

Planning Statement

Construction of 1 no. dwelling and associated works at land north
of 10 Woolbrook Mead, Sidmouth, EX10 9XF

Prepared on behalf of Justin Korinek
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1.0 Introduction

- 1.1 This Planning Statement has been prepared by Dalton Aram Planning Ltd on behalf of the applicant, Justin Korinek, to support an application seeking planning permission for the erection of a 3 bedroom dwelling and associated works at land to the north of 10 Woolbrook Mead, Sidmouth, EX10 9XF.

2.0 Planning history

- 2.1 The following planning application associated with the application site is available on East Devon District Council website:

- Utility room extension, replacement windows and external cladding

Ref. No: [13/0776/FUL](#)

Status: [Approved](#)

3.0 Site and surrounding area

- 3.1 Sidmouth is an historic seaside town in East Devon situated on the coast between Exmouth, eight and a half miles to the south west, and Seaton, seven and a half miles to the east. Sidford is just over a mile and a half to the northeast with Honiton seven miles (eight and a half in total) further on along the A375.
- 3.2 Sidmouth is close to the East Devon Area of Outstanding Natural Beauty (AONB) but is not located within it.
- 3.3 The area is characterised by a mix of residential properties, town centre, beach and surrounding agricultural fields. The settlement is fairly compact and set within a wide valley.
- 3.4 10 Woolbrook Mead is located one and a quarter miles to the north of Sidmouth Seafront with Stowford 300m to the north.
- 3.5 The application site is an area of garden to the north of 10 Woolbrook Mead.
- 3.6 The area immediately surrounding the application site is characterised predominately by residential development, comprising a variety of housing types. Houses to the north of the site are primarily bungalows or chalet bungalows in style with the host dwelling to the south and others along Woolbrook Mead being two storey.
- 3.7 Houses to the north of the application site are predominantly finished with brick whereas houses to the east and south along Core Hill Road are predominantly rendered.
- 3.8 The site is located well within the Built-up Area Boundary for Sidmouth and just north of a main bus route for the 9, 157, 382, 387 and Sid 011 which stops on Woolbrook Road 130m walk to the south east. The site is outside of the Conservation Area.

4.0 The proposal

- 4.1 The proposal seeks planning permission for the construction of a chalet bungalow style detached dwelling in the residential garden of 10 Woolbrook Mead.
- 4.2 10 Woolbrook Mead has a large garden which also comprises a section of land behind 9 Woolbrook Mead.
- 4.3 The proposed dwelling has been designed to include details and finishes found on other properties in the vicinity and form a transition between the rendered two storey properties to the south and east and the single, and 1.5 storey brick bungalows to the north. The building would be constructed with a traditional local palette of materials, including render and slate but applied in a contemporary way.
- 4.4 It is proposed to replicate the 1.5 storey nature of Tresillian to the north with a slightly steeper front gable to replicate the design cues from St Agnes and Glencot to the south east.
- 4.5 The proposed dwelling would be a modern design with slim soffits and fascias, with a slate roof and rendered finish to mimic the design of 9 and 10 Woolbrook Mead but having similar proportions to Tresillian a couple of doors up to the north.
- 4.6 The size of the dwelling would be proportional to others on the street measuring 8m in width and 16m in length with a single attached garage.
- 4.7 The land naturally slopes up from the south to the north. The two storey, host dwelling, to the south of the site has a ridge height at 57.84m whereas the single storey dwelling, Conifers/5 Core Hill, to the north is 58.41m. The proposed dwelling has a similar proposed ridge height at 58.55m.
- 4.8 The proposed dwelling would be a 1.5 storey detached, 3 bedroom/3.5 bathroom home with a single attached garage. The property would be entered from the east into an enclosed hallway.
- 4.9 On the ground floor there is proposed to be one bedroom with en-suite, a separate utility (with direct access to the single attached garage) and WC, and an open plan kitchen and living area.
- 4.10 On the first floor would be two bedrooms, both with an en-suite and walk in wardrobe and separate storage.
- 4.11 To avoid overlooking the windows in the roof on the north and south elevation are set at, or above, 1.7m from finished floor level, to avoid overlooking of the neighbouring properties.
- 4.12 The house has been orientated to be in line with the boundary to the south with a separation from the new fence of an 850mm walkway. The separation from the boundary enables the eaves and gutter overhang, which measures 365mm, to be wholly retained on the new plot.

5.0 Policy context

5.1 Development Plan

- 5.1.1 Planning applications are required to be determined in accordance with the development plan, unless there are material considerations to indicate otherwise¹. The development plan in this instance comprises the East Devon Local Plan 2013-2031 (the “Local Plan”) and the Sid Valley Neighbourhood Plan (the “Neighbourhood Plan”).
- 5.1.2 East Devon District Council has also started work to prepare its new Local Plan (the “emerging Local Plan”) that will ultimately replace the adopted plan. As part of this process the Council has undertaken a Call for Sites (as part of the Housing and Employment Land Availability Assessment) and has consulted the public on an Issues and Options Report, as well as a Sustainability Appraisal Scoping Report to support the plan. However, the results of these consultations and the Call for Sites had not at the time of writing been published. Therefore, it is considered that the emerging Local Plan is at an early stage of production and carries little to no weight at this point.
- 5.1.3 The application site is in a residential location within Sidmouth’s Built-up Area Boundary to the north of the town centre. The site is located outside of the Conservation Area and is not within a designated landscape.

