

Planning Statement

2425.090 / 15 Little Wood Close, Cranbrook

April 2025

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1. THE INTRODUCTION

- 1.1.1 This Planning Statement has been prepared by Base Planning Consultants on behalf of Mr and Mrs Case ("The Applicant") to accompany a retrospective planning application for the change of use of a garage to a beauty salon and storage ancillary to the dwelling at 15 Little Wood Close, Cranbrook, EX5 7JU ("The Site").

1.2 The Statement

- 1.2.1 The statement contains the following subsections:
- The Site describes the application address and planning history context
 - The Proposal summarises the application development
 - The Assessment reviews the proposal in the context of development plan policy
 - The Conclusion summarises the planning review of the site and proposals
- 1.2.2 It should be read concurrently with:
- Completed application form and CIL documents
 - Drawing Schedule (prepared by New Space Architecture)

2. THE SITE

- 2.1.1 The Site is located within a cul-de-sac, to the north of London Road. The Site comprises a detached dwelling at the centre of The Site, with amenity space to the north, off road parking with sufficient space for 4 no. vehicles to the south of the dwelling and, on the southern boundary, a detached double garage ("The Garage").
- 2.1.2 The Garage comprises a tiled hipped roof atop red brick elevations, with access via the roller door on the north elevation. Internally the garage has been split into two rooms, which comprise a storage space for the dwelling and the salon, which includes a WC.
- 2.1.3 The salon has been operating from The Garage since April 2023.

2.2 The Designations

- 2.2.1 According to the Local Plan Interactive Map, The Site is located within the Cranbrook Plan Area (Strategy 12) and the Clyst Valley Regional Park (Strategy 10).
- 2.2.2 The Environment Agency's Flood Map for Planning identifies The Site as being within Flood Zone 1, at the lowest risk of flooding and is not located within a critical drainage area.
- 2.2.3 Historic England's map search confirms The Site is not statutorily listed, nor within the curtilage or setting of any such designation.

2.3 The History

- 2.3.1 The public register has record of 17no. planning application associated with the construction of The Site and the wider housing development.
- 2.3.2 Of most pertinence to this application, is the application for the *demolition of agricultural buildings and erection of 19 dwellings, new access and estate road and ancillary works* ref. 16/1826/MFUL.
- 2.3.3 The application was approved subject to conditions including condition 11, which sought to protect the use of garages for parking of vehicles. The condition was as follows:

No dwelling shall be occupied until the garage(s) and/or parking spaces agreed to serve that dwelling have been provided in accordance with the approved details. Such garages and parking spaces shall thereafter be retained and be available for the parking of vehicles.

Reason – To ensure required parking facilities are provided and available for use upon occupation of the dwellings and thereafter in accordance with Policy TC9 (Parking Provisions) of the adopted East Devon Local Plan 2013-2031).

3. THE PROPOSAL

3.1.1 Retrospective planning permission is sought for the change of use of the garage to a beauty salon and storage ancillary to the dwelling

3.1.2 The proposed description of development is as follows:

Change of use of garage to a beauty salon and domestic storage

3.1.3 The Garage has previously been internally subdivided to 2no. rooms, with entrances set back from the roller door entrance on the north elevation. One room is occupied by the salon and comprises two hairdressing stations, a hair washing station, seating area and a WC, figure 3.1.

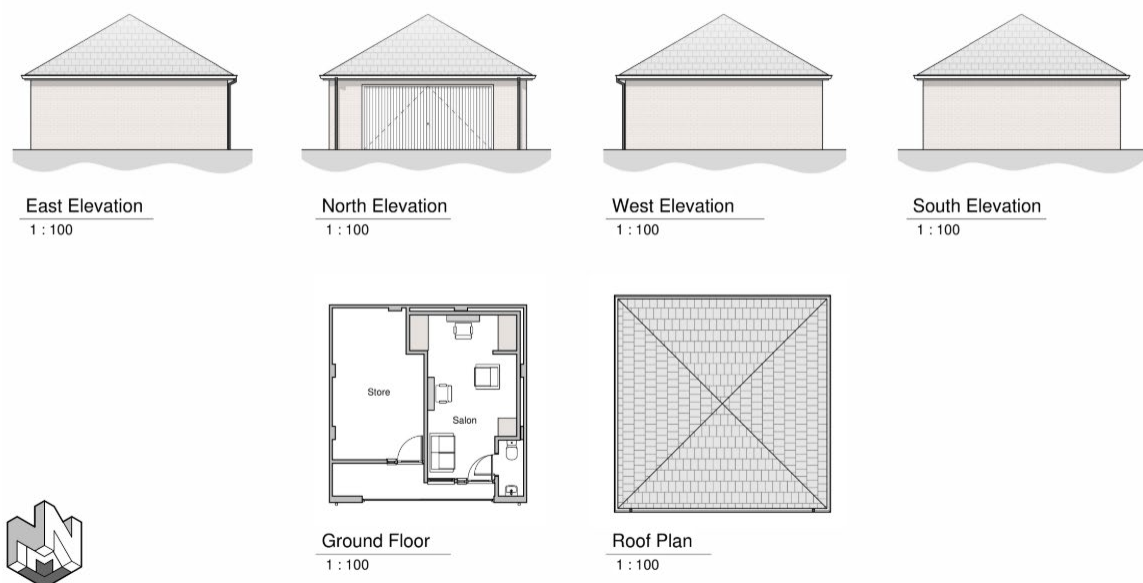


Figure 3.1 Proposed elevations and floor plan

3.1.4 Services provided on site at the salon, include hair cutting and styling, professional make-up and make-up lessons, which are provided by The Applicant between Monday and Friday. The number of appointments per day varies but is limited to a maximum of 6no. appointments.

