



PLANNING COMMITTEE

Application Address	9 Pascoe Close, Poole, BH14 0NT
Proposal	Demolish existing house and garage, sever land from 21 Springfield Road and erect terrace of 3 houses with parking. Access from Springfield Road and Pascoe Close.
Application Number	APP/20/00776/F
Applicant	Fresh Developments (UK) Ltd
Agent	Anders Roberts & Assoc
Date Application Valid	15 July, 2020
Decision Due Time	22 February, 2021
Extension of Time date (if applicable)	22 February, 2021
Ward	Parkstone
Recommendation	Grant Subject TO CIL Contribution
Reason for Referral to Planning Committee	This application is brought before committee at the request of Councillor Mrs Stribley because of concerns about character; impact on neighbours; and intensification of the access onto Springfield Road.
Case Officer	Claire Moir

Description of Development

1. Demolish existing house and garage, sever land from 21 Springfield Road and erect terrace of 3 houses with parking. Access from Springfield Road and Pascoe Close.

Key Issues

- The main considerations involved with this application are:

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

Planning Policies

2. Supplementary Planning Document

SPD1 Parking Standards

SPD3 Dorset Heathlands Planning Framework (2020-2025)

SPD5 Poole Harbour Recreation SPD (2019-2024)

3. Poole Local Plan (Adopted 2018)

PP01 Presumption in favour of sustainable development

PP02 Amount and broad location of development

PP27 Design

PP28 Flats and plot severance

PP33 Biodiversity and geodiversity

PP34 Transport strategy

PP35 A safe, connected and accessible transport network

PP37 Building sustainable homes and businesses

4. National Planning Policy Framework (February 2019)

Relevant Planning Applications and Appeals:

9 Pascoe Close

5. **2020:** Demolish existing house and garage; sever land from 21 Springfield Road; and erect two pairs of 4-bed semi-detached houses with covered parking and vehicle access from Springfield road. **Withdrawn** (APP/20/00132/F).

6. **2008:** Erect a two-storey side extension. **Approved.**(APP/08/34250/000/F)

21 Springfield Road

7. **2017:** Demolish existing and erect six 2-bed flats and one 3-bed flat with undercroft parking. **Approved** (APP/17/00423/F)

25 Springfield Road

8. **2018:** Demolish existing bungalow and erect block of 8 flats with associated parking for 8 vehicles. **Approved** (APP/18/00753/F)

9. **2019:** Vary Condition 2 of Planning Permission APP/18/00753/F to amend external appearance & fenestration, increase the eaves level to resolve

construction/headroom issues in roof form, introduce recessed terraces at second floor level on the north east elevation to provide private amenity space for top floor accommodation, add dormer to south east elevation, amend car park layout and removal of car ports, amend bin store and cycle store location including updated Arboricultural Impact Assessment to support proposed amendments. **Approved.**

Representations

10. All adjacent residents were notified of the application and were again notified of the receipt of amended plans. Nineteen representations have been received, 18 raising objection; and 1 supporting. The following issues have been raised:

- Concern regarding red line and ownership on Springfield Road
- Undermine character if access between Springfield and Pascoe was allowed
- Squeezed onto plot
- Drainage concerns. A natural spring already causes issue in road
- Fails to respect character
- Narrow access from Pascoe Close
- Where will waste bins be placed
- Additional traffic and highway safety concerns
- Impact of additional noise on existing residents in a quiet cul de sac
- Poor design

11. Following amendments and re-consultation 9 letters of representation have been received with the following comments:

- Overdevelopment of Springfield road
- no increase in supporting infrastructure
- Existing hazardous road conditions
- Pascoe road is of insufficient width for service vehicle when parking is occupied
- Would no longer be a 'close'
- Vehicular access from Pascoe Close is narrow

Consultations

12. BCP Highway Authority: Support the application

13. Environmental Services: Suggested condition

Planning assessment

Site and Surroundings

14. The site is a corner plot at the northern head of the cul-de-sac of Pascoe Close, which is characterised by flats on its southern section and detached and semi-detached houses on its northern. There are no homes with access

off the western side of Pascoe Close, where there is a broad highway verge abutting the rear boundaries of homes in Charmouth Grove.

15. The site is occupied by a large two-storey house which has been extended in the past; sits back from the road at an angle; and occupies a large plot with a spacious rear garden.
16. There is a vehicular access onto Springfield Road at the rear of the site, between nos 21 and 25 Springfield Road. Both of these properties are currently being re-developed with flats.
17. The site is within a Sustainable Transport Corridor and close to the Ashley Cross Local Centre.

