

EXMOUTH LITTLEHAM  
(Exmouth)

08/1572/FUL

Target Date: (e.g. 29.07.2008)

Applicant:

Mr Mudge

Location:

Basildon Maisonette  
21 Cranford Avenue  
Exmouth

Proposal:

Conversion of existing maisonette and 2 no. flats to 5 no. self contained flats

## **CONSULTATIONS**

### County Highway Authority

The proposal is for the conversion of an existing maisonette and 2 No. flats to 5 No. self-contained flats at Basildon Maisonette 21 Cranford Avenue in Exmouth. In highway terms this application is similar to Application No. 08/0473 albeit with the omission of the Coach House. I would therefore request highway conditions in similar terms to the previous application although with an adjustment to the visibility requirements at the site access.

### South West Water

No comments received

### Environment Agency

No comments received

## **TOWN/PARISH COUNCIL**

No objection

## **WARD MEMBER(S)**

The initial comments of the Ward Member (Cllr. Williamson) are -

“ I support this application. The conversion retains the integrity of the original house and will not affect its external appearance which has a unique character whilst being in sympathy with the other houses of a similar size in The Avenues. This development demonstrates that it is possible to provide for apartment living without the demolition and replacement. In this respect it accords fully with the Supplementary Planning Guidance. Adequate off road parking has been provided. The recommendations in the arboricultural report will safeguard the screening effect of the trees currently on site with a replacement strategy where this is needed.

In the event that this application comes to Committee I would reserve my position until I am in full possession of all the relevant facts and arguments for and against.”

## **REPRESENTATIONS**

No letters have been received

## **RELEVANT PLANNING HISTORY**

<b>App.No:</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
08/0473/FUL	Conversion from maisonette and 2 no. flats to 5 no. self contained flat and the construction of a coach house	Refused	15.04.2008

## **PLANNING POLICIES**

### Government Guidance

PPS 1 - Planning Policy Statement 1: Delivering Sustainable Development  
PPS 3 – Planning Policy Statement 3: Housing

### Devon Country Structure Plan (2001-2016)

Policy CO6 – Quality of New Development  
Policy TR10 – Strategic Road Network

### East Devon Local Plan (1995-2011)

Policy D1 – Design and Local Distinctiveness  
Policy D5 - Trees on Development Sites  
Policy H6 – Conversion of existing buildings and other dwellings to flats  
Policy RE3 - Open Space Provision in New Housing Developments  
Policy S2 – Built-up Area Boundaries for Area centres and Local centres  
Policy S4 – Development within Built-up Area Boundaries  
Policy TA7 – Adequacy of Road Network and Site Access  
Policy TA9 – Parking Provision in New Development

### Supplementary Planning Guidance

Design Statement The Avenues Exmouth - adopted as Supplementary Planning Guidance 20<sup>th</sup> April 200

## **SITE LOCATION AND DESCRIPTION**

The Chief Executive has advised that as Alderman Mudge is currently taking an active role in the Council's Refuse and Recycling Working Party, as such I think the spirit of the code of conduct should apply and this matter should go to the Committee notwithstanding that it is recommended for approval.

The application site relates to part of a substantial period property which occupies a corner plot at the north east junction of Elwyn Road with Cranford Avenue. The original property has been subdivided and extended over time such that to the north west side a separate semi-detached property has been formed (no. 15 Elwyn Road).

The application site relates to the larger south eastern portion of the building, no. 21 Cranford Avenue. No. 21 itself is broadly L shaped in plan form and is currently subdivided to comprise of a maisonette and two flats arranged, over 3 floors. The property is probably Edwardian and is finished in red brick to the ground floor with render and timber panelling at first floor level, the steeply pitched roof is hipped and covered in red tiles and there is a number of existing flat roof dormers within the various roof planes.

The property sits in the northern corner of the plot well back from both road frontages with lawned areas and areas of mature planting between the building and its boundaries with the road. Along the Cranford Avenue boundary and inside the stone boundary wall (with fencing atop) is a line of mature beech trees. The current site access is in the south east corner of the site and leads on to a tarmac parking area and detached double garage located to the south of the main house. The Elwyn Road boundary is marked by a brick wall with timber fencing above and there is further mature planting and trees inside this boundary.

The site lies in the Avenues area of Exmouth, an area generally recognised for its distinctive qualities of large properties set in generous plots and set back from their respective road frontages, often with significant breaks between buildings and mature tree planting. The application site is characteristic of this pattern as is the immediate surrounding area. Although there is one notable exception at no. 14 to the south west, properties are generally set well back from the road in generous plots and enclosed by either hedge planting, walls or fencing.

### **PROPOSED DEVELOPMENT**

The application seeks planning permission to convert the existing property to form 5 no. flats (with minor extensions/alterations). The application also involves the closing up of the existing access and the creation of a new access to the south west of this.

### **CONSIDERATIONS AND ASSESSMENT**

This application has been reported to the committee as the applicant Mr. Mudge, is a former member and alderman of the council.

