum Chine and Florence Road/Shelley Park area of Boscombe.

Much of this Character Area is protected by Conservation Area status. Nonetheless it is this character area type that is under greatest threat from change. The coastal location, the large plots and the attractive and exclusive setting have resulted in either conversion or wholesale redevelopment.

In the process, the gardens are invariably significantly reduced by development and associated parking. In general, the change from a large elegant Victorian/Edwardian family house to what is often a large and rather utilitarian block of flats results in an overall reduction of the quality and distinctiveness of urban character.
The protection of the mature landscape around the boundaries of each plot and elsewhere within the street have ensured that the essential leafiness of the area is retained, and this plays an important role in preserving much of the overall quality of the area where the architectural quality has become disappointing.

There is a real danger that this character area type will become ever smaller and more fragmented, although its Conservation Area status should indicate that it will remain substantially static. The potential for increasing density is obviously high in such spacious and desirable localities, and there is a very real issue of balancing these pressures with the desirability of preserving a character area that is so important to the urban identity of the town.

Key watch points

1. Developers are encouraged to consider the possible conversion or extension of existing houses of character over their replacement;

2. Integrate any new buildings with the established character by retaining building lines, respecting the spacing between buildings and by reflecting adjoining building heights;

3. New development must maintain the impression of single dwellings within spacious landscaped plots;

4. Incorporate and retain landscape features, which are integral to the character of these areas;

5. If a replacement building is required consider contemporary design solutions using locally distinctive features or characterises where these complement the existing context.

Conversion of a large detached house into flats has maintained the character of the area while allowing an increase in residential units.
2.3 Detached houses

Detached residential houses are the most common type across the Borough and typically date from between Edwardian times and the 1930s. Needless to say numerous variations on the detached house type can be found but one basic type, the traditional Victorian house, is very widely used and is typical of large areas of suburban Bournemouth:

<table>
<thead>
<tr>
<th>Character features</th>
<th>Detached houses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Consistent building line, typically between 1.0 and 5.0m from the road.</td>
</tr>
<tr>
<td>Scale</td>
<td>Typically two storey with pitched roofs, limited roof accommodation.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Normally evidence of detailing, some sub gables common over ground and first floor bay windows, typically a brick or render finish with clay roof tiles.</td>
</tr>
<tr>
<td>Layout</td>
<td>Based around formal grids with plots between 8 and 12 m in width.</td>
</tr>
<tr>
<td>Density</td>
<td>Approximately 35 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>Mostly street parking with on plot provision where side access or building set backs from the street permits.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Formal grids mostly devoid of trees but with low front boundary walls.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Mostly limited but long back gardens can accommodate substantial trees.</td>
</tr>
</tbody>
</table>

Where side access and larger gardens permit, infill redevelopment may have taken place to the rear. This may range from a single new property in one back garden to an amalgamation of several gardens to allow a number of new dwellings, either flats or houses.

In some cases detached family houses have been converted to flats, which puts pressure on external spaces and roads for additional car parking. Alternatively the original house may have been demolished and reconstructed, in some cases, on an amalgamated site, to create a deeper, more bulky property, but within the general form of the original. Redevelopment of this kind varies in quality, although the elevations rarely achieve the quality of the original building.
This redevelopment generally results in a reduction of the overall urban quality through the loss of gardens and vegetation to car parking and through the loss of architectural quality and detail. However, in some instances quality architect designed buildings can result in improvements to the area’s character.

Therefore, whilst redevelopment can undermine the continuity of character of some roads, it can also relieve some of the monotony of the regular repetition of the same type on others.

In coastal locations, notably Southbourne, there is evidence of considerable change. These changes are apparent in the Characterisation Map, which shows ‘transitional’ character areas beginning to appear along the coast in the Belle Vue Road area.

**Key watch points**

- Incorporate and retain landscape features, such as low front boundary walls, which are integral to the character of these areas;
- Integrate any new buildings with the established character by retaining building lines, respecting the spacing between buildings and by reflecting adjoining building heights;
- Retain the appearance of single dwellings;
- Consider contemporary design solutions using locally distinctive features or characteristics to complement existing context;
- Back land development must reflect local distinctiveness and residential amenity using imaginative design solutions.
2.4 Semi detached houses

The semi-detached house is relatively common in Bournemouth, and is found scattered around most of the Borough except near the coast where properties are generally larger. The principal areas of semi-detached housing form a largely contiguous east-west belt that broadly follows the line of the railway. The semi-detached type is represented in each era of Bournemouth housing from Victorian/Edwardian to modern.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Semi detached houses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Consistent building line, typically between 1.0 and 3.0m from the road.</td>
</tr>
<tr>
<td>Scale</td>
<td>Typically two storey with pitched roofs and limited roof accommodation.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Normally evidence of detailing typical of Victorian/Edwardian period, bay windows on older types, typically a brick or render finish with clay roof tiles. Any post war semi detached houses are of a much plainer type.</td>
</tr>
<tr>
<td>Layout</td>
<td>Based around formal grids of parallel roads, consistent building lines with plots between 10 and 15 m in width.</td>
</tr>
<tr>
<td>Density</td>
<td>Approximately 66 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>Mostly street parking with limited on plot provision where side access permits.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Formal grids mostly devoid of trees but with some low front boundary walls.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Generally lacking.</td>
</tr>
</tbody>
</table>

Dwellings are frequently of a similar design in an individual street and are often repeated as standard types which gives the roads a very consistent character. Any variation from the standard type, would be very apparent. The loss of front gardens has a generally negative effect on the appearance of the road through the loss of associated detailing in gardens walls, gates etc., the loss of vegetation and the clutter of parked cars, hard up against buildings. On the buildings themselves the general loss of detail, such as decorative ridge tiles, also results in a diminution of urban quality.
Some pairs of semi-detached houses have now been converted to flats. Where access permits there has also been a trend of infill in the rear gardens. The consequential loss of vegetation has little effect on the public realm, although larger trees in back garden are threatened by such development. Over wide access roads are often provided to serve infill development to the rear which reduces the sense of continuity and enclosure in the street.

**Key watch points**

- Integrate with the established character by retaining building lines, respecting the spacing between buildings and adjoining building heights;
- Incorporate and retain landscape features, such as low front boundary walls, which are integral to the character of these areas;
- Take opportunities available for improving positive elements of the character area, such as introducing landscaping, boundaries etc;
- Consider contemporary design solutions using locally distinctive features or characteristics to complement existing context;
- Back land development must reflect local distinctiveness and residential amenity using imaginative design solutions;
- Ensure that the amenities of adjoining and future occupiers are respected through careful siting of building and location of windows and parking areas.
2.5 Terrace houses

Terrace housing can be found in some distinct pockets, although compared to detached housing it is restricted in extent and variable in character. It should be noted that the retail areas that include terraces of adjoining shops are classified as a separate type of character area.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Terrace housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Consistent building line, typically between 1.0 and 3.0m from the road.</td>
</tr>
<tr>
<td>Scale</td>
<td>Typically two storey with limited roof accommodation, although some three storey terraces do exist.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Varying styles some detailing and bay windows on older types, typically a brick or render finish with clay roof tiles.</td>
</tr>
<tr>
<td>Layout</td>
<td>Based around formal grids of parallel roads, consistent building lines with narrow plots between 4.0 and 6.0m in width.</td>
</tr>
<tr>
<td>Density</td>
<td>Between 50 to 70 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>Street parking with very limited on plot provision where side access permits.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Formal grids mostly devoid of trees but with some low front boundary walls.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Generally lacking.</td>
</tr>
</tbody>
</table>

Apart from the common features listed above, the houses vary considerably. Some are plain-fronted cottages whilst others are more elaborate houses with stone facings and bay windows. Some have attic conversions whilst others with lower pitched roofs remain in a more original state. Some have little front garden space, whereas others have several metres, much of which is now paved for off-street parking. Some have rear vehicle access, others pedestrian only and others none.

Of the terraced housing that does exist, most is found in the Springbourne area, south of Holdenhurst Road, particularly in Northcote Road and Garfield Avenue. In Churchill Gardens, just south of the railway, the houses are more elaborate and finely detailed and fall within the small Conservation Area centred on the square.
At Purbeck Road, just west of the town centre, terraced houses are three storey or more in height and very tight to the road, creating a very dense, if quite dramatic effect. This area is also situated within a Conservation Area.

While terraced housing is fairly resilient to change, there may be pressure for conversion to flats, which can have adverse effects on the character of the area and increase pressure for parking. The loss of front garden space to parking can adversely affect the character of the area.

Alternatively, the desire for additional living space may result in extensions or roof space conversions. In particular, there is a danger that inappropriate dormer windows associated with roof space conversions may arise. There may occasionally be potential for an additional house at the end of a terrace or infilling to the rear.

**Key watch points**

1. Integrate with the established character by retaining building lines, respecting the spacing between buildings and by respecting adjoining building heights;

2. Retain the strong sense of continuity and enclosure found in this character area;

3. If an attic conversion is proposed, any roof extension or dormer must be subservient to the existing dwelling;

4. Incorporate and retain landscape features, such as low front boundary walls and front garden areas;

5. Take opportunities available for improving positive elements of the character area, such as introducing landscaping;

6. Back land development must reflect local distinctiveness and residential amenity using imaginative design solutions.
2.6 Areas in transition

The areas in transition have developed since the post-war period. The business and investment advantages of redeveloping sites for flats has resulted in a shift of urban character of some traditional residential properties to blocks of flats. The areas in transition being most evident in parts of West Cliff, Westbourne, Dean Park, between East Cliff and Boscombe, coastal parts of Southbourne and the Belle Vue Road locality. Some inland examples can also be found such as Richmond Park Road in Charminster.