Key issues

18. This current proposal is a revised scheme following the withdrawal of an earlier application for a terrace of five 2-storey houses (APP/20/00132/F) which had given rise to concerns that the proposed houses would have faced Springfield Road and therefore failed to respect the established character and pattern of development in Pascoe Close. The potential impact on neighbours was also a concern and use of the Springfield Road access required further information to be submitted. No formal decision was made on this application prior to it being withdrawn.
19. The current proposals are to demolish the existing two-storey house and erect a terrace of three two-storey houses with rooms in the roof. They would be sited in a similar position to the existing dwelling albeit with a substantial extension to the southeast side.

Principle/Character

20. The area is characterised by residential development and is within a Sustainable Transport Corridor where higher densities of development are directed in accordance with Policy PP02 of the Poole Local Plan. In this instance the site is also close to the Ashley Cross Local Centre. The principle of the development in this location is therefore accepted.
21. The proposals would be a significant improvement to the previously withdrawn application, most particularly by now addressing the Pascoe Close street frontage. The depth and width of the built form would be greater than the existing house but, given that its position reflects the existing building and given also the corner position of the application site the head of the cul de sac, the proposals would not harm the character of the cul-de-sac or the streetscene.
22. The layout of the parking to the front of the development would reflect that associated with other dwellings in the street with off-road parking.
23. The proposals would introduce dormer windows, one on the front elevation of each house, which are not common in the streetscene. However the wider

area shows much more variety in architectural styles and by virtue of the size of the dormers, which are subservient to the roof form, and the roof form being no higher than the existing roof, the dormers would be acceptable and would preserve the character and appearance of the street.

24. The proposals would therefore comply with Policy PP27 by virtue of reflecting local patterns of development.
25. Each property would have adequate rear garden space.
26. The proposals would utilise the existing access off Springfield Road and would therefore result in increased parking to the rear served by this access. This would be set significantly back from Springfield Road and, as such, would not be particularly apparent from either Pascoe Close or Springfield Road.

Neighbouring Amenity

27. The proposals would sit between 8 and 10 Pascoe Close. Elsewhere there are significant separation distances so as to alleviate any potential harm to neighbouring privacy and amenities. Due to their positioning at the head of Pascoe Close the proposals will be positioned such that they would partly face the blank side elevation of these neighbouring houses and the footprint of the proposals would be angled away from them such that they would not have a dominant impact or result in overlooking.
28. The proposals would therefore maintain neighbouring privacy and amenities in accordance with Policy PP27.

Highway Safety

29. The proposals would utilise the existing access from Springfield Road, which would be widened to 5.0m for the first 5.0m to provide vehicle passing. Visibility splays are provided and these are commensurate with the vehicle speeds shown in the submitted speed survey.
30. The amount of parking provided would meet current guidelines. The access from Pascoe Close would provide vehicle access for a single parking space and as such there would be no significant vehicle conflicts. The widening of the access is not proposed and would not be required.
31. Since the application was submitted, the 2021 Parking Standards SPD has been adopted. This sets out requirements for EV Charging in new developments and would require that two of the parking bays (20%) have 'active' EV charge points installed together with 'passive' provision for the remainder. Active and passive are defined within the Parking Standards SPD (page 23). These can reasonably be secured by condition.

Other Matters

32. Bins would be stored on site but there is a collection day storage area at the Springfield Road access to the site.

33. The application is accompanied by a satisfactory Arboricultural Impact Assessment and Method Statement (AMS). The majority of the protected trees are around the entrance to the site off Springfield Road. Those shown to be removed have previously been agreed on application APP/18/00753/F at 25 Springfield Road. As part of this application three replacement trees have been agreed and these can be secured by condition. The method statement also includes areas of protection and Cellular Confinement System.
34. Conditions are also proposed to address any potential contamination found during ground works and to secure Biodiversity enhancements to the site such as bird, bat boxes and hedgehog highways.
35. Comments have been raised by residents regarding surface water flooding and springs in the area and a condition is proposed to secure a drainage strategy for the site.

Section 106 Agreement/CIL compliance

Contributions Required			Dorset Heathland SAMM	Poole Harbour Recreation SAMM
Houses	Existing	1	@ £394	@140
	Proposed	3		
	Net increase	2	£788	£280
Total Contributions			£788 (plus admin fee)	£280 (plus admin fee)
CIL	Zone C		@ £115sq m	

36. 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.