3.1.5 No other persons are employed at the salon.

3.1.6 The Salon does not accept 'walk-ins' with clients individually pre-booked in advance by The Applicant, with a gap between appointments to ensure that if the client is arriving by car there is sufficient space to park on the driveway, figure 3.2.



Figure 3.2 Demonstrates sufficient space for 4no. vehicles.

- 3.1.7 The external appearance of The Garage remains unchanged, with the roller door serving as access to The Garage in situ and only open when the salon is in use, figure 3.3.



Figure 3.3 The Garage with roller door open and closed

4. THE ASSESSMENT

4.1 The Policies

- 4.1.1 As per the National Planning Policy Framework (2024), *planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise* (para. 2).
- 4.1.2 The Site is located within the administrative boundary of East Devon District Council, who as local planning authority (LPA) have an adopted development plan consisting of the Local Plan (LP, adopted January 2016).
- 4.1.3 The Site is not subject to any 'made' neighbourhood plans.
- 4.1.4 The main policies are considered to include LP Strategy 6 (Development within BUABs) and LP policies D1 (Design and Local Requirements), E2 (Employment Generating Development in Built-Up Areas) and EN14 (Control of Pollution).
- 4.1.5 These policies are discussed in the context of the proposal and wider development plan within The Main Matters subsection.

4.2 The Main Matters

- 4.2.1 It is considered the main material planning matters relevant to this proposal are:
- Principle of Development
 - Employment use within residential areas
 - Parking Provision
 - Neighbour Amenity

4.3 Principle of Development

- 4.3.1 Located within the designated Cranbrook Plan Area, and as such considered to be within the built-up area boundary for Cranbrook, The Site is subject to the policy provisions of Strategy 6 which confirms these locations as being *appropriate to accommodate growth and development*.
- 4.3.2 This in principle support is reaffirmed through the Policy E2, which seeks to support small businesses or people working from home within residential areas, provided they do not adversely impact neighbouring properties or character, or amenities of the area as discussed in the following section.

4.4 Employment use within residential areas

4.4.1 LP Policy E2 sets out a series of criteria for which development will be supported within built up area

1) The Site is considered to be highly accessible by public transport positioned within a 5-minute walk of the closest bus stop (Younghayes Road) and a 20 minute walk of Cranbrook train station.

2) By virtue of the small scale of the business, with only one person employed at The Site and the low level of footfall to The Site, it is considered that the proposed use would not generate traffic of a type or amount that would damage the character of the area or the roads.

3) The proposed use is confined to the interior of an existing detached garage and as a salon does not employ the use of heavy machinery or otherwise that would lead to noise disturbance. It is considered that the development does not harm the amenity of nearby residents.

4) The proposed use would not harm any site of nature conservation value or archaeological importance, and due to its location within a modern housing development there will be no impact on any building or architectural or historic interest.

5) There are no changes proposed to the exterior of The Garage, with the roller shutter retained in situ, as such it is considered The Garage would continue to blend into the townscape.

4.4.2 For the reasons outlined above, the proposed development is considered to be compliant with Policy E2 of the LP.

4.5 Parking Provision

4.5.1 The use of The Garage is restricted for the retention of parking of vehicles by virtue of a condition that was blanketly applied to the wider housing development. The purpose of the condition was to ensure that the required parking facilities were provided and retained in accordance with Policy TC9 of the LP.

4.5.2 Policy TC9 of the LP sets a minimum of 2 car parking spaces for dwellings of more than two bedrooms, as confirmed by the photographs in section 3, aside from The Garage, The Site benefits from sufficient space for parking 4no. vehicles on the drive, in excess of the minimum requirements outlined in the policies.

4.5.3 It is therefore considered that the loss of the parking space provided by the garage is not detrimental to the level of parking provided on site to serve both the dwelling and the salon, there is also sufficient space within the domestic store of The Garage for the storing of bicycles.

4.6 Neighbour Amenity

4.6.1 The Salon has been operating from The Site since April 2023 and has a low level intensity of use by virtue of the size of the salon and only one person employed at The Site. It is considered that the low key nature of the use in combination with the detached nature of The Garage, would not result in any adverse impacts on neighbouring amenities.

4.6.2 Notwithstanding this The Applicant proposes a condition to control the hours of use of the salon, to protect neighbouring amenity, the suggested wording is as follows:

The use of the garage as a salon hereby permitted shall only be operated between 9am to 8pm Monday to Friday and 9am to 1pm on Saturdays. The use shall not be operated on Sundays or public holidays.

Reason: To protect adjoining residents from potential adverse impacts in accordance with Policies D1 (Design and Local Distinctiveness) and EN14 (Control of Pollution) of the adopted East Devon Local Plan 2013–2031.

5. THE CONCLUSION

- 5.1.1 This planning application seeks consent for the change of use from a garage to beauty salon and domestic storage.
- 5.1.2 It is concluded the proposed use respects the key characteristics of the area, the use is of an appropriate scale that will not be detrimental to the amenity of nearby residents, and the loss of The Garage will not be detrimental to the level of parking provision for vehicles at The Site.
- 5.1.3 The Applicant considers the proposal to be fully compliant with the development plan and the LPA are therefore respectfully requested to grant planning approval.