

South Hams Development Management Committee



Title:	Agenda										
Date:	Wednesday, 28th April, 2021										
Time:	10.00 am & 2.00 pm										
Venue:	Via Teams										
Full Members:	<p style="text-align: center;">Chairman Cllr Brazil</p> <p style="text-align: center;">Vice Chairman Cllr Foss</p> <p><i>Members:</i></p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>Cllr Brown</td> <td>Cllr Kemp</td> </tr> <tr> <td>Cllr Hodgson</td> <td>Cllr Long</td> </tr> <tr> <td>Cllr Holway</td> <td>Cllr Pannell</td> </tr> <tr> <td>Cllr Rowe</td> <td>Cllr Pringle</td> </tr> <tr> <td>Cllr Abbott</td> <td>Cllr Taylor</td> </tr> </table>	Cllr Brown	Cllr Kemp	Cllr Hodgson	Cllr Long	Cllr Holway	Cllr Pannell	Cllr Rowe	Cllr Pringle	Cllr Abbott	Cllr Taylor
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Cllr Holway	Cllr Pannell										
Cllr Rowe	Cllr Pringle										
Cllr Abbott	Cllr Taylor										
Interests – Declaration and Restriction on Participation:	Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest.										
Committee administrator:	Janice Young Specialist- Democratic Services 01803 861105										

1. Minutes

1 - 4

To approve as a correct record the minutes of the meeting of the Committee held on 31 March 2021;

2. Urgent Business

Brought forward at the discretion of the Chairman;

3. Division of Agenda

to consider whether the discussion of any item of business is likely to lead to the disclosure of exempt information;

4. Declarations of Interest

Members are invited to declare any personal or disclosable pecuniary interests, including the nature and extent of such interests they may have in any items to be considered at this meeting;

5. Public Participation

The Chairman to advise the Committee on any requests received from members of the public to address the meeting;

6. Planning Applications

To see Letters of Representation and further supplementary information relating to any of the Applications on the agenda, please select the following link and enter the relevant Planning Reference number:

<http://apps.southhams.gov.uk/PlanningSearchMVC/>

(a) 3842/20/OPA

5 - 48

"Land At SX 783 624", Broom Park, Dartington

READVERTISEMENT (additional information and updated highway access plans) Outline application with all matters reserved, except for access, for up to 80no. residential units and associated public open space and infrastructure

(b) 3841/20/OPA

49 - 90

"Land At Sawmills", North of A385, Dartington

READVERTISEMENT (additional information and updated highway

access plans) Outline application with all matters reserved, except for access, for up to 40no. residential units and associated public open space and infrastructure

****Upon the conclusion of the above agenda item, the meeting will be adjourned and reconvened at 2.00pm****

(c) 0385/21/HHO 91 - 98

Lealholme, Allenhayes Road, Salcombe

Householder application for alterations to roof including dormers (resubmission of 3504/20/HHO)

(d) 2151/20/FUL 99 - 104

"Land At Sx 772 562", Englebourne Woods, Harberton, Totnes

Retrospective application to widen, upgrade and link forestry track

- | | | |
|-----------|--|------------------|
| 7. | Planning Appeals Update | 105 - 106 |
| 8. | Planning Performance Indicators | 107 - 110 |
| 9. | Update on Undetermined Major Applications | 111 - 116 |

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**MINUTES OF THE MEETING OF THE DEVELOPMENT MANAGEMENT
COMMITTEE HELD, via TEAMS, ON WEDNESDAY,
31 March 2021**

Members in attendance * Denotes attendance ∅ Denotes apologies			
*	Cllr V Abbott	*	Cllr K Kemp
*	Cllr J Brazil (Chairman)	*	Cllr M Long
*	Cllr D Brown	*	Cllr G Pannell
*	Cllr R J Foss (Deputy Chair)	*	Cllr K Pringle
*	Cllr J M Hodgson	*	Cllr R Rowe
*	Cllr T R Holway	*	Cllr B Taylor

Other Members also in attendance and participating:
None

Officers in attendance and participating:

Item No:	Application No:	Officers:
All agenda items		Senior Specialist – Development Management; Legal Officer; Planning Specialist; and Democratic Services Officers

DM.62/20 MINUTES
The minutes of the meeting of the Committee held on 3rd March 2021 were confirmed as a correct record by the Chairman.

DM.63/20 DECLARATIONS OF INTEREST
Members and officers were invited to declare any interests in the items of business to be considered and none were made.

DM.64/20 PUBLIC PARTICIPATION
The Chairman noted that there were no members of the public, nor town and parish council representatives who had registered their wish to speak at the meeting.

DM.65/20 PLANNING APPLICATIONS
The Committee considered the details of the planning applications prepared by the Planning Case Officers as presented in the agenda papers, and considered also the comments of Town and Parish Councils, together with other representations received, which were listed within the presented agenda reports,

and **RESOLVED** that:

6a) 4139/20/VAR Spout Crag, Barracks Hill, Totnes, TQ9 6DG

Parish: Dartington

Development: Application for variation of condition 7 (stone cladding) of planning consent 3366/20/HHO

Case Officer Update: There were no updates

Speakers included: Ward Member – Cllr J Hodgson;
During discussions, it was agreed that the brick sample, to be submitted prior to installation, should be in the form of a panel.

