

Ward Sidmouth Sidford

Reference 18/2382/FUL

Applicant Mr & Mrs Downey

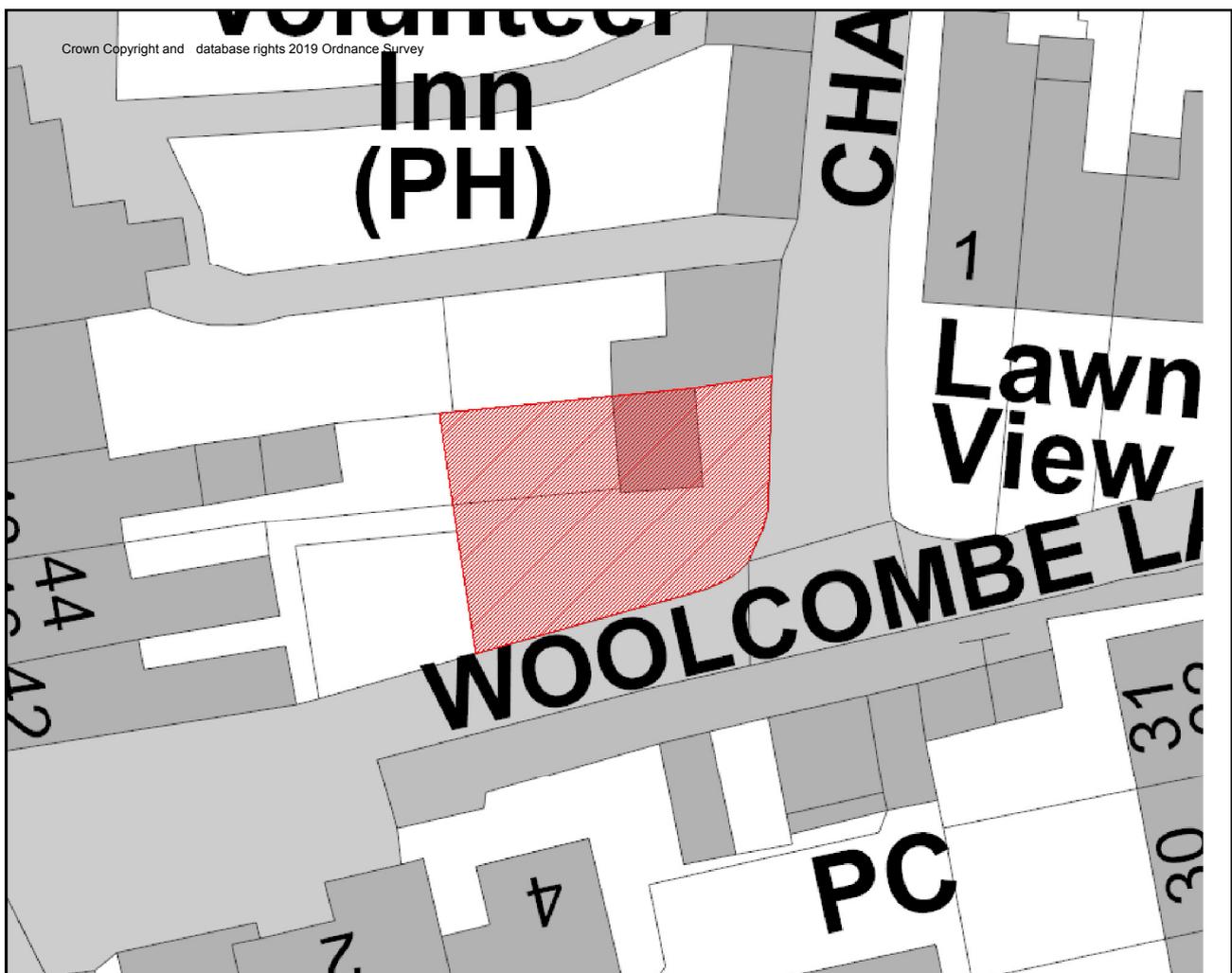
Location 48 Temple Street Sidmouth EX10 9BQ

Proposal Proposed new dwelling on land to the rear of 48 Temple Street.



