

39 Danecourt Road, Poole, BH14 0PG

Sever land and erect detached dwelling

PLANNING, DESIGN & ACCESS STATEMENT (INCORPORATING ENERGY AND RESOURCE STATEMENT)

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Version: 1

Version control	Name	Date
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1. Introduction

- 1.1 This statement has been prepared in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. It has been prepared on behalf of Longham 140 Ltd (the applicant) and is submitted in support of a planning application to retain the existing property and sever site to erect a detached dwelling at 39 Danecourt Road, Poole (the site).
- 1.2 This statement shows how the proposal addresses the provisions of development plan policies and relevant national and local material considerations.
- 1.3 The principle of development has already been established at the site following the grant of planning permission for the erection of a detached dwelling (REF: APP/21/01686/F). The proposed development is almost identical to that of the permitted scheme, with the only changes being amendments to the proposed access, layout and landscaping.**
- 1.4 The application comprises:
- Completed application forms.
 - Completed ownership certificates.
 - Plans and drawings, prepared by James Munday, including:
 - Site and Location Plans (Drawing no: 0366/001)
 - Proposed Floor Plans (Drawing no: 0366/002)
 - Proposed Elevations (Drawing no: 0366/003)
 - Proposed Elevations Full Site (Drawing no: 0366/004)
 - Proposed Cycle Storage (Drawing no: 0366/006)

2. The application site and surrounds

- 2.1 The application site comprises a residential dwelling and garden land, measuring circa 0.2014 hectares. It is located in the settlement boundary of Poole.
- 2.2 Vehicular and pedestrian access is taken from Danecourt Road.
- 2.3 The application site is surrounded by residential suburban detached two-storey dwellings with medium/ long rear gardens generally laid out to grass. Nearby at the junction of North Road and Danecourt Road there is also a vet's clinic. Bournemouth and Poole College is also located South of the application site.
- 2.4 In terms of constraints, the application site falls within the nutrient neutrality Poole Harbour Catchment Area. However, the proposed development would not result in the net provision of one dwelling considering the extant consent as discussed in the following section. Consequently, nutrient neutrality will not need to be demonstrated.

3. Relevant planning history

- 4.1 Planning application (Planning ref: APP/21/01686/F) was granted subject to CIL contributions on the 14th January 2022 to 'Erect a detached dwelling' at 39 Danecourt Road, Poole. This permission is still extant and therefore the principle of development is established.

4. The proposed development

4.2 The proposed development is to sever land and erect detached dwelling

Amount

4.3 One detached four bedroom dwelling comprising 160sqm is proposed in to the rear of 39 Danecourt Road, with the existing dwelling to be retained.

Layout

4.4 The proposed dwelling is to be located to the north of the existing dwelling number 39. It will include 2 parking spaces and secure cycle storage. This differs slightly to that of the approved scheme, with the parking now being sited closer to the proposed dwelling and no.39 retaining more of its garden.

Scale

4.5 The proposed dwelling is to comprise two-storeys and a height of circa 5.9 metres.

Appearance

4.6 The appearance of the proposed dwelling is to be the same as that of the approved scheme: elevations comprised of render and timber cladding, with a flat roof.

Landscaping

4.7 In terms of hard landscaping, permeable material block is proposed at the site's access and will form the proposed driveways and parking areas.

4.8 Synthetic grass will comprise part of the soft landscaping and be, complemented by bushes and trees. Additionally, there will be planting on the terrace walls.

4.9 The extent of soft landscaping has been reduced from the permitted scheme given that the proposed parking is to be located closer to the proposed dwelling.

Access

4.10 Access will be from a shared point of access off Danecourt Road which serves 41 Danecourt Road.

4.11 This differs from the extant scheme given that access was proposed via the access serving no.39 Danecourt Road.

5. Planning policy context

5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with the development plan and its policies unless material considerations indicate otherwise.

Development Plan

5.2 The Poole Local Plan 2018 policies which are relevant to the proposed development are as follows

- Policy PP1 – Presumption in favour of sustainable development
- Policy PP2 – Amount and broad location of development
- Policy PP7 – Facilitating a step change in housing delivery
- Policy PP8 – Type and mix of housing
- Policy PP24 – Green Infrastructure
- Policy PP27 – Design
- Policy PP32 – Poole’s nationally, European and internationally important sites
- Policy PP33 – Biodiversity and Geodiversity
- Policy PP34 – Transport strategy
- Policy PP35 – A safe, connected and accessible transport network
- Policy PP37 – Building sustainable home and businesses
- Policy PP38 – Managing flood risk

Material Considerations – Emerging BCP Local Plan

5.3 Paragraph 48 of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan are to the policies of the NPPF, the greater the weight that may be given).