Recommendation: Conditional approval

Committee decision: Conditional approval

Conditions:

1. Time limit as per original approval
2. Accord with plans
3. Accord with ecological mitigation
4. Remove Permitted Development – Classes B & C
5. No additional windows to north-west or south-west elevation
6. Timber cladding to be natural and untreated
7. Brick sample to be submitted prior to installation – in the form of a panel

DM.66/20 **PLANNING APPEALS UPDATE**

Members noted the list of appeals as outlined in the presented agenda report.

The Senior Specialist – Development Management (DM) provided further details on specific recent appeal decisions.

DM.67/20 **UPDATE ON UNDETERMINED MAJOR APPLICATIONS**

Members noted the list of undetermined major applications.

(Meeting commenced at 10:00 am and concluded at 10:38 am.)

Chairman

Voting Analysis for Planning Applications – DM Committee 31st March 2021

<i>Application No:</i>	<i>Site Address</i>	<i>Vote</i>	<i>Councillors who Voted Yes</i>	<i>Councillors who Voted No</i>	<i>Councillors who Voted Abstain</i>	<i>Absent</i>
4139/20/VAR	Spout Crag, Barracks Hill, Totnes, TQ9 6DG	Conditional Approval	Cllrs Abbott, Brazil, Brown, Foss, Hodgson, Holway, Kemp, Long, Pannell, Pringle, Rowe, Taylor (12)	(0)	(0)	(0)

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PLANNING APPLICATION REPORT

Case Officer: Bryn Kitching
Staverton

Parish: Dartington **Ward:** Dartington and

Application No: 3842/20/OPA

Agent/Applicant:

Miss N Stacey PCL Planning Ltd
13a - 15a Old Park Avenue
Exeter
EX1 3WD

Applicant:

The Dartington Hall Trust and Baker
Estates Ltd.
C/O Agent - Pcl Planning Ltd
13a-15a Old Park Avenue
Pinhoe
Exeter

Site Address: Land At SX 783 624, Broom Park, Dartington

Development: READVERTISEMENT (additional information and updated highway access plans) Outline application with all matters reserved, except for access, for up to 80no. residential units and associated public open space and infrastructure



Reason item is being put before Committee At the request of the Head of Development Management Practice because the proposal has generated significant public interest.

Recommendation: Delegate approval to Head of Development Management, in conjunction with Chairman to conditionally grant outline planning permission, subject to a Section 106 legal obligation for the following:

Affordable Housing

30% of the dwellings to be Affordable Housing Units (65% Social Rents and 35% Intermediate)

No more than 50% of the Market Housing Units can be Occupied until 50% of the Affordable Housing Units have been completed and are ready for Occupation.

No more than 75% of the Market Housing Units can be Occupied until all of the Affordable Housing Units have been completed and are ready for Occupation.

Open Space/Accessible Natural Greenspace

To provide a policy compliant area of Accessible Natural Greenspace (“Open Space”). As the application is in outline only, the area is to be calculated with reference to a formula. Based on a development of 80 average sized dwellings, this would amount to a minimum area of 3,438m².

The Open Space will be delivered and managed in accordance with an Open Space Specification, long-term management mechanism and completed before more than 75% Dwellings can be occupied. It shall be kept available for public use (free of charge) in perpetuity.

Equipped Play

The Development will either:

- deliver an on-site Local Equipped Area of Play (LEAP) of at least 400m² in area with a minimum of 6 play experiences, a 20m buffer between the activity zone and habitable room façade of dwellings and focusing on up to 8 year olds; OR
- pay a financial contribution towards improving equipped play provision at Meadowbrook, Dartington.

The contribution will be calculated in accordance with the Plymouth and South West Devon JLP Developer Contributions Evidence Base. 80 average-sized dwellings would result in a contribution of £46,440 capital together with a commuted sum of £86,475.60 towards the long-term maintenance costs of the improvements.

The contribution would be payable prior to the Occupation of 75% of the Dwellings.

Sports Facilities

The Development will pay a contribution towards the cost to the Council of carrying any of the following projects:

- drainage improvements at Dorothy Elmhirst football pitch
- repair and improvement of Meadowbrook outdoor community swimming pool
- fencing and resurfacing Meadowbrook tennis courts
- Creation of a BMX track within woodland within Dartington Parish
- Refurbishment of Meadowbrook Community Centre

or such other projects as may be agreed between the Owner and the Council.

The contribution will be calculated in accordance with the JLP Evidence Base. 80 average-sized dwellings would result in a contribution of £68,220 capital together with a commuted sum of £79,644.24 towards the long-term maintenance costs of the improvements.

The contribution is payable prior to the Occupation of 50% of the Dwellings.

Allotments

The Owner shall use reasonable endeavours to deliver Allotments on land within its control. The Allotments must have an area of no less than 1,500m² and will comprise 6 full size plots (10 x 25m) or 12 half size plots (10 x 12.5m) and will have a water supply and car parking spaces. No more than 75% of the Dwellings can be Occupied until the Allotments have been laid out to the reasonable satisfaction of the Council and a scheme for the long-term management of the Allotments has been submitted to and approved by the Council

In the event that, despite using reasonable endeavours, the Owner cannot deliver the Allotments on land that it controls, the Owner will pay a contribution to the Council towards the cost of delivering Allotments elsewhere. The contribution must be paid to the Council before more than 75% of the Dwellings have been Occupied.

