



**Planning, Design and Access Statement
For the erection of a two-storey dwelling**

At

Maerbrook

Maer Road

Exmouth

Devon

EX8 2DB

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Introduction

This planning statement has been prepared to support a full planning application submitted to East Devon District Council for the erection of a two-storey dwelling at Maerbrook, Maer Road, Exmouth, EX8 8DB. The purpose of the planning statement is to provide the local planning authority with relevant background information to the proposal and the necessary objective criteria to address the key development management issues associated with the determination of this application.

Firstly, this document will outline the site location, the planning history for the site, and the relevant planning policy framework, before justifying the design, access and other material planning considerations for the proposal.

Maerbrook is owned by the applicant's sister. The property and its grounds have been in the control of the applicant's family for many years, having been the family home for three generations. It is proposed to demolish the existing two-storey out-building, that was originally stables and storage associated with the original occupation of the dwelling and replace it with a single dwelling for the applicants. The provision of the dwelling on the site of the outbuilding will allow the applicants to down-size from their existing dwelling and allow them to be on-site to provide mutual support for family members at Maerbrook as they advance in age.

Maerbrook is a substantial property within substantial grounds. It is located within the built-up area boundary of Exmouth and close to Exmouth seafront as well as within walking distance of the services and facilities of Exmouth town centre. Please refer to the plans submitted alongside this application for full details of the location. There is sufficient space within the site for the parking and manoeuvring of vehicles associated with the existing and proposed dwelling.

The google images and site location plan below provide a view of the existing property and application site from publicly available locations.



View toward Maerbrook from Maer Road



View toward Maerbrook from Maer Lane/Maer Road/Foxholes Hill roundabout

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View into the proposed site from Maer Lane, white outbuilding to right hand side is to be demolished

As this statement will seek to demonstrate, the proposed erection of a dwelling represents a sustainable and appropriate form of development that is in accordance with national and local plan policies with the site able to accommodate the proposal.

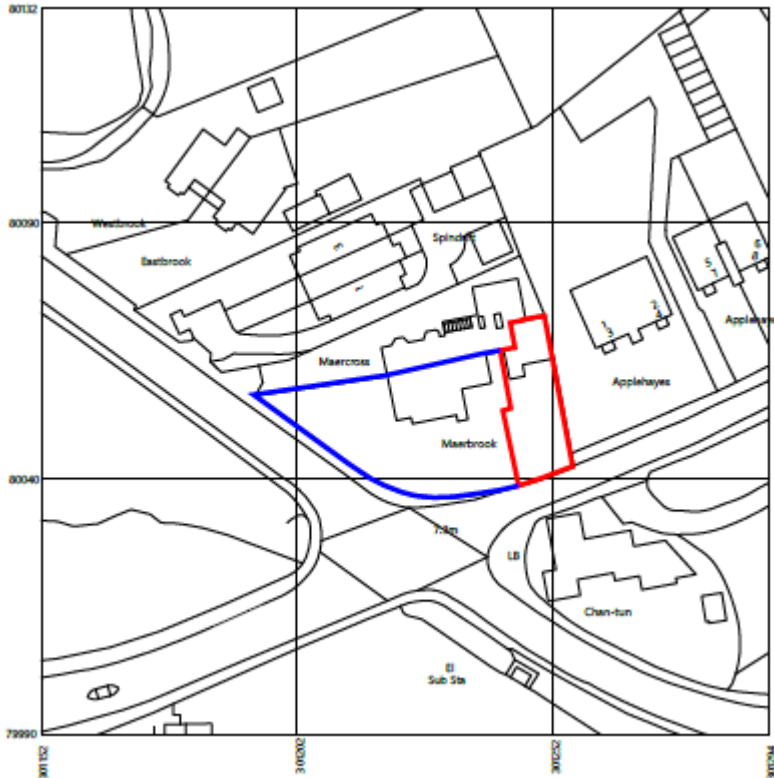
The Site and Surrounding Area

The application site is located in Exmouth. The site of the proposed dwelling is to the rear (east) of the existing dwelling at Maerbrook. The site is level, and a level access can be provided onto the public highway. There is currently a large, 1.5/2 storey, pitched roof outbuilding consuming part of the proposed site as well as a smaller single storey, mono pitched outbuilding. It is intended that these outbuildings be removed in order to provide an adequate space for the provision of a modest sized dwelling.