37. 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
38. 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.
39. The applicant has submitted a Section 111 form and paid the relevant contributions towards Dorset Heathlands and Poole Harbour Recreation SAMM.

Planning balance

40. The proposals would provide additional housing in a sustainable location and close to a local centre. The proposals would respect the existing street scene and preserve neighbouring privacy and amenities by virtue of its siting and massing.
41. Suitable access and visibility splays are provided and sufficient parking provision is made.
42. Tree protection; biodiversity enhancements; drainage; and renewable energy provision are all addressed by condition.
43. The proposals therefore comply with the NPPF and relevant policies of the Poole Local Plan 2018.

RECOMMENDATION

44. It is therefore recommended that this application be Granted Subject to the following conditions:

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

The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason -

This condition is required to be imposed by the provisions of Section 91 of the Town and Country Planning Act 1990 and amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. PL01 (Plans Listing)

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

Site, Location and Block Plan ref: 9274/200 revision E received 21/01/2021
Floor Plans and Elevations ref: 9274/201 revision B received 14/01/2020
Site Section 9274/202 revision B received 14/12/2020

Reason -

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

3. GN030 (Sample of Materials)

Details and samples of all external facing and roofing materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before construction of the Damp Proof Course. The development shall thereafter be carried out in accordance with the approved details.

Reason -

To ensure that the external appearance of the building(s) is satisfactory and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

4. GN090 (Obscure Glazing of Window(s))

Both in the first instance and upon all subsequent occasions, all window(s) in the side elevations (south east and north west) on the approved plans 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).

5. GN162 (Renewable Energy - Residential)

Prior to first occupation of the building(s) hereby permitted, details of measures to provide 10% of the predicted future energy use of each dwelling from on-site renewable sources, shall be submitted to and approved in writing by the local planning authority. These measures must then be implemented before any residential occupation is brought into use, and maintained thereafter.

Reason-

In the interests of delivering a sustainable scheme, reducing carbon emissions and reducing reliance on centralised energy supply, and in accordance with Policy PP37 of the Poole Local Plan (November 2018).

6. HW100 (Parking/Turning Provision)

The development hereby permitted shall not be brought into use until the access, turning space and vehicle parking shown on the approved plan have been constructed, and these shall thereafter be retained and kept available for those purposes at all times.

Reason -

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

7. HW200 (Provision of Visibility Splays)

Before the development hereby permitted is brought into use and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any subsequent re-enactment thereof, the land designated as visibility splay(s) as indicated on the approved plan(s) shall be cleared of all obstructions over 0.6 metres above the level of the adjoining highway, including the reduction in level of the land if necessary, 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 the approved plans and Policies PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

8. AA01 (Non standard Condition)

Prior to the commencement of the development hereby approved, plans and particulars showing the layout, together with details of surfacing, levels, sections, drainage, and lighting of the proposed access road shall be submitted to, and approved in writing by the Local Planning Authority. The development shall subsequently be implemented in accordance with the agreed details.

Reason -

In order that the Local Planning Authority can be satisfied that the approved access road will be built to a safe and suitable standard for all users in accordance with Policy PP35 of the Poole Local Plan (2018).

9. AA01 (Non standard Condition)

Within 3 months of the commencement of the development details of the provision of Electric Vehicle Charging Points and associated infrastructure shall be submitted to the Local Planning Authority for approval in writing. Those details shall be in accordance with the BCP Council Parking Standards SPD (adopted 5th January 2021). The approved details shall be implemented and brought into operation prior to the occupation of any residential unit hereby approved. Thereafter the Electric Vehicle Charging Points shall be permanently retained available for use at all times.

Reason -

In the interests of promoting sustainable development including sustainable forms of transport in accordance with Policy PP35 of the Poole Local Plan

(November 2018).

10. HW230 (Permeable surfacing condition)

All ground hard surfaces shall either be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the site. The hard surface shall thereafter be retained as such.

Reason:

In the interests of delivering development which does not result in unacceptable levels of run-off and in accordance with Policy PP38 of the Poole Local Plan (November 2018).

11. TR030 (Implementation of Details of Arb M Stmt)

All works relating to the ground clearance, tree works, demolition and development with implications for trees shall be carried out as specified in the approved arboricultural method statement, and shall be supervised by an arboricultural consultant holding a nationally recognised arboricultural qualification.