The Allotments Contribution will be calculated in accordance with the JLP evidence base. Based on 80 average Dwellings, this would amount to a contribution of £5149.80.

Travel Plan

A Travel Plan must be submitted and approved by the County Council prior to Occupation. The Travel Plan seeks to encourage the use of alternative transport options to single-occupancy car-use.

The Owner will undertake a survey of the residents of the Development after the Occupation of 50% of the Dwellings but prior to the Occupation of 70% of the Dwellings. The survey is intended to ascertain which measures will be the most effective to encourage residents to use sustainable modes of transport. The findings of the Travel Plan survey must be reported to the County Council within 20 Working Days of the completion of the Travel Plan Survey.

The County Council and the Owner must co-operate in good faith to agree a package of measures that are considered to be the most effective at achieving sustainable travel behaviours and reducing reliance on single-occupancy car use. These measures may include the Owner delivering on-site measures and/or it may include the payment of all or part of the Community Travel Plan Contribution (£300 per Dwelling) to the County Council for the delivery of more strategic travel planning measures such as:

- appointing a Community Travel Plan Co-ordinator; and/or

- implementing an E Car Club in the village; and/or
- implementing an E Bike Hub in the village; and/or
- implementing the Car Sharing Scheme; and/or
- providing sustainable travel vouchers for residents

Primary Health Care

Secure a primary health care contribution to be made available to the NHS for works to increase capacity of doctors surgeries in the catchment area (Leatside and Catherine House).

The primary health care contribution will be calculated in accordance with the Devon Health Contributions Approach: GP Provision document. Based on 80 dwellings, this would amount to a contribution of £42,440.

Ecology

The submission of a Landscape and Ecology Management Plan (LEMP) and Construction Ecological Management Plan (CEcoMP) prior to, or with the reserved matters applications.

The LEMP and CEcoMP shall cover the development site, surrounding dark corridors and woodland areas identified in the submitted Ecological Impact Assessment (EclA), and include the full details of the provision (and subsequent monitoring) of the mitigation measures set out in the EclA and Habitats Regulation Assessment.

The LEMP should include the proposed Woodland Management Plan and demonstrate how the development will deliver a 10% Biodiversity Net Gain as set out in JLP Policy DEV26.

Zebra Crossing

The Development will pay an £11,000 contribution towards the long-term maintenance of the Zebra Crossing which is to be delivered as part of the Development. The construction of the Zebra Crossing will be secured by condition.

Conditions (list - full conditions at end of report)

1. Submission of reserved matters.
2. Reserved matters to be submitted within 3 years.
3. Commencement of development within 2 years following approval of last of the reserved matters.
4. Reserved matters to accord with Parameter Plan.
5. Access to be constructed in accordance with approved plan.
6. Main access to be constructed prior to other works commencing.
7. Off-site highway works to be constructed prior to occupation.
8. Construction Management Plan.
9. Estate roads condition (full details minus street lighting).
10. Internal roads to be provided prior to occupation.
11. Waste audit statement.
12. Remediation strategy.
13. Unexpected contamination.
14. Archaeology.

15. Electric vehicle charging points.
16. Low carbon development in accordance with DEV32.
17. Open market housing mix.
18. Surface Water drainage details

Key issues for consideration: Local Housing Need, Highways, Air Quality, Historic Environment, Local Infrastructure, Drainage, Trees and Hedgerows, Landscape Impact, and Ecology

Financial Implications (Potential New Homes Bonus for major applications):

As part of the Spending Review 2020, the Chancellor announced that there will be a further round of New Homes Bonus allocations under the current scheme for 2021/22. This year is the last year's allocation of New Homes Bonus (which was based on dwellings built out by October 2020). The Government has stated that they will soon be inviting views on how they can reform the New Homes Bonus scheme from 2022-23, to ensure it is focused where homes are needed most.

Site Description:

The application site is located on the northern entrance to Dartington to the west of the A384 and to the south of Broom Park and Week Lane. To the south east of the site is Dartington Primary School.

The site measures approximately 4.3 ha and is irregular in shape. It is approximately 400m long and 250m wide at its widest point. To the south is a wooded area with the Bidwell Brook and Dorothy Elmhirst Recreational field beyond. To the west is Week Community Orchard and the hamlet of Week itself. Broom Park is to the north west of the site and St Mary's Church Cemetery is on the north east boundary. St Mary's Church, a grade II* listed building is on the others side of the A384, approximately 90m from the application site.

The site is undulating with the highest point near to Broom Park at approx.39m AOD and dropping down to 21m AOD towards the southern boundary and Bidwell Brook. Where the site meets the A384 on the eastern boundary, ground levels are about 28m AOD

The field is in agricultural use and has two vehicle access points, one off the A384 and the other off Week Lane to the north. The eastern part of the site was temporarily used as a school site between 2014 and 2018, but the land has since been restored to its former condition.