A modest dwelling would sit comfortably within the site of the existing outbuildings, set back from the highway, as well as provide a small private courtyard space to the rear of the proposed dwelling. The garden currently associated with Maerbrook is substantial and

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would be used to provide garden area for both the existing and proposed dwelling.
Vehicular access would be from Maer Lane and would utilise the existing access onto the highway. The driveway pillar on the eastern side of the access would be removed to provide improved visibility in an easterly direction.



Site location plan

The site lies within the built-up area boundary of Exmouth. It is not within an AONB, or a conservation area and it is located in flood zone 1. The site is outside the phosphates catchment area. The building and its location are considered to present a suitable location for the proposed development.

Planning History

The following planning history records have been extracted from public access:

- 77/C0936 Conversion of coach house to dwelling - Refused
- 98/P0164 Conversion of existing dwelling into two dwellings, erection of extension to provide flats and 3 garages – Determined but decision unknown

National and Local Policy Context

The following section of this statement highlights the national and local planning policies which are relevant for the determination of the proposed development.

National Policy Context

National Planning Policy Framework

The revised National Planning Policy Framework (NPPF) was published on 20th July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised framework replaces the previous NPPF published in March 2012, revised in July 2018 and updated February 2020. At its heart remains a presumption in favour of sustainable development.

Chapter 5 of the NPPF concerns the delivery of a sufficient supply of homes and sets out the Government's objective to significantly boost the supply of housing. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, including people wishing to commission or build their own homes as stated within Paragraph 62.

Paragraph 69 emphasises that 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.

Chapter 9 discusses the promotion of sustainable transport and states at Paragraph 110 that a safe and suitable access to a site should be achieved for all users. At paragraph 111 it confirms that 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.

Chapter 11 NPPF, paragraph 120 describes the need for planning policies and decisions to promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively. The proposed development is an opportunity to use the site more effectively, to contribute to the timely provision of a small dwelling that could be of benefit to the supply of local dwellings (in this particular case through the re-sale of existing property) in a manner that will have no detrimental impacts on the amenity of others and in location that is considered to be sustainable, both now and in the future.

Chapter 11, Para 124 of the NPPF requires development to make effective use of land and make optimal use of each site. It requires developments to take into account: different types of housing required and the availability of land to accommodate it, local market conditions and viability, availability and capacity of infrastructure and services (existing and proposed), as well as their potential for improvement and the scope to promote sustainable travel modes that limit future car use; desirability of maintaining an area's prevailing character and setting (including residential gardens) and the importance of securing well-designed, attractive and healthy places.

Chapter 12 of the revised NPPF 'Achieving well-designed places', paragraph 130 states that planning policies and decisions should ensure that developments:

- "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 wellbeing, 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”.

Chapter 15 NPPF refers to conserving and enhancing the natural environment. Paragraph 174 identifies that planning policies and decisions should contribute to and enhance the natural local environment through (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 and (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 nor land instability. Paragraph 180 (d) makes it clear that opportunities to improve biodiversity in and around development should be integrated as part of a design.

Local Policy Context

East Devon District Council adopted their Local Plan in 2016, titled East Devon Local Plan 2013 to 2031. The preparation of the emerging new Local Plan is in the development stage with the Council having undertaken an ‘Issues and Options consultation’ and a draft local plan was previously issued for public consultation. As part of this process the Council undertook a ‘call for sites’ which will have informed the councils Housing and Economic Land Availability Assessment.

The following local plan policies are considered to be relevant:

Strategy 5 – Environment

All development proposals will contribute to the delivery of sustainable development, ensure conservation and enhancement of natural historic and built environmental assets, promote ecosystem services and green infrastructure and geodiversity.