5.4 A new local plan for BCP council is in preparation, with the draft Local Plan expected to be published in March 2024. Given the stage of the emerging Local Plan, no weight can be afforded to it in the context of determining this application.

Material Considerations – National Planning Policy Framework (NPPF)

5.5 Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF or specific policies in the NPPF indicate development should be restricted.

5.6 Other relevant NPPF sections include:

Section 5 – Delivering a sufficient supply of homes;

5.7 60) To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area’s identified housing need as possible, including with an appropriate mix of housing types for the local community

5.8 65) Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer)

5.9 70) Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) seek opportunities, through policies and decisions, to support small sites to come forward for community-led development for housing and self-build and custom-build housing;
- c) use tools such as area-wide design assessments, permission in principle and Local Development Orders to help bring small and medium sized sites forward;
- d) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- e) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes.

Section 9 – Promoting sustainable transport;

5.10 Para 108) Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

5.11 Para 111) If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

5.12 Para 112 advises Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Section 11 – Making effective use of land;

5.13 123) Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land

5.14 128) Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed and beautiful, attractive and healthy places.

5.15 129) Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places.

Section 12 – Achieving well-designed places;

5.16 131) The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process

5.17 136) Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined⁵³, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users

Section 14 – Meeting the challenge of climate change flooding and coastal change;

5.18 158) Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures

5.19 178) Development in a Coastal Change Management Area will be appropriate only where it is demonstrated that:

- a) it will be safe over its planned lifetime and not have an unacceptable impact on coastal change;
- b) the character of the coast including designations is not compromised;
- c) the development provides wider sustainability benefits; and
- d) the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast

Section 15 – Conserving and enhancing the natural environment.

5.20 180) Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Material Consideration – Nitrogen Reduction in Poole Harbor: Supplementary Planning Document (spd)

5.21 The Council will require a financial contribution to be paid (if planning permission is granted) via the Community Infrastructure Levy (CIL) payment – the amount of which is based upon the amount of new floorspace created per m². Existing floorspace that has been in lawful use for at least 6 months in the three years preceding the grant of planning permission can be offset. A CIL payment will mitigate the impact of nitrogen from new residential development. These monies will contribute to the improvements to sewage treatment works, introduction of alternative technologies and offset the impact of the development through a change in the use of agricultural land. If CIL is not liable a separate financial contribution will be sought.

Material Considerations – Poole Harbour Recreation: Supplementary Planning Document (SPD)

5.22 Natural England advises that the cumulative effect of residential and tourism development around the harbour will have a likely significant effect on the Poole Harbour protected sites. In particular, population growth will increase leisure activities in and around the harbour causing direct or indirect disturbance to protected birds.

5.23 Part 1 outlines the requirement for strategic access management and monitoring (SAMM). For BCP Council, the entire Poole Local Plan area falls within the Poole Harbour Recreation Zone and therefore additional housing and tourist development has to provide mitigation. In practice this means that proposals for a net increase in dwellings trigger a small upfront payment and S106 legal agreement.

Material Consideration – The Dorset Heathlands Planning Framework: Supplementary Planning Document (SPD)

5.24 The document outlines that ‘the proposed increase in residential development within 5 km of the Dorset Heathlands will inevitably result in greater urban pressures upon the heathlands. Therefore Natural England advises that the cumulative effect of a single dwelling up to 5 km from the Dorset Heathlands would have a likely significant effect on those designated sites.’

5.25 Part 1 outlines the strategy focusing on wardening, raising awareness, and monitoring the effectiveness of the strategy. The SAMMs contributions is apportioned to the planned number of homes.

5.26 Part 2 explains the Heathland Infrastructure Projects (HIPs) which are ‘physical infrastructure projects that provide facilities to attract people away from the protected heathland sites. SANGs (Suitable Alternative Natural Greenspaces) are the most significant element of provision, having a key role in providing an alternative destination to the Dorset Heathlands.’

6. Planning Assessment

6.1 The following section sets out the considerations of the proposed development in relation to planning policy and guidance under the following headings:

- Principle of development;
- Impact on character of the area;
- Amenity;
- Highway safety and parking;
- Ecology.

Principle of Development

6.2 The application site is located within the settlement boundary of Poole. It is located in a sustainable transport corridor; an area deemed to be the most accessible and thus the focus of new residential development in the authority area, as per Policy PP2.

6.3 Notwithstanding the above, the application site benefits from an extant consent for the erection of a detached dwelling (REF: APP/21/01686/F). The principle of one dwelling in this location is therefore established.

Impact on Character of Area

6.4 Policy PP27 outlines the design requirements of all new developments to be of a good standard and positively integrate with their surroundings.