The site forms part of the allocation for residential development of approx. 80 dwellings set out in Policy TTV24 (5) of the adopted Plymouth and South West Devon Joint Local Plan (JLP). It is in Flood Zone 1 (Low probability) and not within a Critical Drainage Area.

The site is on the edge of the SAC Greater Horseshoe Bat (GHB) Sustenance Zone for Bulkamore Iron Mine SSSI/SAC (a GHB hibernation roost 3.2 km west of the site) and is in the SAC GHB Landscape Connectivity Zone.

The Proposal:

This application is for outline planning permission for up to 80 dwellings with access the only detailed matter being considered. Other matters which are reserved include appearance, landscaping, layout and scale and are therefore not for consideration as part of this application.

A single point of access is proposed off the A384 at a point approximately halfway between the cemetery to the north and the school playing fields to the south. This involves widening the carriageway to allow for a right turn lane to be constructed and realigning the existing verge and footway/cycleway to the west. The road would be resurfaced along the full extent of the highway works (approx. 100m). Visibility splays of 2.4m x 55m are proposed in each direction and the existing shared footway/cycleway would be extended into the site.

The application also proposed off-site highway works/pedestrian improvements which involve the provision of a zebra crossing on the A385 adjacent to the Dorothy Elmhirst Recreational field. This is to provide improved pedestrian links to the retail facilities on the south side of the A385.

30% of the housing is to be affordable, which would provide up to 24 units, and the application proposes to fix the open market housing mix at this stage by suggesting a planning condition that would secure the following:

- 1 and 2 bed units – 22-26%
- 3 bed units – 38-43%
- 4+ bed units – 33-40%

Although the submitted application included a number of indicative plans including an illustrative masterplan, green infrastructure plan and framework plan, following the receipt of a number of consultation responses, the applicants have submitted a parameter plan that sets out a number of development criteria that subsequent reserved matters applications would follow. This includes a maximum height of two storey dwellings across the entire site, lower density development on the upper slopes and medium density on the lower slopes, a dark development (without streetlights within the residential areas), development set back from the western boundary with management of the existing hedge and additional strategic landscaping, and surface water attenuation on the lowest part of the site, adjacent to the Bidwell Brook.

The northern and western edges of the site have a 20m wide buffer which is to provide a dark corridor for bats, strategic landscaping and has potential for multi functional green infrastructure. On the southern boundary, this buffer is proposed to be 10m wide. These buffers are outside of the red line but are in the blue land identified as under the control of the applicant. Within part of the 20m buffer adjacent to the cemetery, the indicative plans show the potential for allotments to be provided within the blue land.

Consultations:

Please note that full responses of all consultees can be found at <https://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203842>

Dartington Parish Council – object

Initial comments 22/01/2020:

Missing Information – Heritage Impact Assessment is not sufficient for the LPA to carry out its duty under s.66 of the 1990 Act. Week has significant group value and has not been assessed properly. The statement of significance for St Mary's Church listed at Grade II* does not fully demonstrate an understanding of the significance of this church or its setting. Lack of information submitted on Greater horseshoe bats as set out in Natural England Letter. Very little in the way of detail regarding green infrastructure in the green infrastructure plan.

Access – Insufficient information, adverse impact on A384 frontage including Grade II* church setting, and impact on local character and landscape quality. No information is supplied about the buildings proposed, street furniture, boundary treatments, or signage. Allotments may affect the seclusion of the graveyard. No mitigation measures are proposed at the T junction with the A384 to offset/mitigate potential visual intrusion. Indicative internal access road and layout is completely contrary to the established pattern of settlement which is characterised by irregular and informal clustered settlements. There is no meaningful relationship between Yarnar Beacon and St Mary's Church and there no justification/requirement for a straight link between them.

None compliance with TTV24 – The built estate could sprawl across the hillside, rather than reflecting the local pattern of clustered and irregular settlement. Adverse impact on the tranquillity and rural character of Week. Obstruct significant public views towards Orchard Park and Totnes from Broom Park, and Week Community Orchard. Lack of integration and connectivity with Broom Park. No information to indicate how these sensitive boundaries will be handled. Boundary Strip (dark corridor) will be an extensive and incongruous feature in this landscape setting. NE comments need to be addressed before the application can be determined. Attenuation basin has been sited within the existing woodland area which would therefore be lost. Infiltration and rain gardens should be used. Lack of proper assessment of the Grade II* St Mary's Church, its heritage significance and heritage setting. Without this, no meaningful assessment of the development's impact on the setting of the Church can be made to judge whether it is acceptable or not.