Strategy 6 – Development within Built-Up Area Boundaries

Built-up Area Boundaries are defined on the Proposals Map around the settlements of East Devon that are considered appropriate through strategic policy to accommodate growth and development. Within 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.*

Strategy 22 – Development at Exmouth

Exmouth will see larger scale development. Working with our partners in Exmouth, we will specifically plan for and promote proposals that are consistent with the strategy which is to promote (relevant criteria to this pre-application):

1. New homes – Moderate new housing provision

Strategy 38 – Sustainable Design and Construction

Encouragement is given for proposals for new development and for refurbishment of, conversion or extensions to, existing buildings to demonstrate how:

- a) *Sustainable design and construction methods will be incorporated, specifically, through the re-use of material derived from excavation and demolitions, use of renewable energy technology, landform, layout, building orientation, massing, use of local materials and landscaping;*
- b) *The development will be resilient to the impacts of climate change*
- c) *Potential adverse impacts, such as noise, smell, dust, arising from developments, both during and after construction, are to be mitigated.*
- d) *Biodiversity improvements are to be incorporated. This could include measures such as integrated bat and owl boxes, native planting or green roofs*

D1 – Design and Local Distinctiveness

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.*
3. *Do not adversely affect:*
 - a) *The distinctive historic or architectural character of the area.*
 - b) *The urban form, in terms of significant street patterns, groups of buildings and open spaces.*
 - c) *Important landscape characteristics, prominent topographical features and important ecological features.*
 - d) *Trees worthy of retention.*
 - e) *The amenity of occupiers of adjoining residential properties.*
 - f) *The amenity of occupants of proposed future residential properties, with respect to access to open space, storage space for bins and bicycles and prams and other uses; these considerations can be especially important in respect of proposals for conversions into flats*
4. *Have due regard for important aspects of detail and quality and should incorporate:*
 - a) *Secure and attractive layouts with safe and convenient access for the whole community, including disabled users.*
 - b) *Measures to create a safe environment for the community and reduce the potential for crime.*

- c) Use of appropriate building materials and techniques respecting local tradition and vernacular styles as well as, where possible, contributing to low embodied energy and CO2 reduction.*
 - d) Necessary and appropriate street lighting and furniture and, subject to negotiation with developers, public art integral to the design.*
 - e) Features that maintain good levels of daylight and sunlight into and between buildings to minimise the need for powered lighting.*
 - f) Appropriate 'greening' measures relating to landscaping and planting, open space provision and permeability of hard surfaces.*
- 5. Incorporate measures to reduce carbon emissions and minimise the risks associated with climate change. Measures to secure management of waste in accordance with the waste hierarchy (reduce, reuse, recycle, recovery, disposal) should also feature in proposals during the construction and operational phases.*
- 6. Green Infrastructure and open spaces should be designed and located in a way that will minimise any potential security concerns for users.*
- 7. Mitigate potential adverse impacts, such as noise, smell, dust, arising from developments, both during and after construction.*

TC2 – Accessibility of new development

New development should be located so as to be accessible by pedestrians, cyclists and public transport and also well related to compatible land uses so as to minimise the need to travel by car. Where proposals are likely to attract large numbers of visitors, they must be accessible by public transport available to all sectors of the community. Development involving the creation of public open space, car parking area, highways and other areas to which the public have access, must provide adequate provision for persons with reduced mobility.

TC7 – Adequacy of Road Network and Site Access

This policy indicates that planning permission will not be approved if the proposed access, or traffic generation would be detrimental to the safe and satisfactory operation of the local, or wider, highway network. It also sets out the requirements for securing off site highways works where they are required.

TC9 – Parking provision in new development

Spaces will need to be provided for Parking of cars and bicycles in new developments. As a guide at least 1 car parking space should be provided for one-bedroom homes and 2 car parking spaces per home with two or more bedrooms. At least 1 bicycle parking space should be provided per home.