RECOMMENDATION:

1. That the Habitat Regulations Appropriate Assessment outlined within the Committee Report be adopted.
2. That the application be **APPROVED** subject to conditions



		Committee Date: 12th February 2019
Sidmouth Sidford (SIDMOUTH)	18/2382/FUL	Target Date: 02.01.2019
Applicant:	Mr & Mrs Downey	
Location:	48 Temple Street Sidmouth	
Proposal:	Proposed new dwelling on land to the rear of 48 Temple Street.	

RECOMMENDATION:

- 1. That the Habitat Regulations Appropriate Assessment outlined within the Committee Report be adopted.**
- 2. That the application be APPROVED subject to conditions**

EXECUTIVE SUMMARY

The application is before Members because the recommendation is contrary to the views of two of the Ward Members.

Planning permission is sought for a detached dwelling on a site within the Built-up Area of Sidmouth which is currently used for garaging and parking. This is the fifth attempt to develop the site and follows a refusal at the August 2018 committee against officer recommendation. The previous application was refused owing to concerns about loss of part of a boundary wall, insufficient parking and a cramped layout.

The proposal has been reduced in scale from a 3-bed to a 1-bed dwelling and the boundary wall has been retained by reconfiguring the parking layout. The reduced scheme would provide good quality accommodation and amenity space for the occupants of the new dwelling, including a parking space. The remainder of the site would provide three further spaces and landscaping. It is a high quality contemporary design which would be compatible with the character and appearance of the area in both scale and appearance. Furthermore, the open space and landscaping around the dwelling and the parking area is such that the development would not appear cramped.

While the proposal is likely to lead to some additional parking demand, the level of demand is likely to be low owing to the small scale of the dwelling. It is appreciated that the existing dwelling would lose 3-4 spaces (some in garages), but the normal level of use does not match that capacity. Given the limited

increase in demand for on-street parking as a result of this proposal and the lack of evidence that the small increase would inconvenience existing residents in the area, the reduction in parking on the site is not a sufficient reason to justify refusal.

Through retention of the stone boundary wall and reduction in the scale of the dwelling, this revised scheme has successfully overcome the previous reasons for refusal and is now recommended for approval.

CONSULTATIONS

Local Consultations

Sidmouth Sidford - Cllr S Hughes

I'm extremely concerned at the close proximity to the neighbouring property which was built in the 1800s and which hasn't modern foundations where it was planned to leave approx 6" or less gap between the two properties which would prevent any maintenance of the existing property in Chandlers Lane.

Sidmouth Sidford - Cllr M Rixson

This application should be REFUSED.

My original objections still stand as the footprint of this dwelling is identical to 18/0607.

- this represents over development in an area which is already very congested
- the property should not be adjoined to the neighbouring property, which was built in the 1800s and does not have the benefit of modern foundations. Six inches or less gap between the existing property in Chandlers Lane and the proposed new dwelling could prevent any maintenance of this centuries old cottage.
- it would directly impact on the amenity of neighbouring properties
- it would necessitate the partial removal of a listed stone boundary wall and
- the existing road network and access are inadequate
- application is contrary to D1, EN9 and TC7

Parish/Town Council

UNABLE TO SUPPORT

Members were unable to support the application for the following reasons:

- o Members were concerned at the close proximity to the neighbouring property which was built in the 1800s and does not have the benefit of modern foundations where it was planned to leave approx 6" or less gap between the two properties which could prevent any maintenance of the existing property in Chandlers Lane.

Technical Consultations

Environmental Health

I have considered the application and note that this site is close to nearby residents who may be impacted during the construction process. We would request the applicant to consult and follow the council's Construction Sites Code of Practice prepared by Environmental Health and adopted by the council in order to ensure that any impacts are kept to a minimum. This is available on the council's website:

<http://eastdevon.gov.uk/noise/noise-guidance-and-advice/guidance-and-advice-for-developers-builders-and-contractors/>

Conservation

CONSULTATION REPLY TO
LISTED BUILDING CONSENT/CONSERVATION AREA
PLANNING APPLICATION AFFECTING LISTED BUILDING

ADDRESS: 48 Temple Street, Sidmouth. EX10 9BQ

GRADE: Adj II APPLICATION NO: 18/2382/FUL

CONSERVATION AREA:

PROPOSAL: Proposed new dwelling on land to the rear of 48 Temple Street.