Heads of Terms – Parish has above average age demographic. Parish already has enough sports facilities. £300 cycle/transport vouchers per household does not benefit the community or improve its community infrastructure. It should address lack of good community facilities for older people, provide 3 bus shelters on the A384, improve hedgerows on A384, pedestrian crossing at the A385 petrol filling station, a pedestrian crossing on the A384 to Mead's Field, provide an electronic speed sign on the stretch North opposite entrance to Woodlands Yard, all allotments created on site should pass to the Parish Council and become statutory allotments

Further comments following submission of additional information 8/04/2020:

Initial comments [above] still stand. Loss of GH bat foraging area. Applicant's ecologist confirms significant bat activity but can't confirm or deny a nearby roost. Attenuation basin should not be sited on edge of development where there is significant bat activity. Not enough information about a possible unknown maternity roost. Lack of evidence to back up ecologist's assumptions that there are no breeding males and females. The provision of the dark corridors cannot be judged to be effective or not, as data and surveys are inadequate. No dark corridor provided on eastern boundary. Lack of surveys of Great Crested Newts

Lack of consideration of effects of developments upon whole habitat. All three sites are within the South Hams sustenance zone of the SAC for the GH bat. Cumulative effects have not been assessed. No GH bat baseline surveys, flyways, pinch points, transitory roosts, or resting roosts in the SAC provided. Quantitative impact of all three developments can't be assessed to ensure the favourable conservation status of the bat colonies at Bulkamore and Buckfastleigh. Failure to ensure measures to protect the GH bat in perpetuity

Education – no objection. We have forecast that there is enough spare capacity at both the local primary and secondary schools for the number of pupils likely to be generated by the proposed development and therefore a contribution towards primary and secondary education infrastructure would not be sought.

South West Water – no objection

County Highways Authority – no objections subject to conditions and S106. It is noted this site is allocated for development in the Plymouth and South West Devon Joint Local Plan. The detailed internal road layout would be required at reserved matters stage.

In terms of traffic generation, it can be seen the proposals will have a modest impact on the existing road network and it is not expected that any of the junctions in Dartington will experience future capacity issues as a result of the development.

Whilst the site is only 80 dwellings in size it has been considered necessary from a safety perspective to implement a right turn lane to deal with potential rear end shunt type accidents that might otherwise occur on the A384

It is also noted the applicant has also listened to the Highway Authority requests to install a new zebra crossing on the A385 near the main village post office. An offer to provide a new crossing under the provision of a S278 legal agreement is included with the application.

It has been agreed a Travel Plan could be conditioned with a list of specific measures included that can be implemented or not following a travel plan survey (to be undertaken by the developer on occupation of the dwellings. The list of measures to be explored include the commitment to provide some of the following depending on confirmed demands –

- Appointment of a Travel Plan Coordinator.
- Travel Survey
- E Car Club in the village.
- E Bike Hub in the Village.
- Car Share Scheme.
- Potential Sustainable Travel Vouchers for residents.

This commitment should be included in a S106 legal agreement and equate to a maximum amount of £300.00 per dwelling.

S106 Requests

- £5,000.00 towards a new Vehicle Activated Sign at Huxham Cross.
- Travel Plan in accordance with Travel Plan Statement
- £11,000 towards zebra crossing commuted maintenance costs.

At this stage the Highway Authority has no initial concerns over the safety of the proposals subject to submission of the above additional information and it is expected that with the submission of this extra information the Highway Authority will be in a position to recommend approval subject to conditions to the application.

County Waste Authority – recommend condition. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals to be accompanied by a Waste Audit Statement.

The application is not supported by any such statement and it is therefore recommended that a condition is attached to any consent to require the submission of a statement at reserved matters stage.

Historic England – do not wish to comment. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

NHS Devon Clinical Commissioning Group (CCG) – request contributions to mitigate pressures on local healthcare facilities. The CCG's concern is that combined Surgeries of Leatside and Catherine House are already at or over capacity within their existing footprints therefore it follows that to have a sustainable development in human health terms the whole local healthcare provision will require review. The surgeries already have 18,949 patients registered between them and this new development will increase the local population by a further 176 persons.

Taking this into account and drawing upon the document "Devon Health Contributions Approach: GP Provision document" which was agreed by NHS England and Devon County Council, they request a contribution of £42,240 (£528 per dwelling) to increase capacity at either or both of those surgeries.

Historic Environment Team (DCC) – no objection and recommend condition. In the light of the results of the archaeological works already undertaken the Historic Environment Team do not consider that the significance of the heritage assets with archaeological interest that have been identified here warrants preservation in situ. Confirm that the programme of archaeological works as described in the Written Scheme of Investigations (WSI) are acceptable.

Tree Specialist – No objection on arboricultural merit strictly limited to of the location of site access. The historic internal use of the site leads to potential for change of use on strictly arboricultural merit with the proposed point of access having no arboricultural impact. The presence of the proposed bat corridors around the site periphery will be likely to address most issue of dominance however it is noted this application is outline only, therefore further study will be made of impact of layout against arboricultural features at RM stage.

I note by way of study of the masterplan clearings are depicted within W10.3 & W10.2, these are not visible on aerial imagery and clarification is sought as to their purpose/ or presence. These are carried through to the Tree protection/ removal plans.

A woodland management plan is proposed as a vehicle for securing mitigation for the loss of young woodland to allow the attenuation area, and I believe in respect of GHB activity on site. The absence of such prevents understanding the efficacy of this in terms of ability to offset the percentage of woodland lost.

However in strict response to access location there are no constraining arboricultural features.

Concern arise in respect of the depicted clearings, and principally the impact of the attenuation features, given the absence of a Woodland Management Plan as a vehicle for mitigation.