It should be noted that there are some areas where blocks of flats do exist. However, as the blocks of flats are generally well mixed in with other building types, the level of flat building has not been judged significant enough to warrant classifying these as areas in transition.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Areas in transition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Varied depending on location but consistent in the street.</td>
</tr>
<tr>
<td>Scale</td>
<td>Contrasts in scale between traditional and more recent buildings.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Mixture between traditional dwellings and large blocks of flats with varying architecture.</td>
</tr>
<tr>
<td>Layout</td>
<td>Varying plot sizes depending on location. Typically more recent building a larger version of the traditional form.</td>
</tr>
<tr>
<td>Density</td>
<td>Typically between 60 to 150 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>On plot to the front or rear depending on location.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Varies with location.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Varies with location.</td>
</tr>
</tbody>
</table>

As a general rule, the redevelopment in the areas of transition has resulted in a very different architectural form between the traditional buildings and the blocks of flats. Flat development is typified by a substantial increase in building mass, increased parking provision and loss of landscaping.

The earlier flat redevelopment of the 1950s and 60s, and particularly some of the larger blocks on the East and West Cliff, tend to be quite standard in style and rather utilitarian in character.
There can be little argument that redevelopment has resulted in a loss of architectural quality and a lower quality of urban environment. However, the retention of the wooded setting of many plots and the tree-lined setting of the roads themselves, as well as the location of most parking areas out of sight, has protected the overall feel of some areas.

Some more recent flat developments, particularly those along the coast, have shown a much greater degree of architectural adventure and variety than previously which has clearly been beneficial in terms of urban character. Although away from the coast attempts to introduce more adventurous architecture are usually accompanied by a substantial increase in building mass. While innovative forms of architecture, especially those which incorporate sustainable technologies are to be encouraged there are areas of the Borough were substantially different forms of architecture are more appropriate than others.

Key watch points

- Care must be taken to respect the remaining traditional properties and the amenities of residents;
- Existing blocks which fail to contribute positively to the character of the area should not be seen as precedents for replication;
- Sensitive design solutions may be required particularly where cumulatively developments are eroding townscape character;
- More innovative architectural solutions and contemporary design approaches should be explored;
- Incorporate and retain landscape features, such as low front boundary walls and front garden areas.
2.7 Suburban estate development

This character area includes large post-war residential areas developed as a single entity with a limited range of standard houses. This character type includes the estate developments including, Littledown, Muscliffe and Stourvale.

Suburban estates are confined to the areas surrounding the edge of the Borough. The principal suburban estate areas are to be found in Wallisdown and East Howe, to the west and north of Castle Lane West including Muscliffe and the Shillingstone Drive – Chesildene Drive, Woodbury Avenue - Jewell Road area.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Suburban estates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Inconsistent, set backs varied within estates typically ranging from between 1.0 and 5.0 meters.</td>
</tr>
<tr>
<td>Scale</td>
<td>Large majority two storey and in some areas intermittent 3 storey blocks of flats.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Dependent on era of development.</td>
</tr>
<tr>
<td>Layout</td>
<td>Informal, mixture of sweeping crescents and often short cul de sacs.</td>
</tr>
<tr>
<td>Density</td>
<td>Typically between 20 to 25 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>On plot to the front or side.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Varies with era of estate development.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Limited tree planting but generous grass verges and irregular grassed spaces.</td>
</tr>
</tbody>
</table>

Suburban estates fall into three broad eras of development.

1. Standard ‘council house’ design built between the 1920s and 50s. These are essentially plain fronted red brick semi-detached houses under a hipped or gable roof. The upper walls are often rendered. There is very little variation of any kind within these estates, and the general effect is of long vistas of repeated house types. Examples of this type of development can be found in East Howe and at Turbary Park.

2. Post war houses have more variety in type but layouts are dominated by parking and introverted with few dwellings facing onto the main access roads. Flats are often situated in isolated areas of open space and can include courts of garages. An example of this type of area is the Townsend estate.
2. More recent estates at Littledown are composed of detached houses, themed but individually varied with greater architectural variety. Houses address the roads although culs-de-sac and twisting roads are still a feature. There is more limited open space compared with earlier estate examples.

Suburban estates are widespread across the UK and those in Bournemouth have little sense of local identity.

Unlike other character areas, there has been little change in the physical environment because the restricted house types and typically small gardens provide little or no opportunity for additional residential development. Where changes do take place, they are typically extensions that sometimes provide an additional unit. While these extensions are limited in size, there may be a cumulative effect on the character of the area if a large number of houses are changed.

### Key watch points

- Any extensions should be subservient to the existing building;
- Take opportunities available for improving the character area, such as landscaping, boundaries, improving passive surveillance and connectivity;
- Ensure that the amenities of adjoining and future occupiers are respected.

This infill development in the form of an end of terrace extension provides an additional dwelling. Making the extension subservient and using matching materials would have improved the scheme.
2.8 Suburban bungalow development

The bungalow character area is similar to several other Bournemouth character areas insofar that the same house type is repeated over relatively large areas to create an homogeneous environment.

These areas are substantially restricted to the northwest part of the borough, notably Bearwood west of Ringwood Road, East Howe, West Howe, Kinson and Northbourne. More scattered bungalow development is to be found along Castle Lane West, and there is another larger area of bungalow development in Tuckton.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Suburban estates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Varied within estates typically ranging from between 5.0 and 10.0 meters.</td>
</tr>
<tr>
<td>Scale</td>
<td>Large majority single storey, some with converted attic space.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Roofs are generally pitched, some with a front gable above a bay windows. Well articulated front elevations.</td>
</tr>
<tr>
<td>Layout</td>
<td>Regular rows of properties situated around informal grids, often with short cul de sacs and fairly wide plots.</td>
</tr>
<tr>
<td>Density</td>
<td>Typically between 15 to 20 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>On plot to the front or side for at least two cars.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Homogeneous with regular repeated types.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Limited tree planting but generous grass verges and irregular grassed spaces.</td>
</tr>
</tbody>
</table>

Given the various constraints within these estates, there is little existing pressure for the conversion of bungalows into multiple units or for flat redevelopment.

On the whole there is little infill development in back gardens owing no doubt to the generally limited size of garden space, however where larger gardens are found or bungalows are situated on generous corner plots there can be pressure for this type of development. Where infill has occurred it is typically with dwellings of a similar form and size, however wide access roads or overly congested schemes can have a detrimental impact on the appearance of this character area.
It should be noted that suburban bungalows are found in many areas of the country, and as such these areas exhibit little sense of local identity unique to Bournemouth.

**Key watch points**

- Infill development should respect existing layouts and street patterns;
- Take opportunities available for improving the character area, such as landscaping, boundaries, improving passive surveillance and connectivity;
- Ensure access roads and street layouts do not dominate any infill proposals;
- Ensure that the amenities of adjoining and future occupiers are respected.

The infill property on the right offers a more contemporary style of architecture and the provision of front boundary wall is characteristic of the street scene. However, the gable roof form does not reflect the predominant pitched roof style in the street.
2.9 Town centre and local retail areas

2.9.1 Town centre

Bournemouth town centre has an important role in defining the character of the town. Many of the original Victorian and Edwardian buildings still exist along with a variety of other architectural styles. Notable amongst these styles are several quite imposing buildings from the 1920s and 30s, and the Art Deco influence which contribute positively to the special character of the town centre.

The strong relationship of the town centre to its landscape setting clearly defines the particular character of central Bournemouth. The manner in which the town centre, and particularly The Square, relates to the topography, the Central Gardens and the Pier creates an image and identity that is unmistakeably Bournemouth.

The relationship between the town centre and its landscape setting can also be seen in the extent and influence of vegetation. The mature evergreen Scots Pine, Holm Oak and Rhododendrons create a memorable image in and around central Bournemouth.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Town centre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Edge of pavement in core area, between 1.0 and 5.0 meters elsewhere.</td>
</tr>
<tr>
<td>Scale</td>
<td>Varied scale with typical heights between 5 and 8 storeys.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Variety of styles depending on era of development. Terraces predominate in the core area with detached buildings found in some parts of the periphery.</td>
</tr>
<tr>
<td>Layout</td>
<td>Informal grid structure with majority of streets connected.</td>
</tr>
<tr>
<td>Density</td>
<td>Typically between 60 and 200 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>Limited on plot, dedicated public surface car parks.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Sweeping terraces in core area are generally devoid of landscaping apart from planters or baskets.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Where the urban grain becomes loose landscaping becomes more of a feature. Designated areas of formal open space, for example the gardens and the beach form the coastal garden image for which Bournemouth is famous.</td>
</tr>
</tbody>
</table>
Development pressure is increasing on the periphery of the historic core and typically involves the redevelopment of an existing building or under utilised sites. Some of the redevelopment has been successful in responding to Bournemouth’s unique character. However, a number of more recent buildings fail to respond very positively to the historic context or unique setting of the town. Due to their siting, massing, style, or materials some new development has failed to contribute to or reinforce the special character of the town centre. This is not to say that contemporary or large buildings cannot be successfully introduced.

A good example of a large mixed use contemporary building which has a distinct and memorable architectural style, a sense of outlook that implies a coastal location, and is of a scale suitable for this part of the town centre.

Key watch points

- Consider relevant policies which may restrict the type of development that can occur;
- Respect the unique character of the town centre paying particular attention to any relationships with the town’s historic assets;
- More innovative architectural solutions should be explored, and distinctive buildings may be appropriate in certain locations, for example at key transport nodes;
- Take opportunities available for improving the character of the area, such as landscaping, improving passive surveillance, connectivity and the pedestrian experience;
- Explore opportunities for mixed use development that also supports the function of town centre as a key retail and tourist destination.
2.9.2 Local retail areas

Elsewhere around Bournemouth, retail areas consist mostly of linear ribbons of shops along principal roads, such as Wimborne Road, Holdenhurst Road and Christchurch Road. These mostly have Victorian and Edwardian origins, although there was clearly considerable extension of these retail areas during the inter-war period. It can be seen that many previously residential buildings have been converted to shops with single storey extensions built over former front gardens. Few original shopfronts remain.