EN19 – Adequacy of Foul Sewers and Adequacy of Sewage Treatment Systems

New development will not be permitted unless a suitable foul sewage treatment system of adequate capacity and design is available or will be provided in time to serve the development. Development where private sewage treatment systems are proposed will not be permitted unless ground conditions are satisfactory, and the plot is of sufficient size to provide an adequate subsoil drainage system or an alternative treatment system.

EN22 – Surface Run-Off Implications of New Development

Planning permission for new development will require that:

- 1. The surface water run-off implications of the proposal have been fully considered and found to be acceptable, including implications for coastal erosion.*
- 2. Appropriate remedial measures are included as an integral part of the development, and there are clear arrangements in place for ongoing maintenance over the lifetime of the development.*
- 3. Where remedial measures are required away from the application site, the developer is in a position to secure the implementation of such measures.*
- 4. A Drainage Impact Assessment will be required for all new development with potentially significant surface run off implications.*
- 5. Surface water in all major commercial developments or schemes for 10 homes or more (or any revised threshold set by Government) should be managed by sustainable drainage systems, unless demonstrated to be inappropriate.*

Taking into account the national and local plan policies included in the preceding paragraphs, the proposal is considered to be an acceptable form of development. It is considered that the dwelling could be provided on the site to provide a home for the applicants, without creating any harm or adverse impacts. The accommodation would provide an opportunity for the applicants to down-size, releasing their current Exmouth home

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back onto the housing market, as well as to ensure that they and the occupiers of Maerbrook can provide mutual care for each other now and in the future.

The Case for Permission

The applicants are seeking to erect a single dwellinghouse on the site of the existing outbuilding(s) to provide themselves with a new, smaller home.

The applicants have lived in Exmouth their whole lives. Maerbrook has been the family home for three generations. They now wish to down-size and return to the family home and wish to achieve this through the provision of a dwelling within the grounds of the existing dwelling Maerbrook.

The proposal would result in the demolition of the existing outbuildings and the use of this space for the erection of the dwelling that has been designed alongside the applicants to provide a traditionally proportioned dwelling incorporating the spaces that they require. Due to the substantial height of Maerbrook (and Maer Cross, the adjoining property), it has been possible to propose a two-storey dwelling on the site without resulting in a detrimental impact on the occupiers of Maerbrook, Maer Cross or the residential apartments to the east of the site.

The proposed dwelling would have a lounge and separate open plan kitchen and dining room, plus utility on the ground floor with 3 first floor bedrooms and a bathroom. Externally, the dwelling would have at least two parking spaces to the front (south) of the dwelling with access to a shared patio to the west and shared access to the gardens that serve Maerbrook.

Use

The proposal is for the erection of a single dwelling following the demolition of the existing outbuildings. The principle of this development is in accordance with strategies 6 and 22 of the East Devon Local Plan.

Amount and Layout

The proposed amount and layout of the dwelling is shown in greater detail on the accompanying plans. In terms of the site layout, the proposed dwelling would be located to the east of Maerbrook and the adjoining property Maer Cross and west of Applehayes (apartments). The proposed dwelling and Maerbrook would share a patio area between the dwellings as well as have joint access to the gardens. Parking would be provided immediately in front (south) of the dwelling.

The dwelling has been positioned to utilise the space vacated by the demolition of the existing garage/outbuildings and to sit comfortably behind Maerbrook and Maer Cross so not to compromise the character and appearance of these properties and the openness of the frontage of these properties and the street scene. The location also allows the proposed dwelling to sit quietly between Maerbrook and the apartment building to the east called Applehayes. The proposed dwelling is slightly west of the existing boundary wall with Applehayes, whereas the current garage/outbuilding is built on top of the boundary wall, the proposal includes the provision of a path between the proposed dwelling and the boundary wall.

The internal floorplan for the proposed dwelling shows accommodation over two floors. An open plan kitchen diner, separate lounge and utility on the ground floor and 3 bedrooms and a bathroom on the first floor. Sufficient storage space has been shown within the dwelling to meet required standards.