Police Designing out Crime Officer – no objections. Comment that as the application is for access only to be determined at this stage, detail is too limited, for obvious reasons, to enable a full response but should the planning process evolve for the proposed scheme it is requested that the following information, advice and recommendations from a designing out crime, fear of crime, antisocial behaviour (ASB) and conflict perspective are considered and implemented where possible

Natural England – No objection subject to appropriate mitigation being secured. Initially responded stating that further information was required to determine impacts on designated sites. Following the submission of that information NE consider that without appropriate mitigation the application could have an adverse effect on the integrity of the South Hams SAC, designated for its important greater horseshoe bat (GHB) population.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures should be secured by planning condition/agreement, with details to be submitted and approved at reserved matters stage:

- A Greater Horseshoe Bat Mitigation Plan
- 'Dark corridors' for greater horseshoe bats;
- Detailed lighting design scheme;
- Construction Ecological Management Plan (CECoMP);
- Landscape Ecological Management Plan (LEMP) to include a Woodland Management Plan, 'dark corridors' planting scheme and long-term vegetation management;

Environment Agency – no objection. We have no objections to this application provided that conditions are included in respect of contaminated land. We advise you to consult the Lead Local Flood Authority (DCC) to comment on the details of the surface water drainage scheme for these developments.

Environmental Health Team – No objection subject to conditions. The site has principally been used for grazing for many years, as well as an area of scrub and small previously developed parcel. A Phase 1 contaminated land assessment has been carried out and concluded that there is unlikely to be any contamination of concern. Recommend unexpected contamination condition is included in any approval and we do not require a Phase 2 to be carried out.

An Air Quality assessment has been carried out and a strategy proposed which will apply only during construction. The writer concludes that there will be no negative AQ impacts once constructed and we agree with this, being a small residential development only. Recommend that the standard CEMP condition is included on any approval.

Open Space, Sport and Recreation (OSSR) – no objections subject to planning conditions and S106 agreement. Green Infrastructure Plan shows provision of 0.5ha open space/attenuation pond likely that this policy requirement will be able to be met. Some concerns that the Green Infrastructure and Parameter Plan show the vast majority of the open space to be around the edge of the site, within the blue line. The open space will need

to be well integrated and overlooked, with some open space within the red line boundary, as well as links into the peripheral open space.

Allotments - The policy requirement for allotments is such that we would normally seek an off-site contribution rather than on-site provision for a development of this scale. However, given that the Parish Council allotments in Week are all occupied, with an existing waiting list, the proposed provision of on-site allotments is welcomed. Full details of the allotments will need to be agreed at reserved matters stage.

Equipped Play - It is noted that the Planning Statement says (paragraph 4.4) that an on-site area of play is proposed towards the south of the site, and an indicative play area is shown on the recently submitted Parameters Plan. If on-site play is taken forward, thought will need to be given to safety adjacent to the proposed attenuation feature in this location. There are significant proposals for improvements to play provision at the Meadowbrook site within walking distance of Broom Park (adjacent to the Meadowbrook Community Centre & Outdoor Swimming Pool) which could be funded by the development as an alternative to on-site provision

Provision at Meadowbrook will cover all age ranges and is adjacent to other community facilities, as well as the primary schools. Agreement between the developer and Council regarding on site play provision versus an off-site financial contribution would be required at reserved matters phase, and this would need to be set out in the s106 agreement.

Playing Pitches/Sport Facilities - An off-site financial contribution towards improvements to, and on-going maintenance of off-site facilities will be required. Based on JLP Developer Contributions Evidence Base, this would amount to £68,220 capital and £79,644.24 twenty year maintenance costs.

Landscape Specialist – No Landscape objection to the proposed development as presented for Outline Planning Approval, but note that considerable work is needed to secure an appropriate layout, and the detailed design of buildings and landscape, to ensure that development respects scenic quality and maintains the area's distinctive sense of place and reinforces local distinctiveness.

Affordable Housing Specialist – No objection. Overall percentage and number of Affordable Housing units is policy compliant. Level is 30% comprising 16 Social Rented and 8 intermediate.

Local Lead Flood Authority – no in-principle objections from a surface water drainage perspective, assuming that the pre-commencement planning conditions are imposed on any approved permission. Testing shows that infiltration may be viable in places within the site. Above-ground features will be assessed and prioritised across the site. These features should be included to provide a SuDS Management Train to treat water as well as provide opportunities for interception loss.

Ecology - No objection subject to all avoidance/mitigation/compensation/net gain requirements being secured.

Heritage Specialist – No heritage objection to the proposed development but considerable work is needed in masterplanning and detailed design of buildings and landscape to ensure that the minor 'less than substantial harm' identified is avoided or mitigated.

Representations:

In total, 210 letters of objection are reported during the 2 rounds of public consultation.