There is seldom any clear centre or sense of punctuation along these routes, although older and taller buildings and principal facilities, such as banks and pubs, tend to indicate some sense of a central area. An exception to this is the retail area at Westbourne that is contained within a half-crescent layout. The buildings are generally unremarkable, although more important buildings provide more architectural interest and variety.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Local retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Typically edge of pavement.</td>
</tr>
<tr>
<td>Scale</td>
<td>Two or three storey.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Many well proportioned Victorian and Edwardian buildings with some detailing mixed in with plainer post war development.</td>
</tr>
<tr>
<td>Layout</td>
<td>Linear, confined to either side of roads.</td>
</tr>
<tr>
<td>Density</td>
<td>Typically between 20 to 25 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>On street with some rear car parking courts.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Consistent building lines provide a strong sense of continuity and enclosure along the linear streets.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>None, some planters and hanging baskets.</td>
</tr>
</tbody>
</table>

Frontages in retail areas have mostly survived substantially intact, although there has been piecemeal redevelopment, particularly along Wimborne Road. The original buildings are rarely very remarkable individually, although they create a very pleasing street scene all together. Their replacements tend to be bland and weak in detail and so rarely represent an improvement to the townscape. Changes of this nature have significant effects that are detrimental to the wider character of retail centres.
Extended ribbons of small shops are a common feature of urban areas around the British Isles. However, the suburban retail areas are a typical feature of the Borough that provide a locally valuable sense of identity, scale and context. Some redevelopment has taken place, and this has generally weakened the character of the retail areas through loss of back-of-pavement frontages, and generally bland design.

**Key watch points**

- Consider relevant policies which may restrict the type of development that can occur;
- Explore opportunities for mixed use development that supports the retail function of these areas;
- More innovative architectural solutions should be explored, and distinctive buildings may be appropriate in certain locations, for example at key transport nodes.

This redevelopment within a local retail centre retains the retail units on the ground floor and the height and mass are reflective of the immediate context. The parapet detailing is effective but the elevation detailing and could have been improved.
2.10 Tradition rural settlement areas

The traditional rural settlement areas are located on the outskirts of Bournemouth. The small settlements or hamlets are mostly surrounded by countryside, although the rural character has become fragmented over time, with encroachments of more modern residential and commercial areas within a short distance of most traditional rural settlements.

<table>
<thead>
<tr>
<th>Character features</th>
<th>Rural settlement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building line</td>
<td>Typically edge of pavement or within 5.0m of the road.</td>
</tr>
<tr>
<td>Scale</td>
<td>Two storey cottages.</td>
</tr>
<tr>
<td>Architecture</td>
<td>Detached cottages and small terraces constructed of traditional local materials, slate roofs and the occasional thatch. Some more recent individually design properties.</td>
</tr>
<tr>
<td>Layout</td>
<td>Buildings being informally grouped around farm buildings, a village green or a church.</td>
</tr>
<tr>
<td>Density</td>
<td>Typically below 20 dph.</td>
</tr>
<tr>
<td>Parking</td>
<td>Mixture of on street and on plot provision.</td>
</tr>
<tr>
<td>Street scene</td>
<td>Close proximity to countryside with country lanes and grass verges, a lack of pavements.</td>
</tr>
<tr>
<td>Landscaping</td>
<td>Good level of landscaping provided through hedgerows trees and open fields.</td>
</tr>
</tbody>
</table>

Traditional rural settlements are typically protected by Conservation, Green Belt or Flood zone designations which has limited the residential redevelopment in these areas. Some replacement dwellings have been constructed but these have typically respected the rural character of the area.

Key watch points

- The architectural quality of any new building must be sympathetic to the rural position;
- Materials used should be reflective of traditional materials found in the surrounding context.
2.11 Large modern retail/distribution sheds

Large modern retail units have a substantial effect on the character of the local area by virtue of the building mass, height, architectural style, materials and large parking areas. While these developments could no doubt be improved, they are typically designated in the Local Plan for employment or retail purposes. Consequently it is not envisaged that residential development would be appropriate unless part of a comprehensive mixed use proposal that retains the role of these areas as employment/retail.

2.12 Office/Institutional areas

Office and institutional blocks in the Borough vary in size and architectural quality. It is important to retain an adequate supply of employment areas in the Borough and as such a number of these areas are designated in the Local Plan for employment purposes. It is not envisaged that residential development would be appropriate in such areas, unless part of a comprehensive mixed use scheme heavily weighted in favour of the designated use.

2.13 Temporary housing

Temporary housing areas are limited in the Borough and are characterised by parks of mobile homes on fixed plots. The redevelopment of such sites to permanent dwellings will not be permitted unless there is no longer a need for this type of accommodation.

Key watch points

- Some areas are not suitable for residential purposes as they are designated for other purposes;
- If residential development is proposed it should normally be part of a mixed use scheme which does not undermine the designated use.
3.0 Achieving good design

Good design should contribute positively to making places better for people. It means ensuring places function well and add to the overall character and quality of the area.
3.1 Achieving good design

To ensure that good design is forthcoming on particular site there are a number of aspects that need to be brought together, as illustrated below. The overall approach to all these elements should always be design led being developed out of an understanding of a site and its context.

Each of the elements illustrated in the diagram are explored in this section.
### 3.2 Appreciating the context

**Objective:** *The Council wants development to respond positively to its context to reinforce the unique identity of Bournemouth.*

The context of a site is derived from how the features in the area combine to give a place a distinctive look and feel. The successful integration of new residential development with the surrounding context is a key design objective. All too often detailed design work is undertaken before a site is understood and before context is appreciated. This leads to uncomfortable, inefficient layouts that lack integration and developments that lack character.

Good developments will take into account the unique nature of a site and its surroundings to reinforce and evolve positive local characteristics. However, this does not necessitate slavish imitation of buildings in the vicinity of a site.

Designers should identify the key elements of context that contribute most positively to the character of an area, and use these as a basis for their designs. Section 2.0 outlines the broad character areas within the town and are a useful starting point for identifying positive features of context.

Usually an area will exhibit three or four main elements that define its character, these design cues should be carried through to the final design. This approach also enables the creation of quality contemporary buildings and spaces that relate positively to their surroundings and reinforce a sense of place without being constrained by less important features of the vicinity.

The Design and Access Statement submitted with an application should always describe what the context is, both at a broad scale and a site specific level. Wordy accounts of a site and its surroundings can run to pages and often they lack any analytical basis. A good analysis is succinct, being based on key diagrams illustrating an understanding of the site at a wider and site specific level.

#### 3.2.1 Wider Contextual issues

- Prevailing uses;
- Historical elements including Conservation Areas and archaeological features;
- Scale of the buildings, heights, widths, spacing to boundaries, floor heights;
Residential Development: A design guide

Achieving good design

- Urban structure and grain;
- Density of development;
- Established building lines;
- Views into, within and from the site;
- Topography, skyline and landmarks;
- Landscaping and trees;
- Existing movement patterns, linkages, routes, access points, parking arrangement and traffic;
- Pattern of development, spaces between buildings, block structure;
- Policies and designations.

3.2.2 Site specific features

- Relationship to adjacent buildings and the street;
- Vertical and horizontal rhythms;
- Building materials, colours and textures;
- Architectural treatment and detailing of surrounding properties;
- Topography;
- Rights of way across or to the site;
- Boundary details;
- Parking and access arrangements, desire lines of movement and access;
- Orientation and micro climate;
- Landscaping, including significant trees, hedges, water features and ecological importance;
- Servicing and utilities, routes and provision.
3.2.3 Context significance

While context should never be ignored or overlooked in practice the weight to be attached to context will depend on the size and prominence of the site, the strength of character of the area and the nature of the development being proposed.

<table>
<thead>
<tr>
<th>LESS</th>
<th>SIGNIFICANCE</th>
<th>MORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areas of weak character, indeterminate suburbs/estates.</td>
<td>Historic areas and other locations with strong character.</td>
<td>Areas of fine grain, continuous frontages and joined buildings.</td>
</tr>
<tr>
<td>Areas of loose grain with varied built form.</td>
<td>Smaller sites under 0.5 ha which plug into the existing built form.</td>
<td>Buildings proposed for regular everyday uses, the majority of buildings for residential development.</td>
</tr>
<tr>
<td>Core of large sites over 0.5 ha (context remains important at the interfaces of old and new).</td>
<td>Buildings proposed for important civic or community functions where excellent architecture in contrast with elements of the surroundings helps to communicate the special role of the building.</td>
<td></td>
</tr>
</tbody>
</table>
3.2.4 Historical contexts

The Council is committed to preserving and enhancing Bournemouth’s built heritage and historic environment. The key to any intervention in the historic environment is an intimate understanding of the area’s function, evolution and significance.

A comprehensive site and context analysis are critical where development is being contemplated within Conservation Areas, in the setting of Listed Buildings or on/near sites of archaeological interest. Where available this can draw on and add to the information contained within a Conservation Area Character Appraisal.

Proposals for development in historic contexts:

- Must accord with advice contained in Planning Policy Guidance Note 15;
- Any demolition proposed must be in accordance in with PPG 15 and fully justified in relation to the condition of the building and the physical ability to convert or adapt it;
- Any significant buildings, routes and spaces should be retained and enhanced by new development by ensuring that particularly high standards of design, architecture and attention to detail are proposed.

Context: Key watch points

- Always evaluate the wider and site context.
- Reinforce and evolve positive features of context.
- Ensure proposals respond to the context and enhance the character of the area.
- Within historical areas the site context has increased significance.
3.3 Type of residential development

**Objective:** Create mixed and inclusive communities, with development that is appropriate to its context.

If background research and context analysis indicate that the principle of development is possible on a site, the type of development proposed needs to be considered. Within Bournemouth there are three common types of residential development.