BRIEF DESCRIPTION OF HISTORIC CHARACTER/ ARCHITECTURAL MERIT:

The land at the rear of 42 to 48 Temple Street, originally formed part of the historic garden spaces for this group of listed buildings. The historic mapping dated between 1888 to 1890 shows this as garden spaces of the listed buildings facing Temple Street. The neighbouring rear building now known as Woolcombe Cottage, appears on the 1889 to 1912 mapping. The proposed area forms the boundary corner for the intersection of Woolcombe Lane and Chandler's Lane. The buildings along Chandler's Lane form a strong boundary line at the edge of the road. Lawn View is a terrace of traditional C19th cottages set behind the opposing curved, traditional boundary wall.

The character and appearance of the built form is defined by the massing and scale of the existing properties. The open spaces between the buildings and the natural stone boundary walls add to the distinctive character of this area too. The traditional materials reflect the local vernacular, such as the natural slate roofs, timber windows and chimney stacks.

HOW WILL PROPOSED ALTERATIONS AFFECT HISTORIC CHARACTER OF BUILDING AND ITS SETTING:

There has been a history of applications and subsequent discussions regarding this open garden site for some years. The most recent being reference; 17/0856/FUL, which was refused.

This proposal appears to address some concerns raised by the Conservation Officer, such as setting the windows below the eaves line. The comments regarding the proposal are as follows;

The siting of the plan form of the two storey dwelling is a little unusual considering that it is to be built against the neighbouring gable wall. The submitted design and access document provides further justification under the section titled, "Scale and massing/impact on the neighbouring properties". To use the justification for building against the neighbouring property in order to improve insulation is considered to be a

little extreme, considering there are many best practice solutions to achieve this at far cheaper and easier methods.

It is unfortunate that there is very little reference made to the setting and in particular, the comparable ridge heights of the proposed dwelling to the principle listed buildings, of which the proposed design should be subservient to.

The boundary treatments are important not only to the character of the area, but to the setting of the listed buildings. The proposal recognise that them as such. There is merit in retaining the existing stone boundary wall that runs alongside Woolcombe Lane, as it forms the historical interpretation of the setting of the listed buildings. It is regrettable that the existing curved corner wall is reduced in height and is broken by the Chandler's Lane (main) elevation, however, it is supported that that traditional stone is proposed.

There is some concern regarding the privacy/boundary separation solution to the division of the garden of number 48. The tall timber fencing is too generic and it is suggested that a more sympathetic design is considered.

It is recommended that appropriate lime mortar is used with the stone walls and close attention to the bond of any brickwork.

PROVISIONAL RECOMMENDATION - PROPOSAL ACCEPTABLE

SUGGESTED CONDITIONS

Details of boundary treatments and external fittings.

Materials samples including lime mortar and render sample, including mix and bond type of any brickwork.

Windows and doors to be timber.

County Highway Authority

This plot lies on a junction between Woolcombe Lane (L1113) and Chandlers Lane (L1115).

The new parking layout will allow for dedicated off-carriageway parking for the additional dwelling. The proposed layout however will stop the ability for vehicles to turn off-carriageway and both enter and exit the carriageway in forward gear.

However, the new layout is no different to many Manual for Street residential development layouts and our requirement is for only A, B and C roads to have the ability for vehicles to turn off-carriageway.

I would however recommend that the new garden wall proposed for the junction corner is not built any higher than 0.6m to ensure maximum visibility is provided for particularly on the precedent of the junction. I would also recommend that a cycle parking facility is provided for the new dwelling to minimise traffic capacity increase by the additional development and encourage sustainable travel.

However, overall, the County Highway Authority has no objection to this proposed development.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, MAY WISH TO RECOMMEND CONDITIONS ON ANY GRANT OF PLANNING PERMISSION

The frontage of the site shall be set back from the nearer edge of the existing carriageway and the new boundary wall shall be cleared of any obstruction to visibility and the level reduced to 600mm above the carriageway level

REASON: To provide adequate visibility from and of emerging vehicles and to allow for future improvement of the road

No development shall take place until details of secure cycle/scooter storage facilities have been submitted to and approved in writing by the County Planning Authority. The development shall be implemented in accordance with the approved details.

REASON: To promote sustainable travel in accordance with policy 5B of the East Devon Local Plan 2013-2031.