5.2 Relevant Local Plan Strategies

- 5.2.1 Strategy 6 (Development within Built-Up Area Boundaries Built-up Area Boundaries) highlights that within these the boundaries development will be permitted if:
1. It would be compatible with the character of the site and its surroundings and in villages with the rural character of the settlement.
 2. It would not lead to unacceptable pressure on services and would not adversely affect risk of flooding or coastal erosion.
 3. It would not damage, and where practical, it will support promotion of wildlife, landscape, townscape or historic interests.
 4. It would not involve the loss of land of local amenity importance or of recreational value.
 5. It would not impair highway safety or traffic flows.
 6. It would not prejudice the development potential of an adjacent site.
- 5.2.2 Strategy 26 (Development at Sidmouth) of the Local Plan highlights that the approach for Sidmouth would see limited housing development within the existing Built-up Area Boundary.

¹ Section 70(2) of the Town and Country planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004

5.2.3 Strategy 46 (Landscape Conservation and Enhancement and AONBs) explains that development will need to be undertaken in a manner that is sympathetic to, and helps conserve and enhance the quality and local distinctiveness of, the natural and historic landscape character of East Devon, in particular in Areas of Outstanding Natural Beauty.

5.3 Relevant Local Plan Policies

5.3.1 Policy D1 (Design and Local Distinctiveness) states that to ensure new development, including the refurbishment of existing buildings to include renewable energy, is of a high-quality design and locally distinctive. Proposals will only be permitted where they:

1. Respect the key characteristics and special qualities of the area in which the development is proposed.
2. Ensure that the scale, massing, density, height, fenestration and materials of buildings relate well to their context.

5.3.2 Policy TC7 (Adequacy of Road Network and Site Access) states that planning permission for new development will not be granted if the proposed access, or the traffic generated by the development, would be detrimental to the safe and satisfactory operation of the local, or wider, highway network.

5.3.3 Policy TC9 (Parking Provision in New Development) requires at least 1 car parking space to be provided for one bedroom homes and 2 car parking spaces per home with two or more bedrooms.

5.4 Relevant Neighbourhood Plan policies

5.4.1 The relevant policies of the Sid Valley Neighbourhood Plan are listed below.

5.4.2 Policy 7 (Local Distinctiveness) largely replicates policy D1 of the Local Plan stating that development proposals will be expected to have regard to the character of the immediate area as set out in the Place Analysis. All new development, including innovative designs, should be designed to complement and enhance the local distinctiveness of the character of its immediate locality, reflecting the height, scale, massing, fenestration, materials, landscaping and density of buildings as described in the Place Analysis. Building heights should be in keeping with the context of neighbouring properties.

5.4.3 Policy 9 (Residential Development) explains there is a presumption in favour of residential development on land within the BUAB, subject to the scale and design of the development being compatible with the characteristics of the character area as described in the Place Analysis and subject to compliance with other policies in this neighbourhood plan. Outside of the BUAB there will be a general presumption against new residential development apart from replacement dwellings, new houses required for employed persons in rural businesses, or through the conversion of redundant or disused buildings or as allowed under Policy 10.

5.5 National planning policy

- 5.5.1 The following policies of the National Planning Policy Framework (NPPF) are considered to be material considerations in the assessment of the submitted proposal.
- 5.5.2 Section 4 ‘Decision-making’, paragraph 38 highlights that local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available...and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- 5.5.3 Section 11 ‘Making effective use of land’ highlights that 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.
- 5.5.4 Section 12 ‘Achieving well designed places’ indicates that all development to be of a high quality in design, and the relationship and visual impact of it to be compatible with the surroundings. In particular, paragraph 130 highlights that planning policies and decisions should ensure that development:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
- 5.5.5 In addition, paragraph 111 of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

6.0 Planning considerations

6.1 Principle of development

6.1.1 The application site is in a residential location within Sidmouth's Built-up Area Boundary to the north of the town centre. The site is located outside of the Conservation Area and is not within a designated landscape. The construction of a dwelling on the site would, therefore, find in principle support from Strategy 26 of the Local Plan and Policy 9 of the Neighbourhood Plan subject to the usual material planning considerations which are detailed below.

6.2 Character and appearance

6.2.1 The site is located just off a main route into Sidmouth within a residential setting and would be sited on a section of garden land between two existing dwellings. The proposed development would, therefore, constitute infill development.

6.2.2 The surrounding area is characterised by residential development comprising a mix of single storey bungalows, chalet bungalows and two storey houses. The surrounding area has a somewhat uniform materials palette and most of the dwellings to the north are constructed with brick. To the south and east the dwellings are constructed with render (or render and brick) and are two storey.