- Replacement: demolishing an existing property to construct a new block of flats or town houses;
- Infill: building on previously developed land, including to the rear or to the side of existing properties;
- Subdivision: dividing an existing property into multiple residential units.

The type of residential development that is appropriate will depend on the location and characteristics of each individual site. For example, when considering historic buildings that contribute to the character of the area the demolition of the property may not always be an appropriate solution and subdividing the existing property could be a more suitable form of residential development. Developers should give careful consideration to the site context, including any policy designation in determining the approach for each site.

To support the aspiration for creating mixed communities, proposals for residential development should provide a mix of dwelling sizes and types to reflect the needs of those seeking housing in the Borough. Whilst there is a high demand for all types of housing the Bournemouth Borough Housing Study 2004 highlights particular demand for one and two bed units and affordable housing. Developers should consult with the latest Housing Monitoring Report, produced by the Council, and local estate agents to guide the type of accommodation provided. However developers should aspire to provide a mix of unit sizes and types to complement the objective of creating mixed communities.

3.3.1 Affordable housing

There is a particular demand for affordable housing units within the Borough. Most new residential schemes should aim to provide an element of affordable housing, and in some cases there will be a requirement to do so.
Where affordable housing is to be provided on a site it should be integrated throughout the development and should not be identifiable through design, location or segregation.

3.3.2 Mixed use schemes

In appropriate locations, such as the town centre and local retail areas, there is scope to mix new residential development with other compatible uses such as, retail, service offices, restaurants and cafes, offices, light industrial units, institutional and community uses. The analysis of site context and policy review will give an indication as to the whether a mixed use development is appropriate.

Mixed use schemes can bring many benefits to an area, often contributing to the vitality of an area and feelings of safety. However, such development will require careful design and management to avoid conflict between uses. For example, by placing noise sensitive rooms away from noise sources. Normally it is appropriate to locate the more public uses on the ground floor with residential accommodation above.

Type: Key watch points

- The type of development suitable will depend on the site context, including any policy designations.
- Developers should aim to provide a mix of unit sizes and types.
- Affordable or sheltered units should integrate with the overall scheme.
- Mixed use schemes should carefully consider the distribution of uses.
3.4 Amount and density

Objective: The Council wants all development to optimise the use of the site. This does not mean however that all sites are suitable for high density development.

Increasing residential density and making the most efficient use of land are key aims of current government planning policy. Planning Policy Statement (PPS) 3 makes it clear that these objectives should be balanced with the need to ensure well designed housing is delivered.

PPS 3 puts forward an indicative minimum density of 30 dwellings per hectare for new residential proposals. However, the document also states that the extent to which the proposals integrate and complement the density of the local area are a key part of assessing design quality. As such, proposed densities should aim integrate and complement those in the surrounding context. Densities across the broad character areas are identified in Section 2.0 and will provide a valuable starting point in this regard.

The Council advocates a design-led approach to site development that is not quantity or density driven. Making the optimum use of land involves securing a balanced mix of uses and complementary open space. It does not involve maximising residential capacity on all sites. The amount of development that is appropriate to preserve or create character will therefore be determined by the layout and form of the development, which will in turn be determined by the site location, size and type, along with the site specific features and physical context.

The size of the site will fundamentally affect the scope of development. The majority of sites that come forward for redevelopment in Bournemouth are under typically under 0.5 hectares. On these smaller sites there are often few options for arranging blocks and spaces. The potential development is limited by physical characteristics of the site and the scale and form of the surroundings. On larger sites above 0.5 hectares there are typically more options for arranging blocks and spaces, allowing higher densities to be achieved in relation to the surroundings by creating new spaces of distinct character and identity.

Assembling land to create larger sites often allows more design options to be pursued and ultimately enables the most efficient use of land. The Council encourages land owners to work together to make the optimum use of all available land. Where it is clear that adjoining land would enable more efficient use of a particular site, the Council will expect a developer to take all reasonable steps to identify the adjoining owner and establish positive dialogue.
The location of a site will also fundamentally affect whether more intensive development is appropriate. The town centre and local retail areas have the highest concentration of facilities and best access to public transport, making them more appropriate for high density development.

Successful intensification need not mean high rise development or low quality accommodation with inappropriate space. There are examples within the Borough where higher densities have been achieved without compromising the quality of accommodation or appearance of the area.

The key criteria for determining densities for new residential development should be:

- Making the most efficient use of land;
- The context of the surrounding area;
- Proximity to public transport, local services and facilities;
- The capacity of the current and potential infrastructure, including open spaces, services, highways, transport services and facilities to absorb further development;
- Planning Policy designations;
- The need for different types of housing;
- The size of the site, with larger sites over 0.5 hectare incorporating a range of densities.

Density: Key watch points

- Higher densities can support local businesses, services and facilities.
- High density does not meaning building tall, a range of building and layout types can support high density development.
- The amount of development should be design led, determined by the nature of the site and its context rather than by technical standards or the need to achieve a pre determined quantum of development.
3.5 Layout

Objective: Sites should be laid out efficiently so that they function well and integrate successfully with the surrounding area.

The process of achieving the best layout for a site will inevitably involve using the context analysis to consider a range of options to see what works best.

The site and context analysis should have identified any important site features which contribute to the character or infrastructure system. Such features may include the existing buildings on site, trees, landscaping or concealed infrastructure all of which could all have implications for the layout and form of new development.

Layouts that work with existing site features will have the strongest character and integrate most successfully in the surrounding area. Significant site features should be viewed positively as assets that add character/historic meaning that contribute to the design of any new proposals.

Smaller sites are obviously more restricted in the range of possible layouts, but regardless of the size of the site layouts should be design led rather than determined by a need to provide a certain amount of units or parking spaces. Developers should engage the Council in pre-application negotiations at the options stage before blocks and spaces become too fixed.

Getting the layout right involves:

- Considering movement and routes into and around the site, ensuring that a site is well connected into the surrounding area;
- Avoiding cul de sacs, as they create introverted layouts which often fail to integrate with the surroundings and can discourage walking and cycling;
- Responding to established street patterns;
- Addressing the relationship with any existing streets by respecting building set backs and the degree of enclosure;
- Clearly defining between public and private spaces, typically achieved through public fronts and private backs;
- Avoiding any ambiguous left over space;
- Contributing to a feeling of safety by ensuring public spaces are overlooked and the entrances are positioned on the front of buildings;
• Retaining key site features in the new proposal;
• Taking a design led approach to car parking, cycle storage and refuse facilities;
• Ensuring sites are not overdeveloped with built form and extensive parking areas that fail to respect the surrounding context;
• Respecting characteristic spacing between buildings.

Entrances and windows on the front provide an interaction with the public realm.

Layout: Key watch points
✓ Work with existing site features.
✓ Respond to the existing pattern of development.
✓ Use the site context analysis and urban design principles to experiment with different alternatives.
✓ Discuss options with the Planning Authority.
3.6 Designing out crime

Objective: Create places that are safe and secure.

An important aspect of achieving good design is to deter criminal and anti social behaviour. Safety and security stem from good site planning and careful design of buildings and spaces. Design has a crucial role to play in creating places that not only feel safe but are safe.

Developments should, therefore:

- Ensure entrances to buildings are clear and visible, being lit at night;
- Plan clear public and private spaces avoiding ambiguous left over space;
- Create degree of defensible space for new units;
- Ensure any external storage areas are secure and well lit;
- Make sure any routes, streets, parking areas and public spaces benefit from natural surveillance and are comfortably lit;
- Provide active fronts, large elevations which do not contain any doors or windows are considered inactive and should not face the public realm;
- Ensure that the side and rear boundaries of dwellings do not back onto public spaces.

All these aspects need to be carefully considered at the beginning of the design process. Further information can be found in the Home Office publication ‘Safer Places: The Planning System and Crime Prevention’ (2004).

Crime: key watch points

✓ Passive surveillance, active frontages and building layout should be used to ensure places feel safe and secure.
3.7 Residential amenity

Objective: Ensure that existing residents are not adversely affected by new development and that a suitable standard of amenity is provided for future occupiers.

Forethought, anticipation, efficient site planning and imaginative three dimensional design are required to ensure new urban developments are liveable and offer a good quality of life. Considering residential amenity issues typically involves thinking about:

- Privacy;
- Sun and day lighting;
- The design of private and communal garden space;
- Noise and disturbance;
- Quality of internal accommodation;
- Outlook.

3.7.1 Privacy

People’s privacy is normally affected by the degree in which their property is overlooked. In most urban areas a degree of overlooking is inevitable, however new proposals should not cause an increase in harmful overlooking.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum back to back distance between parallel 2 or 3 storey buildings</td>
<td>21.0m</td>
</tr>
<tr>
<td>(with rear facing windows but no living room windows on upper floors).</td>
<td></td>
</tr>
<tr>
<td>Minimum back to back distance for 3 storey buildings with rear facing</td>
<td>25.0m</td>
</tr>
<tr>
<td>living room windows on upper floors and for buildings of 4 or more</td>
<td></td>
</tr>
<tr>
<td>storeys.</td>
<td></td>
</tr>
<tr>
<td>Minimum back to side distance for 2 or 3 storey buildings with rear</td>
<td>12.5m</td>
</tr>
<tr>
<td>facing windows on the back elevation facing the side elevation of another</td>
<td></td>
</tr>
<tr>
<td>property with no windows or obscure windows.</td>
<td></td>
</tr>
<tr>
<td>Minimum front to front distances for 2 storey dwellings.</td>
<td>10.0m</td>
</tr>
</tbody>
</table>
There are instances where greater distances will be required, for example to respect the character of the street scene. However, there may also be some exceptional circumstances, and innovative design solutions, which allow lower distances to be acceptable. Changing the arrangement of the internal accommodation and introducing boundary screening are two possible solutions to consider that can help to protect privacy.