Other Representations

Three objections have been received raising the following concerns:

- The proposal still represents an overdevelopment of the site.
- Access and parking for other properties will have a detrimental effect on the occupation and quiet enjoyment of the proposed dwelling and will impact on the immediate surroundings.
- Highway requirements will compromise the need to achieve the required boundary treatment and enclosure, previously and currently identified by the Conservation Officer as important to the street scene.
- There is concern over the impact on the structure of the neighbouring property and access for maintenance.
- The corner is extremely dense, very busy and potentially dangerous. The proposal would add to this.
- The footprint is excessive for a one bed house.
- Parking provision would be inadequate.

PLANNING HISTORY

Reference	Description	Decision	Date
07/1750/FUL	Erection of two semi-detached three storey dwellings	Withdrawn	30/07/2007

11/0238/FUL	Erection of two dwellings	Refusal Appeal Dismissed	21/04/2011 18/10/2011
17/0856/FUL	Demolition of garages and construction of two dwellings	Refusal	05/06/2017
18/0607/FUL	Proposed new dwelling on land to the rear of 48 Temple Street within the curtilage of Listed Building	Refusal	13/08/2018

POLICIES

Emerging 'A Neighbourhood Plan for the Sid Valley 2018-2032'
Community Action BN06 (Flint Walls)

Adopted East Devon Local Plan 2013-2031 Policies
Strategy 6 (Development within Built-up Area Boundaries)

Strategy 26 (Development at Sidmouth)

Strategy 48 (Local Distinctiveness in the Built Environment)

D1 (Design and Local Distinctiveness)

D2 (Landscape Requirements)

EN9 (Development Affecting a Designated Heritage Asset)

TC2 (Accessibility of New Development)

TC7 (Adequacy of Road Network and Site Access)

TC9 (Parking Provision in New Development)

Government Planning Documents
NPPF (National Planning Policy Framework 2018)

Site Location and Description

The site occupies a prominent corner plot at the junction of Woolcombe Lane and Chandlers Lane. To the west there is a terrace of early 19th century grade II listed buildings and to the east the Town Council offices which are housed in a former manor house which is also listed grade II. Adjoining the northern boundary there is a detached two storey house called Woolcombe Cottage.

The site is currently used as garaging/parking and partly as garden. A pair of garages with a mono-pitched roof back onto Woolcombe Cottage and there is a brick wall on

the eastern boundary of the site. On part of the southern boundary there is a traditional stone wall. The site lies outside of a Conservation Area.

Proposal

This proposal is the fifth scheme in 11 years for development of the site. The first, in 2007, was withdrawn and the following three in 2011, 2017 and 2018 were all refused. Three of the previous schemes were for two dwellings whereas the last scheme was only for one. This was refused against officer recommendation at the August Development Management Committee meeting after a site inspection. This application is the subject of a current appeal. The reasons given were:

1. By virtue of the loss of parking spaces and the provision of a dwelling which would create additional demand for parking, the proposed development would reduce the availability of parking spaces for existing residents and add to pressure on on-street parking in the locality detrimental to the amenity of local residents. Furthermore, by virtue of the scale of the dwelling, additional parking pressure and partial loss of a traditional flint wall to provide for parking, the proposal would represent an overdevelopment of the site with a cramped layout, to the detriment of the character and appearance of the area. Therefore the proposal would be contrary to Strategy 6 (Development within Built-Up Area Boundaries) and Policies D1 (Design and Local Distinctiveness) and TC9 (Parking Provision in New Development) of the East Devon Local Plan 2013-2031.

2. By virtue of the loss of part of a traditional flint boundary wall and the inadequate mitigation proposed in the form of restoration of the remaining wall and construction of an uncharacteristically low stone wall, the proposed development would diminish the enclosure of the site and erode the extent of flint walling which is a key characteristic and feature of the area. Therefore the proposal would be contrary to Community Action BN06: Flint Walls of the emerging Neighbourhood Plan for the Sid Valley 2018-2033 and Strategy 6 (Development within Built-Up Area Boundaries) and Policy D1 (Design and Local Distinctiveness) of the East Devon Local Plan 2013-2031.

The current proposal attempts to address these concerns by reducing the scale of the dwelling and retaining the stone boundary wall. The reduction in scale is achieved by having only one bedroom rather than three and this means that the two storey rear projection has been reduced to a single storey. The other main change as a consequence of retaining the stone boundary wall is that the parking is now in an echelon layout and the landscaping has been altered.

ANALYSIS

Main Issues

Having regard to the reasons for refusal, the main issues are the effect on the character and appearance of the area, including the setting of the listed buildings; the effect on the living conditions of neighbouring residents, including parking considerations; and highway safety.