The placement of windows has been considered carefully to ensure that the privacy and amenity of the occupiers of Maerbrook, Maer Cross and Applehayes apartments are retained. There are no windows on the rear elevation and those on the west elevation, looking toward Applehayes are minimal and serve one bedroom, a bathroom (which would be obscure glazed) and a staircase. Between the proposed dwelling and Applehayes there is a line of fairly mature trees and then a sufficient area of garden, the privacy of Applehayes residents would not be harmed following the construction of the dwelling. Other windows face toward Maer Lane (south) with two further bedroom windows facing east toward Maerbrook, with only one of these looking toward the closest part of this neighbouring

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dwelling. High level windows have been proposed on the east elevation at ground floor to provide privacy to occupiers of both properties.

Scale

The scale of the proposed development is limited by the size of the site and its surroundings. The applicants wish to build themselves a new home within the grounds of the generational family home. This would release their current Exmouth home back onto the housing market.

The dwelling is proposing accommodation over two floors and the dwelling would have two storeys. The existing dwelling, Maerbrook, is a very substantial property with a ridge height of 12.5m and an eaves height of 6.75m (these measurements are the same for the adjoining property Maer Cross). There are turrets on Maerbrook and Maer Cross that exceed the height of the property ridge. The proposed dwelling has a considerably lower height measuring 8.3m high to ridge and 5m to the eaves. Therefore, proportionally, the proposed dwelling would be considerably lower than Maerbrook. It would also be lower than the Applehayes apartments to the east of the site.

The dwelling has a footprint of 78.75 sqm. It measures 11.2 m deep and 7.5m wide, however, the building shape is a 'P' with the rear section of the building being narrower than the front section due to the shape of the site and available space. The rear section narrows to 5m. The dwelling has considerably smaller proportions than Maerbrook and is very much subservient to the larger and very substantial property. The height and depth of the dwelling are not dissimilar to those of Applehayes, however Applehayes has a much larger footprint. It is considered that the proposal has a clear regard and respect for the existing site, its size, context and surroundings. The modest scale of the proposal will not result in over-development of the property, or have any over-bearing impact or result in the loss of amenity for the occupiers of neighbouring properties.

As the accompanying site location and block plans demonstrate, the proposed dwelling will utilise only the site of the existing outbuildings and a modest part of the current driveway/parking area. The remainder of the property holding will be unaffected by the proposal.

The scale and overall design of the dwelling will allow it to integrate well with the surrounding existing development and will meet the requirements of local policies D1, TC2 and DC9.

Appearance

National and local policy, highlight that design of development should retain local distinctiveness and integrate well with the existing character of the site and the surrounding built environment. The dwelling has been designed alongside the applicants to ensure this is achieved and with function and practicality at the forefront, reflecting core design principles.

The proposed materials, scale and overall external appearance allow the dwelling to sit quietly alongside the much more imposing property of Maerbrook. The inclusion of red brick, cream render and terracotta roof tiles reflect the materials found on Maerbrook and will help a new dwelling assimilate well with the existing building on site and with the buildings on adjacent plots. The shape and appearance of the roof reflects that of Maerbrook and Maer Cross, albeit without the provision of chimneys or dormer windows. The plainness of the roof allows the dwelling to remain visually subservient to the formality of the external appearance of Maerbrook.

Due to the location of the site, there will be views of the dwelling from the adjacent public highways. However, the relationship of the site with Maerbrook is such that a majority of the site will be hidden behind Maerbrook and will not interrupt views of the existing property from Maer Road. The dwelling will not cause harm the wider visual amenity of the area. As there are not considered to be any adverse impacts of the proposal to outweigh the benefits, the development is considered to be both sustainable and acceptable.

Overall, the proposed design and appearance represent core design principles and the dwelling would sit successfully alongside the existing built development and result in no visual harm to the surrounding area. The proposal therefore meets the requirements of local plan policies D1, TC2 and TC9.