3.7.2 Sun and daylighting

The relative heights and separation of buildings should be adjusted to ensure that the windows of neighbouring properties and proposed units enjoy reasonable day lighting. Guidance and tables are provided in the Building Research Establishment report ‘Site Layout Planning for daylight and Sunlight - a Guide to Good Practice’ published in 2002. This guidance should be used if there is doubt about the acceptability of proposals with regard to daylighting.

3.7.3 Noise and disturbance

Harmful levels of noise and disturbance can also erode peoples quality of life. Overdevelopment, poorly laid out spaces and vehicle movements can all result in negative disturbance impacts.

Developers are encouraged to think about internal arrangement that minimise potential disturbance between units. For example, a living room of one unit should ideally be positioned adjacent to the living room of the adjoining unit rather than a bedroom.

Vehicle movements should be located away from habitable rooms of existing properties and the proposed units or mitigated by other design solutions, for example the provisions of acoustic fencing or landscaping.

Applicants should refer to Planning Policy Guidance Note 24 ‘Planning and Noise’ and where appropriate submit sufficient details regarding noise protection measures to enable the Local Planning Authority to reach a decision on the acceptability of development in an area subject to external noise sources.

3.7.4 Outlook

It is important that buildings have reasonable outlook and do not produce an overbearing impact on each other or on existing dwellings. The relationship of proposed buildings to neighbouring properties should be sensitively considered to prevent any
harmful overbearing or oppressive impacts to existing residents. This will be achieved by ensuring adequate physical separation is maintained between properties and assessed on a case by case basis.

Similarly future residents should be provided with a reasonable outlook from habitable rooms. A degree of physical separation should be provided between the windows of habitable rooms and the boundary of the site or the flank walls of adjacent buildings.

3.7.5 The design of private and communal garden space

PPS3 states that new residential development should provide, or enable good access to community, as well as private outdoor space, such as gardens, patios or balconies. The amount and type of private outdoor amenity space will vary depending on the type of unit and the location of the development.

Private gardens are particularly important where family units form part of the development proposals. Private gardens should:

• Feel safe and secure with a good degree of privacy;

• Be of a useful size for the proposed occupants enabling flexibility of use and personalisation over time;

• Be well related to internal living accommodation.

As developments become more compact to optimise the benefits of good locations, there is an emphasis on private balconies and communal gardens/terraces rather than private gardens. These can be a good way of provide private external space for future occupiers and can add value to a development.

Where proposed, balconies should:

• Benefit from sunshine and good microclimate (including air quality);

• Be placed on the quiet side of the building where possible;

• Have a good outlook;

• Be well related to internal accommodation;

• Be of sufficient size as to permit outside sitting/dining;
Residential Development: A design guide

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Achieving good design

• Be secure and relatively private;

• Relate well to the architecture of the building on which they are placed.

Where communal amenity space is provided it should be:

• Functional in terms of its size and position;

• Accessible to all residents of the development and convenient to use;

• Feel safe and secure;

• Be quiet with a good microclimate;

• Be landscaped attractively with interesting planting, hard surfacing and places for sitting and socialising;

• Not unduly affect the privacy of residents’ internal accommodation;

• Not be bisected by vehicular routes to parking courts;

• Be clearly distinguished from the public realm;

• Be properly managed and maintained.

3.7.6 Internal space

PPS 3 considers that increasing residential density need not mean providing low quality accommodation with inappropriate space. Providing good quality accommodation does not only benefit the quality of life of future occupiers but also adds value to a development.

Developers are strongly encouraged to provide good standards of accommodation by:

• Ensuring rooms have suitable space (including storage space) that is functional for its proposed and future use;

• Avoiding obscure glazing on the windows of habitable rooms;

• Ensuring a suitable relationship to surrounding buildings, cycle storage, bins and parking areas;

Well maintained communal areas are attractive and functional for future occupiers.

Internal rooms should be functional for their proposed use.

Large windows provide good natural light to this bedroom.
• Paying attention to the future outlook from habitable rooms;
• Providing rooms with natural daylight.

Amenity: Key watch points

✓ Residential amenity of existing residents and future occupiers is a key consideration in bringing forward new development.

✓ Ensure that proposals do not result in harmful levels of overlooking, loss of daylight, noise or are overbearing to existing residents.

✓ Carefully consider how internal accommodation and external amenity space will be provided to result in a good quality of life for future occupiers.
3.8 Built form

**Objective:** Ensure the three dimensional block form is right for the circumstances.

The proposed built form can have the biggest impact on the character of the area and the amenities of local residents. The resulting built form results from a combination of height, depth, width and roof form.

A site and context analysis will identify design cues, such as building heights, building depths, plot widths and roof shapes, that should influence the form and massing of new buildings.

For modest infill or backland development on small sites (less than 0.5ha) this will usually involve development of a scale directly comparable to that in the immediate surroundings. On larger sites or those situated in a area of particularly weak character there may be the opportunity to experiment with more innovative built forms.

The proposed built form should:

- Reflect the scale, height, bulk and mass of the site context;
- Reflect the roof forms characteristic in the street; providing variety to the roof line and form is generally only appropriate where variation in the roof form is already characteristic in the area;
- Follow the plot width and building depth of adjoining buildings to avoid a massive appearance.

Clear design led justification will be required to accompany proposals for increased building form. The need to achieve a pre determined quantum of development is not considered adequate justification.

**Built form: Key watch points**

- Built form must respect and integrate with the surrounding context.
3.9 Elevations

Objective: Present attractive elevations to public routes and spaces ensuring that adequate attention is paid to details and materials.

Good architecture is not about a particular style but more to do with the successful co-ordination of proportions, materials, colour and texture.

New buildings proposed as part of residential development should be suitably articulated, well proportioned and balanced given their context. Elevations facing the street or other areas of public realm should provide an active frontage through the placing of doors and windows and, in some cases, balconies.

Getting the materials right is important. It helps development fit in, or reinforces the character of new buildings and spaces. Materials should be long lasting and easy to maintain. On small sites of less than 0.5 ha, and around the periphery of larger sites, materials should be chosen that complement the surroundings.

Solid detailing enhances our experience of new buildings and spaces. The level of ornamentation that is appropriate will be dependent upon the architecture of the new building and the surrounding context. Detailing can be used to break up the mass of a building, enhance the way a building integrates with its context, or to add character to a proposal. In some instances simple, robust detailing is safer and more appropriate than over-fussy designs that are usually a weak imitation of the work of traditional craftsmen.

Forethought can help avoid a lot of extraneous clutter on new buildings. Service intakes/outlets, soil pipes, utility cabinets etc should be placed on less conspicuous elevations or integrated into new elevations and roof slopes such that they are not apparent, or at least work with the architectural concept.

Pipe runs should be accommodated internally, vent pipe outlets in roofs should appear on less conspicuous roof slopes or be grouped into a solid chimney feature to provide roofline interest.

It should be noted that high quality design does not necessarily mean a new development should be a copy of or pastiche of existing buildings around the site. It does, however, require the developer to understand the context of the development and the prevailing character of the immediate neighbourhood and to respond to the positive elements of it.
Elevations: Key watch points

- Use articulation, materials and detailing to enhance the visual appearance of development and integrate it into the surrounding context.

- Present balanced well proportioned elevations to the public realm that integrate with the surrounding context.

- Being consistent with elevation treatment in a building and across a scheme aids place making.

- Avoid cluttering external elevations with service intakes/outlet or pipe work.

- There is scope for new styles and materials but only those that complement their surroundings.
3.10 Sustainable design and construction

Objective: Ensure sustainable development that contributes to tackling climate change.

Sustainability is at the core of the planning system and at the heart of the Council’s emerging Climate Change Strategy. New residential proposals should strive to achieve high standards of sustainable design and construction.

The Council supports and encourages developers to ensure their proposals for new and refurbished homes meet the standards of the BRE Code for Sustainable Homes Level 3 and above. Developers are also encouraged to follow the principles of ‘Future Foundations,’ the South West’s sustainable construction charter and the ‘South West Sustainability Checklist for Developments.’

Developers are encouraged to take an holistic approach and consider the whole life of their development, from construction through to its use and maintenance in the long term, and finally the recyclability of its materials at the end of its life. Developers are strongly encouraged to improve the environmental performance of their developments by following best practice in their approach to the following matters:

3.10.1 Energy and CO₂ Emissions

Planning has a key role in helping to deliver the Government’s ambition of zero carbon development. Please note that separate Building Regulations set out mandatory national carbon-saving requirements. The Council encourages the development of energy efficient homes which reduce carbon dioxide emissions, and can be achieved through:

- Floor, roof and wall insulation;
- The orientation and position of buildings and rooms to maximise solar gain;
- Design and position of windows and doors to maximise natural lighting, minimise unwanted heat loss and ensure good natural ventilation;
- Use of Low or Zero Carbon technologies, for example solar panels, combined heat and power, biomass heating;
- Use of suitable vegetation to provide shade or wind shielding. Deciduous trees can provide shade in the summer whilst allowing sunshine to penetrate in the winter;
• Use of energy efficient lighting and appliances;
• Secure space for the natural drying of clothes, such as gardens and balconies;
• Space for secure cycle storage;
• Space for working from home, to reduce commuting.

3.10.2 Water use, Run-off and Flood Risk

The conservation of water resources and the reduction of surface water run-off, which can lead to flooding, can be achieved through:

• Technology to reduce the use of water in the home, including water efficient appliances and taps, and grey water recycling;
• Sustainable urban drainage (SUDs) in line with the CIRIA Interim Code of Practice for Sustainable Drainage Systems, for example, permeable or pervious surfaces; green roofs; rainwater harvesting; filter beds, drains and swales; and basins, ponds and wetland for surface water storage;
• Proposals should comply with the requirements of Planning Policy Statement 25: Development and Flood Risk.