The principle of residential development is accepted on the site given its location within the BUAB for Sidmouth.

Character and appearance and impact upon the setting of listed buildings

This part of Sidmouth is characterised by terraces of 19th century houses that are built on or very close to the edge of the highway. The rows of houses and some of the narrow streets, such as Woolcombe Lane and Chandlers Lane, create a tight-knit pattern of settlement.

The distinctive building qualities include the use of red brick walls in many of the buildings, as well as some roughcast render. In the case of the listed pub and other listed buildings in Temple Street the walls have a stucco finish. Natural slate roofs with chimneys, painted timber framed windows and roadside walls add to the pleasing qualities of the area.

The proposed building would take the form of a two storey rendered cottage with a single storey brick rear extension. Compared with surrounding properties, nearly all of which have two storey rear extensions which are prominent in views from the site, the proposed dwelling is small in scale and this significantly reduces its impact in the streetscene.

Although the combination of brick and render is not characteristic of the wider area, both are common materials and the brick element is very much subservient to the larger rendered part of the building. The frontage would be slightly wider than most in the vicinity but not to the extent that it would be out of scale or out of character with the area. Similarly, the rear extension would have a deeper than expected plan but it would still be subservient to the front part of the building, particularly in terms of height. Outside there would be a private rear garden of about 30 square metres and a further small area of garden adjacent to the parking area. The remainder of the site would be taken up by parking for four cars and a small area of landscaping.

The inclusion of a chimney responds to a comment made by the inspector in the 2011 appeal about lack of attention to detailing. Whereas the appeal scheme was for a bland pair of suburban style houses, a more considered approach has been taken to this proposal. Although contemporary in appearance the elevations would have well-proportioned windows in an arrangement which would provide visual interest to all elevations, particularly the public elevations.

The Inspector also criticised the awkward gaps/spaces between the roadside elevations of the pair of dwellings and the edges of the highways. In the new scheme there would still be a step in the building line between Woolcombe Cottage and the new dwelling but it would be emphasised rather than diminished and this has allowed a more positive treatment of the space. The surface would be finished in flint to differentiate it from the road and there would be sufficient space for container planting should the future occupant desire. A further benefit of this layout is that it creates a more satisfactory junction between the new dwelling and Woolcombe Cottage when viewed from Chandlers Lane.

The simple canopy and the timber cladding around the front door are not characteristic of area but are compatible with the contemporary style of the dwelling and would not diminish the positive aspects of the design.

Whereas the previous scheme was criticised for the partial loss of the traditional stone wall at the western end of the site, the current proposal responds by retaining the wall and therefore has addressed that point in full.

With regard to any impact upon the setting of nearby listed buildings, and particularly those fronting Temple Street and the Town Council Offices, previous concerns have related to the impact upon the setting of these heritage assets by nature of the poor form and design of the developments for two dwellings. Given that the proposal has been reduced in scale and is considered to be of a good design that will enhance the appearance of the site, and given the support from the proposal from the Conservation Officer, it is not considered that this proposal would harm the setting of these heritage assets.

Overall, the proposal represents a coherent design which draws on certain characteristics of the area while remaining a confident expression of contemporary design which would enhance this corner site. Moreover, the site layout plan shows that the site can comfortably accommodate a dwelling which would provide a good standard of accommodation for the occupant both in terms of living accommodation and outdoor space. For these reasons and given that the stone boundary wall would now be retained, it is considered that this scheme addresses the second part of the first reason for refusal and the second reason for refusal.

Living conditions

The only first floor window facing the rear of Temple Street would serve a landing and would be 10.9 metres from the facing boundary. The distance to the facing windows would be in excess of 20 metres and the outlook would be restricted by the adjacent extensions. Given the restricted outlook, the separation distance and that the window would not serve a habitable room, there would be no loss of privacy to the neighbours.

With regard to overlooking of the front gardens of 1-4 Lawn View from the bedroom window in the eastern elevation, this would be similar to the overlooking from neighbouring properties in the terrace. This is typical of an urban environment and would not create an unacceptable relationship.

The reduction of the two storey rear projection to a single storey significantly lessens any impact on the neighbour. The drawing indicates a projection of 1.5 metres beyond the neighbour's extension although it would be inset from the boundary by 1.1 metres and the pitched roof would be lower than the neighbour's flat roof. The previous two storey projection was acceptable and did not form part of the reason for refusal. Consequently the reduced scale of the revised scheme is also acceptable.