Landscaping

It is proposed to provide a shared patio area to the east of Maerbrook and west of the proposed dwelling. The occupiers of both properties would have access to the gardens of Maerbrook. It would be feasible and likely that planters would be placed close to the front of the dwelling, within the hard surfaced driveway/parking area which would soften the appearance and add further interest and colour when viewed through the access from Maer Lane.

A pathway to a small rear yard would be established along the eastern side of the dwelling. The eastern boundary wall would be retained at a height of two metres. The boundary wall to the rear (north) of the dwelling would be a combination of a continued 2m high wall and in part the rear wall of the tall, single storey store that extends from the rear of Maer Cross.

The existing large driveway will be managed to ensure there is at least two parking spaces per property. The access is to be slightly widened to improve visibility to the northeast (Maer Lane) when exiting the site. The ground levels of this area would remain as they are currently.

The existing grassed lawns, shrubs and trees within the gardens of Maerbrook are to be retained. The retention of the natural features within the wider grounds of Maerbrook and the organisation of the driveway/parking area and other outdoor spaces will add positively to the overall appearance of the site post-construction of the proposed dwelling in accordance with policy D1 and D7.

Access

The NPPF and local plan policy require development to create safe and accessible places. Proposals should also ensure there is no damage to the surrounding area, and that the local road network can adequately support the proposed use.

There is an appropriate access already in place that serves the existing property at Maerbrook, and the applicants will use this access to serve the proposed dwelling.

This existing access provides a safe access and egress point for vehicles entering and leaving the site. Visibility is good to the west when exiting the site and is acceptable to the

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east, however, in order to improve the situation, it is intended to remove the eastern pillar, where the driveway abuts the highway. This will improve visibility in an easterly direction.

The proposal allows for sufficient space for vehicles to manoeuvre and ensures safety of the vehicular movements within the site are not compromised.

Parking for the dwelling would be within the existing parking area. This will be organised to ensure that there are at least 4 car parking spaces but also sufficient space to manoeuvre to ensure vehicles leave in a forward gear.

With limited and only positive changes proposed to the access arrangements and with very limited additional use of the access proposed, there will be no additional harm associated the continued use of the access. The provision of the additional dwelling will not result in a significant number of additional vehicular movements through the access or on the adjoining roads that the local highway network cannot support. As such, the scheme fully complies with local plan policies TC2, TC7 and TC9.

Surface Water Drainage

Surface water run-off from the proposed building will be connected to above ground water tanks and any excess will be connected to a soakaway.

The site is located within flood zone 1 and there are no adverse impacts or risks posed in terms of flooding in this location or elsewhere as a result of the proposal. In this regard it is considered that the proposal is compliant with local plan policy.

Ecology

A preliminary ecological report was carried out at Maerbrook by Western Ecology. This established that the existing outbuilding has a low suitability to support roosting bats. A single precautionary bat emergence survey was carried out and no bats were found to emerge from the building. The report concludes that there are no bats roosting in the building. The proposed removal of the building and construction of a dwelling would have a negligible risk to bats and does not require a European Protected Species Licence. No mitigation has been required for bats. The full report has been submitted with the application.

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Conclusion

The proposed development is the erection of a dwelling within the grounds of Maerbrook, following the demolition of substantial outbuildings. It presents an appropriate form and suitably scaled development in this location that will sit comfortably alongside the neighbouring dwellings. The proposal provides an opportunity for the applicants to build their own home within the grounds of their family home in a sustainable location.

The proposed development by virtue of its scale, massing, design and location is not considered to harm the privacy or amenity of the occupiers of any dwelling or building, the future amenities and services of the site or its surroundings.

The proposed design and appearance of the dwelling reflects the characteristics and materials found on site and in the surrounding area. The proposed design reflects the requirements and aspirations of the applicants, it is straightforward and provides a functional and practical home on the site of an existing outbuilding.

The proposal is considered to comply with both national planning policy and local plan policy requirements set out in policies included earlier in this statement. With no unacceptable or adverse impacts created that would outweigh the benefits of the proposal, it is considered that planning permission should be granted.