3.10.3 Materials

The materials used can contribute towards energy and carbon efficiency. Developers should consider the potential for using recycled or responsibly sourced construction and finishing materials.

3.10.4 Waste

Developments should seek to promote waste reduction by providing:

• Space for the storage of recyclables and non-recyclables within the dwelling prior to collection;
• Composting facilities for organic household waste, where appropriate;
• Construction methods that reduce and recycle any waste produced.
3.10.5 Heath and well being

Developers are encouraged to follow the criteria set out in ‘Lifetime Homes,’ to ensure the adaptability of homes to suit the changing needs of residents.

3.10.6 Ecology

Developers should aim to maintain or improve ecological value and enhance biodiversity in new developments, in line with Planning Policy Statement 9: Biodiversity and Geological Conservation. Provision for biodiversity could combine with water management techniques such as green roofs and other sustainable urban drainage solutions.

Sustainability: Key watch points

- The Council supports and encourages developers to ensure proposals meet the standards of the BRE Code for Sustainable Homes level 3 and above.
- Explore the use of energy saving technologies and design features.
- Consider using sustainable features to enhance the identity of proposals.
3.11 Landscape design

Objective: Complement and enhance new development with good landscape design.

Landscaping and trees are an integral part of the character in many areas of Bournemouth and integrating new development into its landscape setting is an important element of good design.

All trees and landscaped areas benefit new development through softening built form, screening for privacy, providing a backdrop, improving air quality and/or providing habitat.

Existing planting, trees, grassed areas and water features on site should be assessed in terms of their function, quality, aesthetic and ecological value. Any one of these factors may justify the retention of such features as part of a site’s redevelopment. Where this is the case retention and enhancement will be required and should be seen as an opportunity to provide a positive setting for new buildings.

Developers should identify the potential benefits and constraints of any trees/landscaping on site at the start of any design process. For example a tree may provide screening to a neighbouring property or on the other hand a tree could result in overshadowing of proposed windows. It should be noted that deciduous trees have the particular benefit of providing shade in the summer but allow light to go through in the winter.

If trees exist on or near to a development site a comprehensive arboricultural survey in accordance with British Standard 5837:2005 will enable proper evaluation of the trees to occur. Where trees are to be retained they should be given sufficient space to enable them to flourish in the future, to prevent conflict with new buildings and to ensure they have an appropriate setting.

In considering development sites in relation to landscaping developers should:

- Identify and retain key features of landscaping wherever possible;
- Incorporate trees of amenity value as a feature of the scheme;
- Retain trees with Tree Preservation Orders. Where veteran trees are identified particular attention should be given to their safeguarding, retention and management;
• Retain characteristic boundary treatments or ensure new boundary treatment reflects the character of the area;

• Take the opportunity to improve the character of an area through increased landscaping;

• Avoid providing parking areas under trees unless purposefully designed surfaces are to be used to overcome the potential damage that can be caused to root systems, water and nutrient uptake;

• Avoid providing parking areas under trees that drip honeydew.

It should be noted that there may be some exceptional circumstances where the removal of protected trees is required to ensure the quality of the development coming forward, however this will need to be agreed with the Council and replacement planting undertaken.

Landscaping: Key watch points

✓ Work with existing landscape features and boundary treatments.

✓ Use landscaping to enhance a scheme and the character of an area.

✓ Use boundary treatments to enhance the character of an area.

✓ Ensure any new landscaping is appropriately maintained and managed.
3.12 Transportation issues

Objective: Take a design led approach to car parking provision that is right for the circumstances.

Planning Policy Statement 1, Planning Policy Statement 3 and Manual for Streets state that residential developments should not be dictated by road layouts or car parking requirements. Design should be derived from the placing of buildings of an appropriate size in a layout which corresponds to the site context. Roads and parking facilities should be designed to improve the usability and feel of an area but not to dominate it.

3.12.1 Access points

Both the access to a site itself and entrances to individual buildings must be considered at an early stage of the design process. This will ensure that access arrangements complement routes, spaces and building design.

- Arrange access points to the site where they facilitate safe and convenient access for pedestrians, cyclists and bus users;
- Ensure access position is conducive to the best layout;
- Avoid contorted geometry and the need for over engineered access arrangements;
- Terminate views along access routes with built form;
- Position vehicle access where visibility is adequate and highway safety is not compromised;
- Locate and design vehicle access with likely traffic speeds and levels of usage in mind;
- Access individual buildings from the street and use entrances to strengthen legibility and natural surveillance;
- Ensure the site and individual buildings are accessible to everyone including those who are less mobile by complying with the requirements of part M of the building regulations;
- Bear in mind that service, emergency and refuse vehicles may need to use the vehicle access points.
3.12.2 Car parking

The level of parking required will be determined by the location and type of the development proposed. ‘Car Parking What Works Where’ (2006) considers the different ways car parking can be accommodated in different locations. For example, central locations lend themselves to underground or decked parking which may not be suitable in a suburban location. Manual for Streets (2007) also provides some useful guidance on car parking provision. Where residential development seeks to provide low or zero levels of onsite car parking pre application advice is strongly recommended.

Car parking provision should:

- Be design led depending on the context of the site and its location;
- Positioned as to not adversely affect the amenities of any residents through noise and disturbance;
- Not have an adverse effect on the appearance of the street scene or public realm by locating a large amount of car parking to the front of a property;
- Provide a suitable balance with amenity space;
- Not compromise highway safety;
- Broken up with soft landscaping.

Car sharing schemes and car clubs can offer residents of new development a realistic and attractive alternative to car ownership and can justify lower car parking provision in new development. The Council welcomes and supports these initiatives in the right locations, where workable and motivated by wider sustainability objectives as well as optimising site capacity.

3.12.3 New streets

Typically proposals in Bournemouth are on small sites of less than half a hectare and, therefore, only generally involve constructing a new access and parking area. However, for larger sites a new road layout is likely to be required. This may involve the creation of one new street or on larger sites a new network of streets.

Regardless of the size of the site opportunities should be taken to improve accessibility and connect up destinations. In the past road designs have dominated the layout of places resulting in residential areas being based largely on cul-de-sac layouts geared around...
movement by car. Accommodating motorised traffic is only one of the possible functions of a street, it should not be achieved at the expense of all other functions of street space. New streets should therefore:

- Be laid out to encourage walking, cycling and bus-use;
- Be designed to naturally calm traffic speeds through reduced road widths, materials and planting;
- Create people friendly spaces which reduce the physical impact of the car;
- Connect the site with the established network of streets and spaces;
- Avoid dead end cul de sacs, aiming to provide at least a permeable pedestrian and cycle network;
- Be overlooked and addressed by built form;
- Be safe and well lit.

3.12.4 Bicycles and buggies

Cycle parking encourages cycle ownership and use, which in turn can help to reduce dependency on the car. Good quality cycle parking is required for the large majority of new residential schemes.

In developments for sheltered housing for elderly people cycle storage may not be required. However, storage for electric buggies may be needed as an alternative and should include charging points.

Storage for bicycles or buggies must be fully enclosed, secure and convenient to use. This normally requires storage to be in accessible locations, be constructed out of brick with appropriate lighting and Sheffield stands. Storage must be considered as part of the overall landscape design concept and should not be positioned in prominent positions. In some instances this may require storage to be incorporated internally within a building.

3.12.5 Refuse and recyclables

Making space for domestic waste storage and the separation of materials for recycling is an important part of the design of new dwellings. In all residential developments, the site plan, ground floor building plan and unit layouts must show adequate, designed-in locations for the storage and collection of refuse and recyclables.
If not planned well, bins are left out on public footways or housed in large storage areas adjacent to the highway causing obstruction and eyesore. On-plot storage is practical for houses, where wheeled bins etc can be stored away from public frontages and brought to property boundaries on collection day. Communal storage facilities are required for flats and may take the form of chutes into underground/underdeck storage facilities, designated communal storage areas within the ground floor of buildings or carefully integrated and designed detached storage buildings.

These installations should:

- Have no adverse impact on the public realm;
- Enable convenient access by both local residents and collection vehicles in accordance with the Council’s Guidance on refuse facilities provided by the Refuse Authority;
- Be of an appropriate size to enable storage of receptacles and adequate access in accordance with the Council’s Guidance on refuse facilities provided by the Refuse Authority;
- Be of a durable construction and adequately ventilated;
- Be secure to reduce the risk of arson and/or misuse;
- Have an appropriate management mechanism.

Transportation: Key watch points

- Take a design led approach to access arrangements, street layouts and parking that ensures car parking and highways do not dominate a proposal.
- Make sure proposals do not adversely affect highway safety.
- New streets should be well connected to the existing network.
- Ancillary features such as bin and cycle storage should not adversely impact the public realm.
4.0 Development types specifics

Design should concentrate on guiding the overall scale, density, massing, height, landscape, layout, parking and access of new development in relation to neighbouring buildings and the local area more generally.
4.1 Replacement development

Numerous applications are received to demolish existing properties and replace them with a new building either to accommodate flats or town houses. In certain circumstances this can be achieved without damaging the character of the area. Unfortunately some poor quality redevelopments can also be found in the Borough which has been detrimental to the character of some areas.

Successful redevelopment to provide flats or town houses involves carefully considering a wide number of factors as illustrated below:
Replacement development typically occurs on smaller sites of under 0.5 hectare plugging in-between existing properties. In these instances it is particularly important that new buildings integrate with neighboring buildings in terms of scale, density, layout and access.

**Case study:** Replacement of existing building with a new building accommodating a pair of semi detached houses within a large detached character area that is not made up of historic buildings.

