

PLANNING COMMITTEE



Application Address	137 Rosemary Road, Poole, BH12 3HE
Proposal	Demolish existing dwelling and erect a block of 4 no 2 bedroom flats with parking, bin and cycle storage (Outline)
Application Number	APP/19/00759/P
Applicant	Fortitudo
Agent	Anders Roberts & Assoc
Date Application Valid	18 June, 2019
Decision Due Date	13 September, 2019
Extension of Time Date (if applicable)	13 September, 2019
Ward	Newtown & Heatherlands
Report status	Public
Meeting date	31 October 2019
Recommendation	Grant in accordance with the recommendation in the report
Reason for Referral to Planning Committee	This application is brought before committee at the request of Councillor Earl because of concerns about scale; highway safety; and impact on neighbours.
Case Officer	Claire Moir

Description of Development

1. Outline planning permission is sought to demolish the existing dwelling and erect a block of four 2-bed flats with parking, bins and cycle storage.
2. The proposals have been subject to amendments during the life of the application including the following key changes:

- Second floor accommodation removed;
- Reduction from 8 flats (2 x2-bed; 6 x 1-bed) to 4 flats (4 x 2-bed);
- Reduced building footprint and increased separation from 139 Rosemary Road;

Key Issues

3.The main considerations involved with this application are:

- Impact on character and appearance of the streetscene
- Impact on neighbouring privacy and amenities
- Impact on highway safety
- SAMM/CIL/S106

Planning Policies

Supplementary Planning Document

SPD1 Parking & Highway Layout in Development

SPD3 Dorset Heathlands Planning Framework (2015-2020)

Poole Local Plan (Adopted 2018)

PP01 Presumption in favour of sustainable development

PP02 Amount and broad location of development

PP08 Type and mix of housing

PP24 Green infrastructure

PP26 Sports, recreation and community facilities

PP27 Design

PP28 Flats and plot severance

National Planning Policy Framework (February 2019)

Relevant Planning Applications and Appeals:

None

Representations

4.Fourty seven representations have been received in which the following concerns are raised:

- Out of character, including because of excessive height
- Noise and health impacts
- Additional traffic/ congestion
- Overlooking and loss of privacy

- Impact on existing services
- Loss of sunlight/overshadowing
- Insufficient parking provision will increase parking congestion on adjacent roads which are dangerous and an 'accident black spot'. Visitors and workmen will add to congestion
- Noise and pollution from cars entering the site
- Overdevelopment, with insufficient open space for future occupiers
- Underground bins are unacceptable

Consultations

BCP Highway Authority: No objection subject to appropriate conditions.

Planning assessment

Site and Surroundings

5. The application site is a corner plot, currently occupied by a bungalow, which sits central to the site. The bungalow reflects the building line of properties on both Rosemary Road and Good Road.
6. The character of the area is predominantly residential, with a mixture of single and two-storey homes. The application site is enclosed by bungalows on both Rosemary Road and Good Road.
7. The front garden is enclosed by a low brick wall. To the rear of the site there is a detached garage and parking adjacent to 67 Good Road.

Key issues

8. The Outline proposals are to demolish the existing bungalow and erect a two-storey building located in a similar position to the existing dwelling and accommodating four 2-bed flats. 'Landscaping' and 'scale' are reserved matters.
9. The application site is within a Sustainable Transport Corridor and as such the principle of higher density development in this area is potentially acceptable.
10. The area is characterised by a mixture of single and two-storey homes. Notwithstanding that the immediate context of the application site is primarily single storey properties, as a corner plot the application site could accommodate a more prominent building without harm to the existing character of the wider area. A two-storey building on the application site would therefore preserve the existing character of the wider area.
11. The proposals would reflect the existing building line on Rosemary Road, which it would front. It would be set forward of properties on Good Road, however due to its open corner location; the substantial 14m gap to its immediate neighbour at 67 Good Road; and the diverse streetscene this would not harm the existing established character of the street.

12. Furthermore, the proposals would retain the landscaped area to the front and side of the building, including the potential for increasing the existing boundary hedge. This would contribute to preserving the existing character of the sites frontage; create a setting for the building; and create shared amenity space for future occupiers. This space would be both adequate to meet the needs of future residents and well positioned along the southern aspect of the building adjacent to the principle living rooms.
13. The proposals would result in a significant increase in building and parking footprint and building bulk on the application site. The building would nevertheless retain the characteristic gaps between buildings in the streetscene and would sit comfortably within the site, creating a more prominent corner development, whilst still reflecting the character and characteristics of the established buildings around it.
14. The rear elevations of homes in Chloe Gardens would be in excess of 20m from the application site boundary, which is sufficient to prevent any material loss of privacy or harm to amenities. The proposed two-storey residential building would have no windows to principal living rooms other than on elevations facing the road frontages, with only bedroom; bathroom; and landing windows facing adjacent homes to the side and rear. Such window-to-neighbour relationships are not uncommon in the area.
15. The separation of the proposed building from immediately adjacent homes and their relative orientation would be such that the proposals would not give rise to materially harmful shading to any of those adjacent homes. Nor would it give rise to any overlooking that would materially harm any neighbours' privacy.
16. Sunken refuse bin provision adjacent to the Good Road frontage of the site would be a suitable distance from the kerbside to allow BCP waste collection.
17. The existing access would be closed and a new one formed off Good Road. The new access would be wide enough for two vehicles to pass, avoiding the need for vehicles to wait on the highway. Visibility splays would be provided.
18. Seven car-parking spaces are proposed, which is sufficient to meet the requirements for allocated car parking provision. There would be adequate turning space within the site.