It is considered that the main issues in the determination of the application are: the principle of the proposal; the design and impact on the character and appearance of the area; the impact on trees of amenity value; potential impact on neighbouring privacy or amenity and the highway safety issues relating to the parking and access proposals. The proposal would result in a net increase of 2 dwellings and would therefore place increased demands on public open space. Should the application be approved contributions towards the provision of such facilities would be sought.

#### **The principle of the proposal**

The application site lies within a residential area and the built-up area boundary of the town. The proposal is to convert the existing building to 5 no. flats there is no principle objection to this subject to other material considerations.

#### **Design and layout**

The alterations proposed to the existing building are relatively minor and include: the enlargement of existing dormer windows and the addition of a new dormer on the south east roof slope; a replacement and new dormer window to the courtyard elevation (north west) and the addition of a small, single storey, flat roofed extension; the construction of a flat roofed, zinc clad lift shaft head on the north west roof slope; the enlargement of one and the addition of another dormer window and roof light to the north east roof slope; a replacement roof light to the south west elevation.

With the possible exception of the lift shaft head these alterations are considered in scale and keeping with the existing property, the ground floor extension being hidden from public view. However, The lift shaft head would be largely screened from public view by the south west roof slope of the neighbouring property and although the top of it would be visible above this it would have only a limited impact and is not considered to be objectionable.

The proposal involves the closure of the existing access and the creation of a new access slightly to the south west of this. This would allow for the provision of car parking along the north east boundary, with further parking to the other side of the driveway provided in the form of the retained double garage. The main physical change that would be noticeable would be the re-positioning of the site entrance slightly to the southwest of the existing. It is indicated that the re-positioned driveway would require the removal of three of the boundary trees as these would incur into the visibility splay. The amount of plot coverage (by buildings and parking areas) is comparable with the suggested 25% specified in the Avenues Design Statement.

The plan indicates that all of the gardens to the southwest of the property would be retained for communal purposes.

#### Impact on character and appearance of the area/mature trees

This site is prominent within both the Cranford Avenue and Elwyn Road streetscenes and the boundary trees are a particular characteristic of the leafy tree lined nature of the surrounding roads. The previous application 08/0473/FUL proposed the removal of virtually all of these trees as it was considered by the applicant's arboricultural consultant that these had a limited life span due to inappropriate works previously carried out. The current proposals for trees are to remove the three nearest to the revised access. Through discussions with the Council's arboricultural officer it is evident that the quality of this line of trees has been affected by previous works to them. The most appropriate approach in the long term is considered to be the removal of the majority of the R category trees (as identified on the tree constraints plan) and the retention of the better B category trees with additional planting between those trees that would be retained. It is considered that such works could be covered by a suitably worded condition.

#### Impact on neighbouring privacy/amenity

The proposals to the main house are such that although there would be an increase in residents, levels of over looking etc. are unlikely to significantly increase. The parking areas to the front would also be in the same position as existing parking and the type and level of traffic is unlikely to raise any significant amenity concerns.

The alterations to the main house are relatively minor and include enlarging existing dormers, some new dormers and the provision of a lift shaft head on the courtyard elevation roof slope. Also on this elevation at ground floor level a flat roof extension is proposed.

#### Highway safety issues

The proposal involves the creation of a new access closer to the junction with Elwyn Road and an intensification in the use of this access. The highways authority has, subject to the imposition of conditions, raised no objections to the proposal.

#### Other issues

The proposal would result in an increase in the number of dwellings and accordingly would be required to contribute towards the provision and/or enhancement of open space in the area. The applicant has been requested to submit a unilateral undertaking to provide for such contributions and subject to the receipt of this the application is considered acceptable in this regard.

### **CONCLUSIONS**

The proposal involves the conversion of the existing property to form 5 no. self contained flats. The works involved in the conversion involve only minor external alterations to the building and reconfiguration of the access and parking arrangements, which subject to suitably worded conditions are considered to be acceptable.

## **RECOMMENDATION**

APPROVE subject to the following conditions:

1. TM3
2. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match, in type, colour and texture those used on the existing property.  
(Reason - To ensure that the materials are sympathetic to the character and appearance of the existing building.)
3. No development shall take place until a landscaping scheme and management plan has been submitted to and approved in writing by the Local Planning Authority; such a scheme to include:
  - Details of the method of permanently closing off the existing entrance (unless otherwise agreed in writing this shall be by means of a low stone wall to match the existing wall along the Cranford Avenue frontage, with additional planting atop)
  - Details of any trees to be removed and of replacement planting along the Cranford Avenue and Elwyn road frontages between the trees to be retained.The scheme shall also give details of any proposed walls, fences and other boundary treatment. The landscaping scheme shall be carried out in accordance with the landscaping plan to be submitted, unless otherwise agreed in writing by the Local Planning Authority and shall be maintained for a period of 5 years. Any trees or other plants which die during this period shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.  
(Reason - In the interests of amenity and to preserve and enhance the character and appearance of the area.)
4. Notwithstanding the details indicated on drawing no. 06-339 A1 and 06-339 TCP1 the trees numbered as following shall not be removed and shall be retained within any landscape management plan as may be agreed, under the previous condition:
  - 0977
  - 0980
  - 0990
  - 0983(Reason - In the interests of amenity and to preserve and enhance the character and appearance of the area.)
5. No development shall take place until further details of the bin enclosure to the southwest of the revised driveway layout (to include method of construction and enclosure) have been submitted to and agreed in writing by the Local Planning Authority.  
(Reason – The bin enclosure is within the identified Root Protection Area of a tree that should be retained in the interests of the character and appearance of the area)
6. Prior to commencement of any works on site, tree protection details and method statements (to cover installation/removal, maintenance and monitoring of tree and existing boundary hedge protection measures) shall be submitted to and approved in writing by the Local Planning Authority. These shall adhere to the principles embodied in BS 5837:2005 and shall indicate exactly how and when the trees will be protected during the site works. Provision shall also be made for supervision of tree protection by a suitably qualified and

experienced arboricultural consultant and details shall be included within the tree protection statement. The development shall be carried out strictly in accordance with the agreed details.

In any event, the following restrictions shall be strictly observed:

(a) No burning shall take place in a position where flames could extend to within 5m of any part of any trees to be retained.

(b) No trenches for services or foul/surface water drainage shall be dug within the crown spreads of any retained trees (or within half the height of the trees, whichever is the greater) unless agreed in writing by the Local Planning Authority. All such installations shall be in accordance with the advice given in National Joint Utilities Group (NJUG) Publication Number 10 1995.

(c) No changes in ground levels or excavations shall take place within the crown spreads of retained trees (or within half the height of the trees, whichever is the greater) unless agreed in writing by the Local Planning Authority.

(Reason - To ensure retention and protection of trees on the site in the interests of amenity and to preserve and enhance the character and appearance of the area.

7. Visibility splays of 2.4 metres measured back from the nearside carriageway edge on the centre line of the access to points 43 metres on the nearside carriageway edge in both directions with all land and vegetation enclosed within the splays reduced to a height not exceeding 600 mm above adjacent carriageway level shall be constructed, laid out and maintained for that purpose. Such visibility splays shall be provided prior to the development hereby permitted being occupied in accordance with plans that shall have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

(Reason - To provide adequate visibility from and of emerging vehicles.)

8. The site access and access road/drive over its first 6 metre length shall be widened and maintained thereafter to not less than 5 metres in width.

(Reason - To minimise congestion of the access.)

9. The existing access shall be effectively and permanently closed in accordance with details which shall previously have been submitted to and approved in writing by the Local Planning Authority as soon as the new access is capable of use.

(Reason - To minimise the number of accesses onto the public highway.)

10. In accordance with details that shall previously have been submitted to, and approved in writing by the Local Planning Authority, provision shall be made within the site for the disposal of surface water so that none drains onto any public highway.

(Reason - In the interests of public safety and to prevent damage to the highway.)

11. In accordance with details that shall previously have been submitted to, and approved in writing by the Local Planning Authority, provision shall be made within the site for the disposal of surface water so that none drains onto any public highway.

(Reason - In the interests of public safety and to prevent damage to the highway.)

## Informatives

1. Condition 1 above removes any rights to erect further extensions, outbuildings or to erect new walls, fences or other means of enclosure without the further written approval of the Local Planning Authority.

#### Reasons for approval

1. The proposal complies with Devon Country Structure Plan (2001-2016) Policies:
  - CO6 – Quality of New Development
  - TR10 – Strategic Road Network
2. The proposal complies with East Devon Local Plan (1995-2011) Policies:
  - D1 – Design and Local Distinctiveness
  - D5 - Trees on Development Sites
  - H6 – Conversion of existing buildings and other dwellings to flats
  - RE3 - Open Space Provision in New Housing Developments
  - S2 – Built-up Area Boundaries for Area centres and Local centres
  - S4 – Development within Built-up Area Boundaries
  - TA7 – Adequacy of Road Network and Site Access
  - TA9 – Parking Provision in New Development
3. Other reasons
  - the proposal does not affect the privacy and amenity of neighbouring occupiers
  - the design and external appearance of the proposal does not harm the visual amenity of the site and surrounding area

#### Approved plans

CN04: 06-339: A1, A2, A3, S1, S2, S3, T1 and TCP 1

- The applicant/agent is advised that in accordance with condition 3 above the removal of the following trees (as numbered on drawing no. 06-339 TCP1) would, subject to the submission of a comprehensive replanting scheme, be accepted, : 0976, 0978, 0979, 0981, 0982, 0984, 0985, 0986, 0987, 0988, 0989
- The permission hereby granted shall be read and implemented in accordance with the submitted unilateral undertaking dated...

#### List of Background Papers

Application file, consultations and policy documents referred to in the report.