One amenity impact which did form part of the reason for refusal was inconvenience to the existing residents arising from the increased demand on on-street parking places. There is debate about how many cars can be accommodated or regularly use the land for parking but there is certainly space for 4 or 5 cars plus one in each of the

two garages. All the photographic evidence shows no more than four vehicles using the site at one time.

The site is currently used by nos. 44-46 and no. 48 (the applicant). The occupants of nos. 44-46 would retain their two spaces but the applicant would only have one space compared to two garages and 2 or 3 parking spaces. The fourth space would be allocated to the new house with Policy TC9 Parking provision for New Development have a guide of 1 parking space for one bedroom homes.

If the site is regularly only used by four vehicles and the applicant retains control over the new dwelling then there is likely to be very little impact on parking in the local area. Nevertheless the occupants of no. 48 currently have access to two garages and 2 or 3 spaces and this would be reduced to one parking space. This would be contrary to the guidance within Policy TC9 2 parking spaces for dwellings with two or more dwellings.

It is acknowledged that many properties in the area do not have off-street parking and therefore there is demand on the spaces available in the surrounding roads. The reduction in the scale of the dwelling (from 3 beds to one bed) is a significant step towards reducing parking demand and goes some way towards addressing the reason for refusal.

While the difference between the potential capacity of the existing site and the parking capacity of the proposal is significant, the site is rarely used to its full potential and is located within walking distance of the town centre. Furthermore, there is only likely to be one additional car requiring a space day-to-day as a result of this development. Although parking is in demand, it is considered that one extra car could be readily accommodated in the surrounding roads. It is appreciated that if the argument is repeated then the cumulative impact could be significant but there are few opportunities for similar development to take place in the area.

Members may still have reservations about parking pressure, but it is not considered that there is sufficient evidence that the proposal would cause a level of inconvenience to existing residents that would justify refusing the application. Therefore the revised proposal is considered to have adequately addressed the first part of the first reason for refusal.

Highway safety

The proposal includes parking for four cars and concerns have been raised about visibility of and from cars emerging from the parking spaces onto the highway.

The current access is about 8 metres wide and, given the slow traffic speeds, allows adequate visibility of oncoming traffic. The proposal would have a wider opening of about 10.5m with similar or improved visibility owing to the low boundary wall allowing a line of sight over the corner. Given the generally slow traffic speeds in the area the access arrangements are considered satisfactory and there has been no objection from the Highway Authority.

Other matters

The neighbour at Woolcombe Cottage, whose side wall directly abuts the site has raised concerns about the ability to maintain her property, whether development would affect the stability of her property given its lack of foundations and the impact of turning it from a detached to a semi-detached dwelling.

Refusal of planning permission purely on the basis of turning a property from a detached to a semi-detached property could not be justified. There would need to be a visual impact concern from joining the two properties in order to justify refusal and given the context of the site it is not considered that a pair of semi-detached properties would be out of character or harmful.

With regard to the lack of foundations, maintenance of the side of the adjoining dwelling and stability concerns, these are all civil matters and would be handled in accordance with the requirements of the Party Wall Act. There is no technical reason why a property cannot be constructed adjacent to a dwelling with no foundations and if any harm or damage was caused during construction, this would be a civil matter for which the developer could be liable for damage caused.

Since the last application was refused the neighbour has applied for and gained planning permission to insert a clear glazed first floor window in her side wall overlooking the site. The window would serve a landing which has been windowless since the two storey rear extension was built and the stairs were repositioned in around 1982.

The window had not been installed at the time of this report but construction of the proposed dwelling would make the permission for the window redundant if the dwelling were constructed first. Even if the window were to be installed prior to the construction of the dwelling, there is no established right of light to the neighbour's landing and the blocking of the window would not result in any loss of amenity to a habitable room. For these reasons, it is not considered that the permission for the window should prevent permission being granted for the dwelling.