147 Pre-printed letters received where people ticked some or all the boxes raising the following issues:

- Air quality. The increase in traffic generated by these additional houses will endanger safe air quality. Dartington already exceeds WHO limits for health.
- Increased traffic. 80 new houses built off this main road will increase traffic, especially at peak times, endanger safety and create rat-running along adjacent lane networks.
- Urbanisation of the parish. Design, materials, extensive spacing and regular configuration of road patterns adversely affects rural character. Account must be taken: DEV20 of the Joint Local Plan.
- Water pollution and tree loss from attenuation basin construction.
- Damage to wildlife and habitat. Damage to woodland, loss of trees, loss of foraging habitat and light spill from the development and additional road lighting and traffic, will damage available habitat for Greater Horseshoe and other bats. Loss of habitat to hares, deer, birds and insects. The built area of the field should be reduced. The woodland secured in perpetuity in trust from development or damage.
- Degradation of historic environment. Affecting views, sightlines and the setting of the parish church, and adjacent Domesday hamlet of Week adversely affects the setting of listed and historic buildings.

63 individual letters of objection received which raise the following issues:

- The development will lead to unacceptable increases in the level of traffic on the surrounding roads, which are already overcrowded and dangerously busy.
- Increase in traffic will damage air quality and endanger residents living nearby.
- The corridor passes two major schools and a small academy meaning that children will be in contact with traffic fumes regularly.
- Increase in traffic will be a danger to pedestrians and cyclists commuting to and from Totnes.
- Will have a cumulative effect with the development at Sawmills.
- Development on a greenfield site will destroy animal and plant life.
- The eastern side of the development is not a gap as promised, but a small corridor.
- This will have an impact on the community orchard and houses in Broom Park.
- There should be no development in front of the row of bungalows in Broom Park. This land should be a wildlife area and prevent urban sprawl.
- 80 houses is too many and this number should be greatly reduced.
- Dartington has had more development than any other village in South Hams and has an unfair strain on infrastructure.
- This development will change the character of the village to an urban one.
- Loss of green field to benefit of developer, non-locals and 2nd home owners and no benefit to the local community.
- Combined with the Sawmills application, there is a lack of local infrastructure to support this.
- Agricultural land needs to be retained and productive all year round. Focus should be on developing brownfield sites.
- It won't rebalance the local housing economy.

- Submitted application has changed from the consultation in that the site has extended further west and into the previously proposed wildlife/landscaped area that was to form a buffer with the hamlet of Week.
- There should be no new housing on the northern side of the proposed diagonal tree lined road/path that runs South West to North East
- If the development were built at a slightly higher density, more green space could be retained.
- Public transport links to Totnes need to be improved.
- No commitment to the highest energy efficient buildings and low embodied carbon.
- 80 homes are likely to have 160 cars that will add to congestion and lead to an increase in local rat-running.
- Broom Park is a landmark which can be seen from the hills around Totnes with the white houses surrounded by green. The proposal will spoil those views and the character of the area.
- A new access off the A385 is going to add to congestion and pollution.
- There needs to be a contingency plan in place in case the agreement for use of the cider Press Car Park for school drop off/pick up is terminated. Could the development make funds available for a dedicated car park in their development?
- The existing cycle path that crosses the site is inadequate and should be developed and upgraded to make it suitable and safe.
- There is no logic of increasing the size of the boundary buffers for bats if the housing area is then extended over the landscaped area to the west. Therefore 80 houses are too many for the site and the number should be reduced.
- Building houses close to the community orchard will have a negative effect on dark skies.
- This higher land should be left undeveloped.
- Building on a greenfield site and loss of natural environment and habitat is unacceptable.
- Development will result in increased traffic levels that will spill over on local roads that will become dangerous rat runs with no pavements.
- Development encroached on the historic Hamlet of Week and listed buildings within direct line of sight.
- Development would obstruct views towards Yarners Beacon and back towards St Mary's Church.
- Inefficient use of land if low density development is proposed, a higher density or fewer houses would mean that the development could be on a smaller area.
- Proposed attenuation basin encroaches into the woodland area at the south of the site and would harm wildlife.
- Lack of local employment will encourage people to commute.
- The Cott lane is used as a rat run with endangers walkers and children walking to school.
- Lack of layout and boundary treatment detail means that it is not possible to understand impact on the school. Boundary should be 20m, not 10m
- Too many bungalows which do not provide for families or children.
- Want to see larger affordable homes. The housing mix prices families out of Dartington.
- The two doctors surgeries in Totnes are already over capacity.
- The green space that is outside of the red line should be part of the application.
- Does the primary school have capacity for additional children?
- Increased concrete will force surface water onto the roads