6.2.3 The proposed dwelling would be constructed with similar materials of construction to respect the character and appearance of the surrounding area.

6.2.4 The design proposed would provide a 1.5 storey, to replicate and assimilate with properties to the north, 3 bedroom home. This design has been chosen to maximise the space available within the plot and ensure the dwelling would be of a similar bulk and scale to neighbouring properties so that the development would not have an overbearing or over dominant impact. The design of the proposed dwelling would be similar to that of Tresillian to the north of the site.

6.2.5 Therefore, the proposed dwelling at the application site is considered acceptable and would be in keeping with the character and appearance of the surrounding area in accordance with Strategy 46 and Policy D1 of the Local Plan and policies 7 and 9 of the Neighbourhood Plan.

6.3 Residential amenity

6.3.1 The proposed development has been designed so that it would not give rise to detrimental residential amenity impacts in terms of loss of privacy or overlooking.

6.3.2 The dwelling has been designed to keep windows on the first floor to a minimum with those proposed in the north and south roof slopes being set at 1.7m from finished floor level to avoid overlooking.

6.3.3 The windows on the west elevation look out over the rear garden of the proposed dwelling with no dwellings directly behind. Some oblique views may be possible into the garden of 9 Woolbrook Mead to the south and Conifers/5 Core Hill to the north but would not overlook their main amenity areas close to the houses.

- 6.3.4 Two further windows are proposed on the front, east, with one providing light to the bedroom and the second, which would be obscurely glazed, for the ensuite.
- 6.3.5 Private amenity space is proposed to the rear, west, of the property which would provide a patio and lawn area meaning that the future occupants of the dwelling would have adequate amenity space. Adequate amenity space would also be retained by 10 Woolbrook Mead as part of these proposals.
- 6.3.6 The proposed development would, therefore, be compliant with Policy D1 of the Local Plan and policies 7 and 9 of the Neighbourhood Plan.

6.4 Landscape impact

- 6.4.1 It is noted that the site is not located within a designated landscape, however, it is acknowledged that the development could be visible from the East Devon AONB to the north of the site. However, the sensitive design and layout of the proposed development has been carefully considered to assimilate well with the surrounding area. The development would be constructed utilising a traditional material's palette of render and slate tiles to echo the vernacular of buildings in the vicinity.
- 6.4.2 It is, therefore, considered that the proposal would not harm the distinctive landscape, amenity and environmental qualities within which it is located or have a harmful impact on the East Devon AONB in accordance with Strategy 46 of the Local Plan.

6.5 Trees and landscaping

- 6.5.1 There are no trees or vegetation on the site that would be adversely impacted by the proposed development.

6.6 Access and parking arrangements

- 6.6.1 The proposed dwelling would be accessed directly from Core Hill Road to the east of the site.
- 6.6.2 Core Hill Road is an unclassified road and, therefore, there is no requirement for vehicles to enter and exit the site in a forward gear. Consequently, a parking area for two vehicles is proposed to the front of the dwelling and would be accessed directly from Core Hill Road which is considered acceptable from a highway safety perspective. An additional parking space is also provided within the attached single garage.
- 6.6.3 It is, therefore considered that the proposed dwelling and access from Core Hill Road would not be detrimental to the safe and satisfactory operation of the local, or wider, highway network in accordance with Policy TC7 of the Local Plan. The visibility of the proposed access is considered acceptable particularly given the residential context of the area and the relatively low speeds of vehicles traveling along the 30mph road.

6.6.4 Policy TC9 (Parking Provision in New Development) of the Local Plan sets out the parking standards for new development. It advises that at least 1 car parking space should be provided for one-bedroom dwellings and 2 car parking spaces per dwelling with 2 or more bedrooms. The proposed development proposes two external parking spaces and one parking space within the garage, for the new dwelling. Therefore, the proposal would be fully compliant with policy TC9's parking standards.

7.0 Summary

- 7.1 The proposal is considered acceptable as the scale and appearance of the dwelling would respect the established pattern of development in the surrounding area and would not result in any detrimental visual impact or harm to the street scene or character and appearance of the surrounding area.
- 7.2 The application site is considered large enough to accommodate the proposed development without giving rise to a cramped form of development or over-development of the site. In addition, the proposed development would not result in overdevelopment of the site or give rise to harm to the amenity of neighbouring residential properties.
- 7.3 Taking into consideration the slow vehicles speeds on the residential roads adjacent the site, it is considered that the proposed dwelling would not harm the safety of the surrounding highway network and a safe and convenient means of access would be provided. In addition, the proposal would not give rise to unacceptable highway safety impacts or severe residual cumulative impacts on the road network that would warrant refusal of the application on highway grounds, and would accord to the requirements of policy TC7 of the Local Plan and paragraph 111 of the NPPF.
- 7.3.1 The Council is, therefore, respectfully requested to approve the proposed development.