Reason -

To prevent trees on site from being damaged during construction works and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

12. AA01 (Non standard Condition)

Prior to occupation of the development hereby approved a scheme of biodiversity enhancements for the site, which may include but not be limited to Bee blocks, swift and bat houses and hedgehog highways, shall be submitted to an agreed in writing by the Local Planning Authority. The scheme shall subsequently be implemented prior to occupation of any dwelling hereby approved and in accordance with the agreed details and retained thereafter.

Reason -

To improve biodiversity within the site and in accordance with Policy PP33 of the Poole Local Plan adopted 2018

13. DR020 (Drainage)

The development, hereby approved, shall not be occupied until drainage works have been carried out in accordance with details to be submitted to, and approved in writing by, the Local Planning Authority.

Reason -

To ensure there is adequate provision of drainage facilities and in accordance with Policy PP38 of the Poole Local Plan (November 2018).

14. NP100 (Full Contaminated Land Condition)

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in

writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and where remediation is necessary a remediation scheme must be prepared and approved in writing by, the Local Planning Authority in advance of the scheme commencing.

Following completion of the measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval of the Local Planning Authority.

Reason -

In order to minimise the risk of contamination polluting the environment and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

Informative Notes

1. IN72 (Working with applicants: Approval)

In accordance with the provisions of paragraphs 38 of the NPPF the Local Planning Authority (LPA) takes a positive and creative approach to development proposals focused on solutions. The LPA work with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service, and
- advising applicants of any issues that may arise during the consideration of their application and, where possible, suggesting solutions.
- in this case the applicant was advised of issues after the initial site visit
- in this case the applicant was afforded an opportunity to submit amendments to the scheme which addressed issues that had been identified
- the application was considered and approved without delay

2. IN74 (Community Infrastructure Levy - Approval)

Part 11 of the Planning Act 2008 and the Community Infrastructure Levy Regulations

The proposed development referred to in this Planning Permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (amended).

In accordance with CIL Regulation 65, the Local Planning Authority (LPA) will issue a Liability Notice in respect of the chargeable development referred to in this planning permission as soon as practicable after the day on which this Planning Permission first permits development. The Liability Notice will confirm the chargeable amount for the chargeable development referred to in this Planning Permission and will be calculated by the LPA in accordance with CIL Regulation 40 (amended) and in respect of the relevant CIL rates set out in the adopted charging Schedule. Please note that the chargeable amount payable in respect of the chargeable development referred to in this planning permission is a local land charge.

Please be aware that failure to submit a Commencement Notice and pay CIL in accordance with the CIL Regulations and Council's payment procedure upon commencement of the chargeable development referred to in this Planning Permission will result in the Council imposing surcharges and taking enforcement action. Further details on the Council's CIL process including assuming liability, withdrawing and transferring liability to pay CIL, claiming relief, the payment procedure, consequences of not paying CIL in accordance with the payment procedure and appeals can be found on the Poole website: <http://www.poole.gov.uk/planning-and-buildings/planning/ldf/community-infrastructure-levycommunity-infrastructure-levy/>

3. IN81 (SAMM Approval)

The necessary contributions towards SAMM arising from the proposed development have been secured by a S.111 agreement and have been received.

4. IN84 (AA passed)

This application is subject to a project level Appropriate Assessment in accordance with the Conservation of Habitats and Species Regulations 2017, concluding that the likely significant effects arising from the development can be mitigated and have been mitigated ensuring there would not be an adverse effect on the identified designated sites of Nature Conservation Interest.

5. 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.

6. IN13 (Kerb Crossing to be Lowered)

The applicant is informed that the Local Highway Authority will require the footway and kerb to be lowered and reconstructed in the position(s) corresponding to the vehicular means of access to the site. This requirement is imposed in order to service the means of access; in order to prevent danger and inconvenience to other road users and to pedestrians; and in order to prevent possible damage to highway surfaces. The work shall conform to a specification to be provided by the Highway Authority (BCP Council), or it may be required to be undertaken by the Authority itself. In either event, the work will be required to be undertaken at the applicant's expense. With regards to such works the applicant should contact BCP Council on Tel: 01202 261700, by email at droppedcrossings@bcpcouncil.gov.uk, or in writing to BCP Council, Environmental Services, Hatchpond Road Depot, Hatchpond Road, Poole, Dorset, BH17 7LQ. Contact should be made before the commencement

of any works on or adjacent to the public highway.