- Building set back respected;
- Retains appearance as a single dwelling;
- Existing trees retained to the rear;
- New landscaping and front boundary wall enhances characteristics of the street scene;
- Elevations are suitably proportioned and articulated for the street scene;
- An appropriate level of detailing and materials have been used;
- The scale, bulk and mass of the building along with the roof form reflect that found in the street scene;
- Amount of development integrates with the wider area.

Site plan (Not to scale)

The completed development.
Replacing the existing building may not always be an appropriate solution for providing residential accommodation. Replacement development is more desirable in some character areas, than others, see table:

<table>
<thead>
<tr>
<th>Character area</th>
<th>Desirability of development</th>
<th>Key notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large detached houses</td>
<td>😞</td>
<td>Demolition of buildings of character and those in historic areas is normally discouraged.</td>
</tr>
<tr>
<td>Detached houses</td>
<td>😞</td>
<td>The amount of development must be design led with new buildings integrating with the surrounding area and having well designed elevations.</td>
</tr>
<tr>
<td>Semi detached houses</td>
<td>😞</td>
<td>Parking, bin and cycle storage should all be design led and not adversely affect the character of the area or street scene.</td>
</tr>
<tr>
<td>Terrace houses</td>
<td>😞</td>
<td>Difficulty in developing individual properties in a terrace with a more intensive replacement due to issues with residential amenity and appearance of the street scene. Comprehensive redevelopment of a whole terrace may be possible in some circumstances.</td>
</tr>
<tr>
<td>Areas in transition</td>
<td>😊</td>
<td>Potential issues regarding a cumulative degradation in character, good standards of design need to be achieved to integrate in the street scene.</td>
</tr>
<tr>
<td>Suburban estate development</td>
<td>😞</td>
<td>Rarely desirable due to the layout and character of the estates.</td>
</tr>
<tr>
<td>Suburban bungalow development</td>
<td>😞</td>
<td>Rarely desirable due to layout and character of the estates.</td>
</tr>
<tr>
<td>Town centre and local retail areas</td>
<td>😊</td>
<td>Demolition of buildings of character and those in historic areas are normally discouraged.</td>
</tr>
<tr>
<td>Traditional rural settlement areas</td>
<td>😞</td>
<td>The impact of replacement building on historic assets needs to be considered.</td>
</tr>
<tr>
<td>Large modern retail distribution sheds</td>
<td>😞</td>
<td>Rarely acceptable due to rural setting, historic designations, green belt position and proximity to the flood plain.</td>
</tr>
<tr>
<td>Office/institutional areas</td>
<td>😞</td>
<td>Only acceptable as part of comprehensive mixed use scheme that focuses on designated uses.</td>
</tr>
</tbody>
</table>
Key watch points

✔ Ensure that any positive features of character are retained.

✔ Make sure the scale, bulk, mass and roof form integrate with the character of the area.

✔ Ensure that the car parking provision has adopted a design led approach that respects and integrates with the existing character of the area.

✔ Make sure that bin and cycle storage can be provided in a way that does not damage the appearance of the street scene.

✔ Provide new buildings that are well portioned, articulated and balanced, that present an attractive elevation to the street scene.

✔ Consider the amenities of existing residents and future occupiers in the design.

✔ Making the most efficient use of land does not involve maximising capacity on all sites, a design led approach to the amount of development proposed should be taken.
4.2 Infill development

Infill development frequently occurs across the Borough and comes in numerous different forms, ranging from building on vacant plots to developing back land sites. Some infill development has been successfully designed, increasing density without compromising the character of the area.

Successful infill involves carefully considering a wide number of factors as illustrated below:
Infill development occurs on range of sites. On smaller sites of under 0.5 hectare it is particularly important that new buildings integrate with neighboring properties. On larger sites connections between the site and surroundings along with the overall layout become increasingly essential.

**Case study:** Infill development on old allotments within a suburban bungalow estate

- Large site allows new built forms to be introduced that enhance the character of the area;
- Clear division between public and private spaces, with private space to the rear and public fronts;
- Layout provides well connected pedestrian routes;
- Shared surface approach helps to reduce traffic speeds;
- New landscaping and front boundary wall respect and enhance the character of the street scene;
- Mature trees retained as part of the scheme;
- Private gardens provided.
Infilling to the side or rear of existing buildings may not always be an appropriate solution for providing residential accommodation. Infill development is more desirable in some character areas, than others, see table:

<table>
<thead>
<tr>
<th>Character area</th>
<th>Desirability of development</th>
<th>Key notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large detached houses</td>
<td>😞</td>
<td>Infilling on plots containing historic buildings could adversely affect the unique character of the area and is not normally desirable.</td>
</tr>
<tr>
<td>Detached houses</td>
<td>😞</td>
<td>Comprehensive infill to rear only possible if it can be achieved without an adverse affect on the character of an area.</td>
</tr>
<tr>
<td>Semi detached houses</td>
<td>😞</td>
<td>On small sites infill must integrate with the established patterns of development and built form.</td>
</tr>
<tr>
<td>Terrace houses</td>
<td>😞</td>
<td>More architectural adventure potentially possible on larger sites.</td>
</tr>
<tr>
<td>Areas in transition</td>
<td>😞</td>
<td>Larger sites need to be adequately connected to the existing area in order to create a permeable network of routes.</td>
</tr>
<tr>
<td>Suburban estate development</td>
<td>😞</td>
<td>Subservient side extensions that integrate with the existing built form could accommodate a new dwelling.</td>
</tr>
<tr>
<td>Suburban bungalows development</td>
<td>😞</td>
<td>Sites often need to be assembled to ensure comprehensive development occurs.</td>
</tr>
<tr>
<td>Town centre and local retail areas</td>
<td>😊</td>
<td>Infill on under utilised sites is desirable as part of increasing density. An awareness of the impact on historic assets is needed.</td>
</tr>
<tr>
<td>Traditional rural settlement areas</td>
<td>😞</td>
<td>Rarely desirable due to rural setting, historic designations, green belt position and proximity to the flood plain.</td>
</tr>
<tr>
<td>Large modern retail sheds/distribution sheds</td>
<td>😞</td>
<td>Infill around existing sheds is not desirable, any provision of residential would have to be part of comprehensive redevelopment scheme.</td>
</tr>
<tr>
<td>Office/institutional areas</td>
<td>😞</td>
<td>Infilling large parking areas or vacant sites may be possible with mixed uses that reflect the designation of a particular area.</td>
</tr>
</tbody>
</table>
Key watch points

- Make sure development is comprehensive.
- Ensure new access arrangements are design led and help to connect the development to the surrounding area.
- Protect the amenities of surrounding residents by carefully considering the position of any new windows or parking areas and the spacing between buildings.
- Make sure new streets are well connected and designed with the needs of pedestrians, cyclists and bus users in mind.
- Make sure that bin and cycle storage can be provided in a way that does not damage the appearance of the street scene.
- Ensure the built form proposed is suitable for the type of infill scheme sought.
- Making the most efficient use of land does not involve maximising capacity on all sites, a design led approach to the amount of development proposed should be taken.
- Ensure that the car parking provision has adopted a design led approach that respects and integrates with the existing character of the area.

Whether on a larger site that warrants the creation of a new identity or a smaller site that is plugging into the established street scene development should be design led.
4.3 Subdivision

The subdivision of a property into multiple units, either through conversion into flats or dividing into a semi detached property, can make more efficient use of an existing building without damaging the character of the area. However, there are still numerous design issues that need careful consideration.

Successfully redevelopment to provide flats or town houses involves carefully considering a wide number of factors as illustrated below:
Subdividing an existing property into multiple units normally occurs on smaller sites of under 0.5 hectare where the existing building is relatively large. It is important to ensure that any conversion and associated extensions or car parking are appropriate for the site and its context.

Case study: Subdivision of an existing property into 7 flats in a large detached character area.

- Building detailing has been retained and enhanced through the conversion;
- Bound gravel surface for driveway and parking is appropriate in historic setting;
- Mature trees and characteristic boundary wall retained as part of the scheme adding to the character of the proposal;
- Parking provided to the rear of the property which retains the character of the area and in this case does not conflict with the amenities of neighbouring residents;
- Communal amenity space provided for occupiers to the front;
- Rear extension is single storey and designed to integrate with the existing building.
Subdividing an existing building into multiple units can retain the external appearance of the building, however there are some character areas where subdivision is not desirable, see table:

<table>
<thead>
<tr>
<th>Character area</th>
<th>Desirability of development</th>
<th>Key notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large detached houses</td>
<td>☺</td>
<td>Internal changes may not be possible in Listed Buildings. Any extensions must be subservient to the existing building.</td>
</tr>
<tr>
<td>Detached houses</td>
<td>☻</td>
<td>Design led approach must be taken to parking, bin and cycle storage.</td>
</tr>
<tr>
<td>Semi detached houses</td>
<td>☹</td>
<td>Rarely desirable due to the impact on adjoining property, may be possible if both units taken together.</td>
</tr>
<tr>
<td>Terrace houses</td>
<td>☹</td>
<td>Rarely desirable due to the impact on adjoining properties in the terrace.</td>
</tr>
<tr>
<td>Areas in transition</td>
<td>☺</td>
<td>Possible on older properties to help retain the original buildings which generally contribute positively to the character area.</td>
</tr>
<tr>
<td>Suburban estate development</td>
<td>☹</td>
<td>Limited potential due to size of properties, housing layouts and plot sizes.</td>
</tr>
<tr>
<td>Suburban bungalow development</td>
<td>☹</td>
<td>Limited potential due to size of properties, housing layouts and plot sizes.</td>
</tr>
<tr>
<td>Town centre and local retail areas</td>
<td>☹</td>
<td>Depends on the use of the building and the need to retain the role of the town centre as a retail and tourism destination. Check any policy designations, for example converting a hotel in the tourism core to a residential use is rarely desirable.</td>
</tr>
<tr>
<td>Traditional rural settlement areas</td>
<td>☹</td>
<td>Rarely desirable due to rural setting, historic designations, green belt position and proximity to the flood plain.</td>
</tr>
<tr>
<td>Large modern retail/distribution sheds</td>
<td>☹</td>
<td>Undesirable due to retail designation.</td>
</tr>
<tr>
<td>Office/institutional areas</td>
<td>☹</td>
<td>Limited potential, the onus in this area is in providing office and educational uses.</td>
</tr>
</tbody>
</table>
Key watch points

✓ Ensure any extensions are subservient to the existing building and respect the character of the area.