Section 106 Agreement/CIL compliance

Contributions Required			Dorset Heathland SAMM	Poole Harbour Recreation SAMM
Flats	Existing	0	@ £264	@ £95
	Proposed	4		
	Net increase	4	£1,056	£380
Houses	Existing	1	@ £387	@ 139
	Proposed	0		
	Net increase		£669	£241
Total Contributions			£669(plus admin fee)	£241(plus admin fee)
CIL	Zone C		@ £115sq m	

19. Mitigation of the impact of the proposed development on recreational facilities; Dorset Heathlands and Poole Harbour Special Protection Areas; and strategic transport infrastructure is provided for by the Community Infrastructure Levy (CIL) Charging Schedule adopted by the Council in February 2019. In accordance with CIL Regulation 28 (1) this confirms that dwellings are CIL liable development and are required to pay CIL in accordance with the rates set out in the Council's Charging Schedule.
20. The site is within 5km (but not within 400m) of Heathland SSSI and the proposed net increase in dwellings would not be acceptable without appropriate mitigation of their impact upon the Heathland. As part of the Dorset Heathland Planning Framework a contribution is required from all qualifying residential development to fund Strategic Access Management and Monitoring (SAMM) in respect of the internationally important Dorset Heathlands. This proposal requires such a contribution, without which it would not satisfy the appropriate assessment required by the Habitat Regulations
21. In addition, the proposed net increase in dwellings would not be acceptable without appropriate mitigation of their recreational impact upon the Poole Harbour SPA and Ramsar site. A contribution is required from all qualifying residential development in Poole to fund Strategic Access Management and Monitoring (SAMM) in respect of the internationally important Poole Harbour. This proposal requires such a contribution, without which it would not satisfy the appropriate assessment required by the Habitat Regulations.

22. The applicant has paid the relevant contributions towards Dorset Heathlands and Poole Harbour Recreation SAMM by means of the Section 111 process.

Planning balance

23. The proposals will result in additional residential units within a Sustainable Transport Corridor. The proposals reflect the established character and characteristics of the area, which are a mixture of single and two storey homes. The corner location of the plot allows for a more prominent building than its immediate neighbours, with sufficient spacing for a landscape setting; parking; and turning provision on site, and an acceptable relationship to its neighbours. The proposals therefore comply with the provisions of the Poole Local Plan 2018.

RECOMMENDATION

It is therefore recommended that this application be Granted With CIL Contribution subject to the following conditions, which are subject to alterations / addition by the Head of Planning Services provided any alteration / addition does not go to the core of the decision

1. OL010 (Submission of Reserved Matters)
(scale and landscaping)
2. OL020 (Timing of Reserved Matters Submission)
3. PL01 (Plans Listing)
4. GN030 (Sample of Materials)
5. GN090 (Obscure Glazing of Windows)
Both in the first instance and upon all subsequent occasions, the windows in the south east side elevation serving bathrooms on the approved plan shall be glazed with obscure glass which conforms to or exceeds Pilkington Texture Glass Privacy Level 3 to prevent external views and shall either be a fixed light or hung in such a way as to prevent the effect of obscure glazing being negated by reason of opening.

Reason -

To protect the amenity and privacy of the adjoining properties and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

6. HW080 (First 4.5 Metres of Access Constructed)
7. HW100 (Parking/Turning Provision)
8. HW200 (Provision of Visibility Splays)
9. AA01 (Non standard Condition)
A scheme to close the existing access (which is to be made redundant) shall

be submitted to and approved in writing with the Local Planning Authority. The scheme shall include provision to raise the existing lowered kerbs, and reinstate the footway to the existing access and shall comply with the standards adopted by the Local Highway Authority. All works shall be completed in accordance with the approved scheme prior to first occupation of the new development.

Reason-

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

10. HW230 (Permeable surfacing condition)

11. GN162 (Renewable Energy - Residential) (10%)

Informative Notes

1. IN72 (Working with applicants: Approval)

2. IN74 (Community Infrastructure Levy - Approval)

3. IN81 (SAMM Approval)

The necessary contributions towards SAMM arising from the proposed development have been secured under S.111 of the Local Government Act 1972.

4. IN11 (First 4.5m Access Crossing)

The applicant is informed that the “first” part of the 4.5 metres of the access crossing in any case falls within the highway and is subject to the direct jurisdiction of the local highway authority. The remaining proportion of the 4.5 metres is also required to be surfaced to ensure free and easy access to and from the highway and to ensure stones, mud, gravel and the like do not result in a hazard on or near the highway.

5. IN12 (Kerb Crossing to be Raised)

6. IN13 (Kerb Crossing to be Lowered)