Habitats Regulation Assessment and Appropriate Assessment

The nature of this application and its location close to the Pebblebed Heaths and its European Habitat designations is such that the proposal requires a Habitat Regulations Assessment. This section of the report forms the Appropriate Assessment required as a result of the Habitat Regulations Assessment and Likely Significant Effects from the proposal. In partnership with Natural England, the council and its neighbouring authorities of Exeter City Council and Teignbridge District Council have determined that housing and tourist accommodation developments in their areas will in-combination have a detrimental impact on the Exe Estuary and Pebblebed Heaths through impacts from recreational use. The impacts are highest from developments within 10 kilometres of these designations. It is therefore essential that mitigation is secured to make such developments permissible. This mitigation is secured via a combination of funding secured via the Community Infrastructure Levy and contributions collected from residential developments within 10km of the designations. This development will be CIL liable and the financial contribution has been secured.

On this basis, and as the joint authorities are working in partnership to deliver the required mitigation in accordance with the South-East Devon European Site Mitigation Strategy, this proposal will not give rise to likely significant effects.

CONCLUSION

This proposal has successfully addressed the main source of the objections to the previous scheme by reducing the proposed scale of the dwelling and retaining the stone boundary wall.

While the amount of parking space available would still be reduced, it is not considered that the added pressure on parking would be sufficient to justify refusal, given that in all other respects the proposal would be a good quality development which would enhance the appearance of this neglected site.

RECOMMENDATION

1. That the Habitat Regulations Appropriate Assessment outlined within the Committee Report be adopted.

2. That the application be APPROVED subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.
(Reason - For the avoidance of doubt.)
3. No development above foundation level shall take place until a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external walls, roof, windows, doors and rainwater goods of the proposed development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
(Reason - To ensure that the materials and finishes are sympathetic to the character and appearance of the area in accordance with Policy D1 (Design and Local Distinctiveness) of the East Devon Local Plan 2013-2031.)
4. No development above foundation level shall take place until eaves and verge details, including construction and finishes, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
(Reason - To ensure that the design is sympathetic to the character and appearance of the area in accordance with Policy D1 (Design and Local Distinctiveness) of the East Devon Local Plan 2013-2031.)

5. No development above foundation level shall take place until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority; such a scheme to include the planting of trees, hedges, shrubs, herbaceous plants and areas to be grassed. The scheme shall also give details of the materials to be used for the hard surfacing of the parking area, pathways and the space in front of the dwelling and details of any proposed walls, fences and other boundary treatment. The landscaping scheme shall be carried out in the first planting season after commencement of the development 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 - To preserve and enhance the character and appearance of the area in accordance with Policies D1 (Design and Local Distinctiveness) and D2 (Landscape Requirements) of the East Devon Local Plan 2013-2031.)
6. Notwithstanding the approved plans, the dwelling hereby permitted shall not be occupied until a bin store has been provided in a location and to a design which has previously been submitted to and approved in writing by the Local Planning Authority.
(Reason - To ensure that adequate bin storage is provided and that it does not detract from the character and appearance of the area or impede visibility of traffic on the highway in accordance with Policies D1 (Design and Local Distinctiveness) and TC7 (Adequacy of Road Network and Site Access) of the East Devon Local Plan 2013-2031.)
7. The garden shown on the south side of the dwelling in drawing 03 shall be kept permanently clear of all obstructions greater than 600 mm high and no gates, fences or walls higher than 600mm above adjacent road level shall be constructed within or surrounding the garden.
(Reason - In the interests of highway safety in accordance with the requirements of Policy TC7 (Adequacy of Road Network and Site Access) of the East Devon Local Plan 2013-2031.)
8. The dwelling hereby permitted shall not be occupied until the parking spaces have been provided and surfaced in accordance with the approved hard landscaping scheme required by condition 5.
(Reason - To ensure that adequate provision is made for the occupiers in accordance with the requirements of Policy TC9 (Parking Provision in New Development) of the East Devon Local Plan 2013-2031.)
9. No development above foundation level shall take place until a sample panel of the flint stone wall has been constructed on site and the materials and finishes approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
(Reason - To ensure that the design is sympathetic to the character and appearance of the area in accordance with Policy D1 (Design and Local Distinctiveness) of the East Devon Local Plan 2013-2031.)

NOTE FOR APPLICANT

Informative:

In accordance with the aims of Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 East Devon District Council works proactively with applicants to resolve all relevant planning concerns; however, in this case the application was deemed acceptable as submitted.

Plans relating to this application:

	Location Plan	18.10.18
04	Block Plan	18.10.18
03	Combined Plans	18.10.18
05	Block Plan	18.10.18

List of Background Papers

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