✓ Protect the amenities of surrounding residents by carefully considering the internal layout and position of any new windows or parking areas.

✓ Ensure that the car parking provision has adopted a design led approach that respects and integrates with the existing character of the area.

✓ Make sure that bin and cycle storage can be provided in a way that does not damage the appearance of the street scene.

✓ The intensity of the subdivision should be appropriate for the location of the scheme.

✓ In most cases it is appropriate for the building to retain an appearance as a single dwelling.
5.0 Next steps

Local Planning Authorities and applicants should take a positive attitude towards early engagement so that formal applications can be dealt with in a more certain, efficient manor and the quality of decisions can be better assured.
5.1 Pre application advice

Developers are strongly encouraged to undertake pre application discussion on their proposals. This process helps to clarify the aspirations of both parties for the site and helps to address issues up front so a timely decision can be made once a formal application is submitted.

As part of this process specific advice can be given on potentially complex issues, such as affordable housing or parking provision. More details on the pre application procedure can be obtained via the Council website or from the Planning Customer Services team on 01202 451323.

Before submitting an application developers are also encouraged to undertake consultation with local residents. The level of consultation needed will depend on the complexity of the scheme and may simply involve talking to neighbours. Larger developments may require a formal meeting or consultative forum, the Council can advise further on this matter as part of the pre application process.

5.2 Submitting an application

All planning applications must include:

- Four copies of the completed application forms, signed and dated.
- One original of the Article 7 Certificate (Agricultural Holdings), signed and dated.
- One original of the completed signed and dated Ownership Certificate.
- If applicable, details of any assistance or advice sought from a planning officer prior to submitting your application.
- Four copies of the location plan (ordnance survey based), at a scale of 1:1250 showing at least two main roads, surrounding buildings and should show the direction of North.
- Four copies of any other drawings required.
- The correct fee.
- Supporting Planning Statement.
- Design and Access Statement (see section 2.4).

Depending on the scheme other information may also be required. The Council’s Planning Advice Note on the Validation of Planning Applications provides further details on the types of information that may be needed. This document can be viewed on the website at www.bournemouth.gov.uk
The Council aims to deal with all planning applications within the statutory period, 8 weeks for a minor application of less than 10 residential units or 13 weeks for a major application of 10 or more residential units. These time frames can only be achieved if the planning application is complete when it is submitted.

5.3 Environmental Impact Assessment (EIA)

Certain sites and projects require that an EIA is produced to accompany a planning application. If developers are bringing forward a site over 0.5 hectares for residential use they should be aware that the Council will undertake an EIA Screening option to establish if a full EIA is required. The requirements for an EIA are set out in full within the EIA Regulations.

5.4 Planning Agreements

On certain sites where it is anticipated that planning permission will be granted the Council may need to enter into a legal planning agreement with the developer. Such agreements are needed where work or facilities are required, on and/or off site, as a direct result of the proposed development.

In considering appropriate planning obligations, the Council will be guided by the advice contained in Circular 05/05, as well as in our own Supplementary Planning Guidance. The legal agreement usually results in the developer undertaking certain works, providing a specific facility or making a financial contribution.

The following are areas where works or financial contributions / commuted sums may be required:

- Affordable Housing
- Open Space
- Transport Infrastructure
- Public Transport provisions
- Public Realm maintenance agreements
- Crime and Safety initiatives
- Public Art

This is not an exhaustive list, and there could be other issues that emerge from the detailed proposal that will need to be incorporated into the Agreement. The Council would expect to work with the developer to agree a draft Section 106 Legal Agreement either prior to the submission of a planning application or during the application process.
6.0 Appendix
6.1 National planning policies relevant to residential development

**PPS1: Delivering Sustainable Development (2005)**
Sets out the Government’s overarching planning policies on the delivery of sustainable development through the planning system. Encourages good design and states in paragraph 33 that: ‘Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.’

**PPS: Planning and Climate Change - Supplement to Planning Policy Statement 1**
Sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and be resilient to climate change now accepted as inevitable.

**PPG 2: Green Belts (1995)**
Outlines the history and extent of Green Belts and explains their purposes. It describes how Green Belts are designated and their land safeguarded. Green Belt land-use objectives are outlined and the presumption against inappropriate development is set out.

**PPS3: Housing (2006)**
Underpins the delivery of the Government’s strategic housing policy objectives and our goal to ensure that everyone has the opportunity to live in a decent home, which they can afford, in a community where they want to live. Reflecting policy in PPS1, good design should contribute positively to making places better for people. ‘Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.’

**PPS6: Planning for Town Centres (2005)**
Sets out the objectives for planning in town centres. Paragraphs 1.3 - 1.6 of PPS6 state that: ‘The Government’s key objectives for town centres is to promote vital and viable city, town and other town centres by encouraging a wide range of services in a good environment, accessible to all. The Government’s wider policy aims to promote high quality and inclusive design, improve the quality of the public realm, protect and enhance the architectural and historic heritage of centres, provide a sense of place and a focus for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.’

**PPG13: Transport (2001)**
States that the objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.
PPG 14: Development on unstable land (1990)
Sets out the broad planning and technical issues to be addressed in respect of development on unstable land.

PPG15: Planning and the Historic Environment (1994)
Outlines the desirability of preserving and enhancing conservation areas.

PPG24: Planning and Noise (1994)
Guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise.

Sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

A full list and downloadable copies of the PPSs and PPGs can be found at www.communities.gov.uk

Key guidance documents

http://www.breeam.org Building Research Establishment Code for Sustainable Homes


CABE (2006) Design and access statements: how to write, read and use them http://www.cabe.org.uk

A wide range of further guidance can be found on the CABE website www.cabe.org.uk. Here specific guidance in relation to public space, tall buildings, climate change, street design and the value of good design.
6.2 Glossary

**Active elevation:** Frontages that are enlivened by doors, windows and balconies to stimulate activity between the building and an adjoining street or space.

**Affordable housing:** Housing for people in local housing need who cannot afford to occupy homes generally available on the open market.

**Ambigious space:** Space without clear function that is not obviously public or private.

**Architecture:** The style and method of design and construction.

**Articulation:** Projections and set backs on an elevation.

**Back land development:** Development of ‘landlocked’ sites behind existing buildings, such as rear gardens and private open space. Such sites often have no street frontages.

**Block structure:** The two dimensional arrangement of buildings and their combined footprints around the road layout.

**Built form:** The overall three dimensional shape of an individual building.

**Building line:** The line formed by the frontages of buildings along a street.

**Bulk:** The combined effect of the arrangement, volume and shape of a building or group of buildings.

**CABE:** Commission of Architecture and Built Environment.

**Character:** Qualities that affect our experience of an object or place, can be cultural/historical as well as physical.

**Conservation area:** An area of special architectural or historic interest adopted and defined locally under national Planning Legislation.

**Context:** The setting of a site or area, including the form and scale of buildings, the arrangement of buildings and spaces, the pattern of movement and distribution of uses.

**Defensible space:** Space that is surveyed, demarcated or maintained by somebody.

**Density:** A measure of how intense a development is. Usually, but not exclusively, measured in dwellings per hectare net (dph).

**Design-cue:** Distinct physical characteristic of a place that should inform the design of new development.
Design led: Development determined by the nature of the site, its context and specific urban design objectives rather than by technical standards, set practices or the need to achieve a pre-determined quantum of development.

Desire line: The most direct route between where people set out and where they wish to go.

Elevation: The façade of a building, or the drawing of a façade.

Enclosure: The use of buildings to create a sense of defined space.

Layout: The 2 dimensional arrangement of development on a site.

Legibility: The extent to which the townscape of an area is easily understood, and enables people to find their way.

Listed building: A building, object or structure of national, historical or architectural interest included on a register called the "List of Buildings of Special Architectural or Historic Interest".

Massing: The combined effect of the arrangement, volume and shape of a building or group of buildings.

Microclimate: The climatic conditions (weather) of a very small localised area as compared to the wider area.

Movement network: System of routes that enable passage between places.

Pastiche: A copy or replica of an existing building or building style.

Permeability: The extent to which a choice of pleasant, convenient and safe routes are offered to/from and through a place.

Public realm: The spaces in a town or city which are available without charge for everyone to use or see, including streets, squares and parks (note can be publicly or privately owned).

PPS: Planning policy statement.

PPGN: Planning policy guidance note.

Scale: The impression or size of a building when seen in relation to its surroundings.

Section 106 agreement: A binding legal agreement between a Council and a developer on the occasion of a granting of planning permission regarding matters linked to the proposed development.

Sustainable drainage system: An approach to drainage which decreases the amount and speed of surface runoff, or diverts it for other useful purposes.

Sub gable: A small gable found on a pitched roof, typically positioned above bay windows.
Tree Preservation Order: A legal document which makes it an offence to remove, damage or carry out works to a tree without the Council’s consent.

Urban design: The process of making successful new places by structuring the built environment.

Urban grain: The pattern of the arrangement and size of buildings and their plots across a broad area. Usually described as fine grain or coarse grain.

Windfall: A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan.