

PLANNING COMMITTEE



Application Address	13 Danecourt Road, Poole, BH14 0PG
Proposal	Demolish existing building and erect a new development of 9no flats with associated parking
Application Number	APP/19/00920/P
Applicant	Ashdrew Ltd
Agent	
Date Application Valid	1 August, 2019
Decision Due Date	26 September, 2019
Extension of Time Date (if applicable)	
Ward	Parkstone
Report status	Public
Meeting date	21 November 2019
Recommendation	Grant permission subject to the conditions set out in the report, which are subject to alteration / addition by the Head of Planning Services provided any alteration / addition does not go to the core of the decision
Reason for Referral to Planning Committee	This application is brought to Committee at the request of Cllr Mrs Stribley because of residents' concerns about the proposals being 'unneighbourly; out of character with the area; and change of demographics '.
Case Officer	Eleanor Godesar

Description of Development

1. Planning consent is sought to demolish the existing house and erect a building accommodating 9 flats with associated car parking

2. The application is submitted in outline with access, appearance, layout and scale to be considered. Landscaping would be considered at reserved matters stage.

Key Issues

3. The main considerations involved with this application are:
 - General location for development
 - Impact on the setting and character of the site and surrounding area
 - Impact on residential amenities
 - Parking and access
 - Sustainability and biodiversity

Planning Policies

4. Poole Local Plan (Adopted 2018)

PP01 Presumption in favour of sustainable development
PP02 Amount and broad location of development
PP07 Facilitating a step change in housing delivery
PP08 Type and mix of housing
PP27 Design
PP28 Flats and plot severance
PP32 Poole's Nationally, European and Intern important sites
PP33 Biodiversity and geodiversity
PP34 Transport strategy
PP35 A safe, connected and accessible transport network
PP37 Building sustainable homes and businesses
PP39 Delivering Poole's infrastructure

5. Supplementary Planning Document

SPD1 Parking & Highway Layout in Development
SPD3 Dorset Heathlands Planning Framework (2015-2020)
Poole Harbour Recreation Interim Scheme
Nitrogen Reduction in Poole Harbour

6. National Planning Policy Framework (February 2019)

Relevant Planning Applications and Appeals

7. 2019: Demolish existing building and erect a new development of 9 flats at 15 Danecourt Road. Currently being assessed (App19/01003/P)

Representations

8. Representations have been received in which the following concerns are raised:
 - Overdevelopment
 - Appearance of the building and parking area would be out of character

- Family homes would be more suitable
 - Loss of light and privacy to neighbours
 - Noise
 - Insufficient parking provision
 - Increase road safety risks for vehicles and pedestrians
 - Pressure on sewage system
 - Impact upon trees and wildlife
9. Representations expressing support have also been received:
- Existing house a fire hazard
 - There are other blocks of flats on Danecourt Road
 - Flats to be built on North Road are on a much larger scale.
 - Improvement to the streetscene

Consultations

10. BCP Highway Authority – supports the amended application in highway terms
11. Waste Collection Authority – supports the proposals

Constraints

12. None

Site and Surroundings

13. The application site is located on the northern side of Danecourt Road, close to the entrance to Bournemouth and Poole College. The application site is occupied by a detached two-storey house which appears to be unoccupied. Landscaping within the site has been substantially cleared. The site rises up from Danecourt Road to the rear. There are no Tree Preservation Orders affecting the site although there are a number of trees in the rear of the curtilage that have amenity value.
14. The area is characterised by detached dwellings on large plots with some flatted development, the closest flats being at 9 Danecourt Road.

Planning assessment

15. The proposal proposes nine flats at 13 Danecourt Road. The applicant has also submitted a planning application for nine flats at the adjoining site at 15 Danecourt Road (APP/19/01003/P). Whilst the applicants have submitted a 'Certificate B' in respect of both applications, indicating that they do not own either site, the assessment below has had regard to the possibility that both sites could potentially be re-developed within a similar time scale.

Broad Location of Development

16. A strategic objective of the Poole Local Plan is to deliver a wide range and mix of homes in the most sustainable locations. PP1 states that the Council will take a

positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

17. PP2 identifies the amount and broad locations of development. The majority of new housing will be directed to the most accessible locations within Poole, including the town centre; district; and local centres. Outside these areas, higher density housing development will be concentrated along sustainable transport corridors.
18. The preamble to PP2 defines sustainable transport corridors as parts of Poole within 400m walk of locations that are served or capable of being served over the plan period by a frequent bus service (at least 4 buses per hour). The application site is within a sustainable transport corridor and the principle of flats is therefore supported in terms of the location being sustainable.

Design

19. PP28 enables flatted development where a number of criteria are satisfied. The proposed flats would be significantly larger in scale and massing than the existing single dwelling. However, Danecourt Road has a mixed character with a range of dwelling types and scale. No. 11 to the west is a large detached dwelling and No. 9 beyond is purpose built flats. The height of the roof would be similar to the existing dwelling. The proposed footprint would align with no. 11 and the separation from adjoining buildings would be similar to the established pattern of development in this part of Danecourt Road.
20. The proposal would have a similar building line to other dwellings and would be set back from the front boundary by approximately 21m. The frontage of the site would accommodate car parking on either side of a central driveway and the amount of hardstanding would not be dissimilar to other nearby sites. The parking would therefore be positioned away from neighbouring rear gardens. The bin store would be in a position which satisfies the Waste Collection Authority with appropriate dimensions. It would be in a visible location, but would be of a modest scale and height. There would be opportunity for soft landscaping in the south west corner of the application site and along the edges of the parking area. The proposed boundary treatments, most particular along the front boundary, could be secured by condition.
21. A similar application has been submitted at 15 Danecourt Road. The built form and layout of this adjoining proposal would be very similar to the current proposal. However, both buildings would be set back from the front boundary and there are differences in their materials and detailing to provide more individual design.
22. The proposal would therefore accommodate a form of development, including plot coverage and car parking which would be in keeping with neighbouring buildings and the established pattern of development in this part of Danecourt Road.

Neighbouring Amenity and Privacy

23. Whilst the proposal would protrude further into the rear than the existing dwelling,

its footprint would have a similar alignment with no. 11 to preserve their daylighting and outlook. There is sufficient separation distance from the existing dwelling at no. 15 and the proposal would have a similar alignment to the proposed flats at no. 15. As such, the proposal would preserve neighbouring amenity in terms of daylighting, outlook and would not result in an overbearing impact to either adjoining neighbour.

24. Windows are proposed on all elevations. Windows on the front and rear would have adequate separation distance from neighbours to preserve neighbouring privacy. The neighbour at no. 11 has raised concerns about overlooking. The rear windows would be positioned deeper into the rear curtilage than the existing first-floor windows, however, views towards the neighbouring garden would be oblique and focused towards the rear end of the garden, rather than higher activity areas directly to the rear of the neighbouring dwelling. In addition, privacy screens are proposed on the first-floor and second-floor rear balconies which would provide additional screening. These can be secured by condition.
25. Upper floor windows are proposed on the side elevations. On the west elevation, these windows would be centrally positioned on the building and would therefore have views towards the side wall of no. 11 which does not have any upper floor side windows. On the east elevation, a bedroom window would have views towards the existing dwelling at no. 15. If this detached dwelling were to remain then the bedroom window would introduce some additional overlooking towards the side windows of no. 15 and its rear garden. If, as is proposed, this dwelling were to be redeveloped then there would be no loss of privacy since the windows in both proposed flat blocks have been designed to avoid overlooking each other.

Access and Parking

26. The proposal includes the relocation of the access to a central position on the site frontage with 2m x 2m pedestrian visibility splays on both sides. This would require the formation of a new dropped kerb; the raising of the existing redundant dropped kerb and the relocation of the existing on-street parking bays. These works would be required to be undertaken at the applicant's expense. In addition, a condition would ensure the front boundary treatment and any planting within 1m of the highway footway would be kept below 600mm in height, in the interest of maintaining vehicle visibility from the site entrance. Whilst there is a utilities control box located at the back of the footway adjacent to the proposed access, this is not high or large enough to significantly obscure safe visibility for either pedestrians or for vehicles exiting or entering the site.
27. The proposals would provide sufficient parking to meet guidelines, provided the parking remains unallocated. This can be secured by condition. The amended plan shows a disabled appropriate parking space.
28. The parking layout includes an aisle extension and sufficient space for on-site turning. An appropriate lighting scheme can be secured by condition to further enhance pedestrian safety within the parking forecourt.

Trees

29. The application site is not covered by any Tree Preservation Order, however, there are trees on the application site and the Local Planning Authority has a statutory duty to consider the protection and planting of trees. An Arboricultural Impact Assessment has been submitted which identifies the closest trees to the proposed building as 'Category B' Limes. The footprint of the building would be outside of the root protection areas and the Council's Arboricultural Officer is satisfied that a proposed path could be constructed without harm to any tree. Amendments to the submitted arboricultural report and tree protection plan to address amendments to the proposals made during the application process can be secured by condition.

Energy and Biodiversity

30. An energy and resources statement has been submitted. A condition can ensure the use of technology to reduce the carbon footprint of the development, in accordance with PP37. Biodiversity enhancements can be secured by condition.

Section 106 Agreement/CIL compliance

Contributions Required			Dorset Heathland SAMM	Poole Harbour Recreation SAMM
Flats	Existing	0	@ £264	@ £95
	Proposed	9		
	Net increase	9	£2376	£855
Houses	Existing	1	@ £387	@139
	Proposed	0		
Total Contributions			£1989 (plus admin fee)	£716 (plus admin fee)

CIL	Zone C	@ £115sq m	
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31. 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.
32. 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
33. 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.
34. The applicant has indicated their intention of addressing this requirement by submitting a Section 111 form and paying the relevant contributions towards Dorset Heathlands and Poole Harbour Recreation SAMM. The Committee will be advised of progress in this respect.

Summary

- The proposal would accommodate a form of development with a scale; height; design and plot coverage which is in keeping with the established pattern of development in Danecourt Road.
- Neighbouring amenity and privacy would not be materially harmed.
- Highway safety would be preserved.

Planning balance

35. The proposal would deliver sustainable patterns of development which would provide the social and economic benefits of eight additional dwellings within the urban area.

RECOMMENDATION

36. Grant permission subject to the conditions set out in the report, which are subject to alteration / addition by the Head of Planning Services provided any alteration / addition does not go to the core of the decision

1. GN150 (Time Expiry 3 Years (Standard))

2. PL01 (Plans Listing)

3. GN030 (Sample of Materials)

4. GN020 (Screen Fencing/Walling)

Prior to the completion of the development hereby approved details/a plan indicating the positions, design, materials and type of boundary treatment to be erected has been submitted to, and approved in writing by, the Local Planning Authority. The boundary treatment shall be completed before the building is occupied unless otherwise agreed in writing with the Local Planning Authority. Development shall be carried out in accordance with the approved details, maintained for a period of five years and thereafter retained.

Reason -

In the interests of amenity and privacy and in accordance with Policy PP27 the Poole Local Plan (November 2018).

5. GN080 (Screening to Balcony)

An obscure glazed screen of at least 1.8 metres in height to be erected along western side of the balconies in flats 5 and 8 and the eastern side of balconies in flats 6 and 9 shall be erected prior to the first use of the building, hereby permitted, and shall thereafter be permanently retained as such.

Reason -

In the interests of privacy and amenity of the neighbouring properties and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

6. GN090 (Obscure Glazing of Windows)

Both in the first instance and upon all subsequent occasions, the first and second floor windows associated with the kitchen of flats 5 and 8 on the west elevation and the first floor window associated with the landing on the east elevation on the approved plan shall be glazed with obscure glass which conforms to or exceeds Pilkington Texture Glass Privacy Level 3 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).

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

8. HW100 (Parking/Turning Provision)

9. AA01 (Non standard Condition)

Notwithstanding the approved plans, and in addition to the approved pedestrian visibility splays, the first 400mm of the site measured from the back edge of the Danecourt Road footway line, shall be cleared of all obstructions over 600mm above the level of the adjoining highway footway, including any frontage boundary treatment of the site, and nothing over that height shall be permitted to remain, be placed, built, planted or grown on the land so designated at any time.

Reason -

In the interests of highway safety and in accordance with Policy PP35 of the Poole Local Plan (2018).

10. AA01 (Non standard Condition)

Prior to implementation of the new access hereby approved, the developer shall submit a scheme to be agreed in writing with the Local Planning Authority for the alteration of the road markings outside the site, including the parking bay markings and any relevant signage. The scheme shall comply with the standards adopted by the Local Highway Authority. The agreed scheme shall be implemented in every respect prior to the first occupation of any of the approved residential units.

Reason -

In the interests of highway safety and in accordance with Policy PP35 of the Poole Local Plan (2018).

11. AA01 (Non standard Condition)

A scheme to close the existing vehicle accesses (which are to be made redundant) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision to raise the existing lowered kerbs, and reinstate the footway to the existing accesses 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 any of the approved residential units.

Reason -

In the interests of highway safety and in accordance with Policy PP35 of the Poole Local Plan (2018).

12. AA01 (Non standard Condition)

Prior to the commencement of development details of a scheme of lighting within the parking forecourt, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the development hereby approved, and thereafter retained and maintained to ensure the lighting remains in working order.

Reason -

In the interests of the safety of users of the parking forecourt, and the amenity of neighbours and in accordance with Policies PP27 and PP35 of the Poole Local Plan (2018).

13. HW230 (Permeable surfacing condition)

14. TR010 (Arb Method Statement-Submission Required)

15. AA01 (Non standard Condition)

Details of bio-diversity enhancement to be delivered on site shall be submitted to, and approved in writing by, the Local Planning Authority and implemented prior to occupation of either of the dwellings hereby approved. The details could include, but not restricted to bat and bird boxes and bricks; bee bricks; hedgehog ramps.

Reason -

In order to deliver the biodiversity enhancement required by the NPPF and in accordance with Policy PP33 of the Poole Local Plan adopted 2018.

Informative Notes

1. IN72 (Working with applicants: Approval)

2. IN74 (Community Infrastructure Levy - Approval)

3. IN81 (SMM Approval)

4. IN12 (Kerb Crossing to be Raised)

5. IN13 (Kerb Crossing to be Lowered)

6. IN11 (First 4.5m Access Crossing)