6.5 Proposals should also reflect the aims of the BCP design code which examines the principles and process of design and a set of criteria for the guidance of designers and developers.

- The scale of the architectural form should relate to human scale and to the scale of neighboring buildings.
- The height and bulk of neighboring buildings should be respected and the shape of silhouette of the locality should be reflected.
- The materials used should be chosen for their high quality and to complement those of surrounding development, where appropriate.
- On street parking should be utilized where space and safety allows.

6.6 It is clear that the proposed development would positively integrate with its surroundings given that it would add to the wide range of architectural styles in the area and be of a suitable density. Consequently, the development would have a positive impact on the character of the area.

Amenity

- 6.7 Policy PP27 also requires development to avoid and mitigate the effects of overshadowing, overlooking and other adverse impacts including light pollution from artificial light on local amenity.
- 6.8 The proposed dwelling is to comprise the same appearance and positioning as that of the approved development. The comments outlined in the Officer Report can therefore be applied to this proposal.
- 6.9 The separation distance between no.39 and the proposed dwelling would be approximately 19m, which is sufficient in retaining neighbouring privacy and amenities.
- 6.10 There are no windows proposed on the first floor of the south-east elevation facing the rear garden of no.41 and the proposed development adjacent.
- 6.11 There are no principle windows in the north-west elevation at the first floor facing 7a Harbour View Road. The two windows at first floor would serve a bathroom and a secondary window to a bedroom, as such both could reasonably be conditioned to be obscure glazed, allowing light filtration. While the proposed dwelling will be sited close to the boundary, the first floor has been designed to reduce its bulk, with elements set further back into the site. The rearmost element is set approximately 3m back from the ground floor and therefore approximately 5m from the boundary, there is a further 13 m to the neighbouring dwelling. It is considered therefore that whilst the proposals would be visible from this neighbour and be likely to result in some shading of the garden area in the morning, it would not be considered harmful, the site is fairly spacious and any overshadowing would be limited to part of the garden, not the whole.
- 6.12 It can therefore be concluded that the proposed development would not give rise to any harmful amenity impacts.

Highway Safety & Parking

- 6.13 Policy PP34 outlines the transport strategy to require development to be sited in accessible locations and transport operators to implement measures to deliver a safe, connected, and accessible transport network across South East Dorset.
- 6.14 Policy PP35 outlines the regard for a safe, connected and accessible transport network.
- 6.15 The application site is within walking distance to various bus stops which provide regular services to Poole and Bournemouth. The proposed development is therefore in an accessible location.
- 6.16 The proposed development will utilize the existing access of 41 Danecourt road, which benefits from adequate visibility from each direction.
- 6.17 The proposed development would result in the creation of two car parking spaces, plus the provision of secure cycle storage.

Ecology

- 6.18 Policy PP33 sets out the requirements for proposals to mitigate and enhance the biodiversity of sites.
- 6.19 The application site falls within the 5km Heathland Buffer Zone. Policy PP32 requires proposals within this buffer zone to provide a financial contribution towards mitigation measures if these cannot be delivered on-site.
- 6.20 The proposed development would therefore not result in any adverse ecological impacts and would provide satisfactory levels of mitigation and enhancement.

7. Energy and Resource Statement

- 7.1 The proposed windows seek to maximise solar gain while respecting the existing character of the area. Passive design features seek to minimise the need for artificial light, heating and cooling and maximises solar gain.
- 7.2 The proposal's design, construction method and materials seek to achieve an energy efficient building. The applicant will consider for example (i) low U-values for walls, floors and roof; (ii) 'A' rated windows and doors; (iii) lighting sensors, individual heating controls, metering equipment; and (iv) adequate mechanical ventilation with heat recovery systems. These details can be secured by a planning condition.
- 7.3 The expanse of roof space lends itself to the incorporation of solar panels. The details for renewable energy as part of incorporating a proportion of future energy use can be secured by a planning condition.

8. Conclusion

- 8.1 This statement has been prepared on behalf of Longham 140 Ltd. It is submitted in support of a planning application to sever the land and erect a detached dwelling with the provision of required parking and access at 39 Danecourt Road, Poole.
- 8.2 It has been demonstrated that the principle of development is established by the existing consent for a dwelling at the application site.
- 8.3 The proposed development would not give rise to any adverse character, amenity, highway nor ecology impacts and would result in several benefits including, but not limited to:
- The proposed dwellings would make more efficient use of urban land;
 - The proposed development would boost the local economy, both in the short term during the construction process and also in the long term via future occupiers accessing the amenities at Poole; and
 - The proposed development would result in social benefits, through adding new members to the local community.
- 8.4 For the reasons set out above, the applicant respectfully requests that this application be determined favourably.