- Development should be forced to provide solar panels, electric car charging point and respect the vernacular architecture.
- Dartington exceeds WHO limits for healthy air quality.
- Low density houses and bungalows on straight roads would not respect the character of the area.
- Water pollution and loss of trees resulting from construction of attenuation basin.
- Devon has declared a climate emergency and all houses must be net zero by 2050 to avoid temperature rises.
- Water system should be a closed loop. The application will add millions of tonnes of additional water through rainwater runoff and piped water.
- Not enough houses with home office space to allow people to work at home.
- Highway impact would not be 'modest' and no visibility splays are proposed.
- No point in providing electric car charging points as most people can't afford them and don't want them.
- Village lacks infrastructure to support more housing. It needs better cycleways, zebra crossings, community hubs, outdoor space and sports facilities.
- Development should reflect small groupings of houses rather than modern block development.
- Housing should be affordable and in reach of local key works and their families.
- Proposals are different to the pre-application consultation framework Plans.
- Extension of superfast broadband and 4G/5G coverage required
- Key characteristic of Broom Park is that it has rural character and is separated from the village. The policy requires the setting of Broom Park to be respected, but the proposed development would not do this.
- Submitted documents suggest that there are still plans to put access through the woodland area to the south which is ecologically important.
- Development would affect health and wellbeing of the community.
- Development may affect groundwater and water quality of the Bidwell (which flows into the Dart) and contains otters.
- Remain unconvinced of the submitted air quality assessment with unclear basis of the predictions contained within.
- Attenuation pond should be repositioned to the south of the cemetery.
- Not enough information or detail has been submitted to be able to decide whether the proposals comply with all the provisions of Policy TTV24.
- Lack of detail of how access would appear at the gateway to Dartington. What are boundary treatments, street furniture, and signage?
- No landscaping details have been shown that would soften the proposed junction with the A348
- No detail of allotments to understand whether these are in the correct place in relation to the proposed houses.
- Should only be built if it contains a clause that worked in Devon for 3 years.
- Increased use of permissive path resulting from development would result of loss of privacy to residents of Mill House, Week.
- Access should be a roundabout to avoid total gridlock.
- A full Totnes bypass needs to be constructed before any more housing is thought of.
- Layout does not take account of shortage of land available for housing.
- Properties would not meet local need as marketed as an easy commute to Plymouth and Exeter
- No restrictions proposed to stop the new dwellings becoming second homes.
- The proposed new houses are ugly and intrusive.

- If surface water attenuation is required then the site should not be developed.
- Applicant's responses to Natural England's comments are not adequate.
- Application should be accompanied by a CEMP and woodland management plan now.
- Parameter plans indicate a social divide with lower density on one part of the site and higher density on the other. Lack of integration with existing community.
- Suggested location of childrens play area is 'out of sight and out of mind' and is too close to the pond.
- Proper base line species/wildlife study has not been done.
- Building for Life 12 assessment should be carried out and the application should go through a 'design review' process.
- Reiteration, repeat and endorsement of Parish Council comments
- A Habitats Regulation Assessment needs to be carried out to assess the cumulative effects of all the development proposals in Dartington.
- Lack of information to properly assess impact on Listed Buildings/heritage assets
- Any volume housing development in Dartington will contribute substantially to already unsustainable and polluting levels of traffic congestion in Dartington and Totnes.
- Attenuation pond would be highly engineered.
- Urbanisation of the entrance to the village and impact on Grade II* Listed church.
- Great Crested Newts have not been survey for.

Neutral/Undecided

2 letters of comment received which raise the following issues:

- Concern at traffic generation and service infrastructure in the area.
- Request that footpaths, play facilities, landscape screening, tree planting and communal open spaces with seating away from busy roads are included more than is currently presented.
- A substantial contribution to improved access routes into and through Totnes (a bottleneck) should be made by the developers, as well as a contribution towards significantly improved leisure facilities in the catchment.
- No applications should be determined without fully understanding the flyways and pinch points that are used by the Greater Horseshoe Bat population. This should be surveyed using radio tracking and the results published in map form for the public to see.
- Concern at light pollution levels that will change the dark sky character of the area.

ANALYSIS

Principles of Development

In accordance with Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 planning applications have to be determined in accordance with the development plan unless there are material considerations that indicate otherwise. For the purpose of decision making for this application, the development plan comprises the Plymouth & South West Devon Joint Local Plan 2014 – 2034 (JLP) and the Devon Waste Plan 2011 – 2031.

JLP Policy TTV1 – Prioritising growth through a hierarchy of sustainable settlements, sets out the principles to be used to distribute new employment and housing across the Thriving Towns and Villages Policy Area. It identifies four categories of settlement type where development will be distributed as part of that hierarchy.

- The Main Towns
- Smaller Towns and Key Villages
- Sustainable Villages
- Smaller Villages, Hamlets and the Countryside

Dartington is identified as being in the smaller towns and key villages category where there are allocations for 911 new homes during the plan period.

JLP Strategic Objective 8 (SO8) – Maintaining the vitality and viability of the smaller Towns and Key Villages, promotes the provision of homes, jobs, services and community infrastructure in settlements such as Dartington as they are characterised by a level of services and amenities that can support the daily needs of the rural population.

The JLP identifies Dartington as a settlement that has an extensive range of services and amenities. It is also well connected to other centres, especially the nearby town of Totnes, which extends the range of facilities that can be accessed within a short distance. This relationship is reciprocal, as many people from around the Totnes area use the services and facilities at Dartington. The village has good pedestrian and bus links to Totnes and the National Cycle Network also connects the two settlements. The primary school has a wide catchment area and the shops at Dartington attract people from the local area and from further afield. The Dartington Hall Estate, which adjoins the village, contains numerous heritage assets of national importance and has established a national and international reputation for its cultural and educational work and events. The Estate also provides significant opportunities for informal recreation, enjoyed by local residents and visitors alike.

Policies TTV23 and TTV24 propose 254 new homes and 11,800 sqm of employment floorspace in Dartington, across a number of sites/areas. Broom Park is allocated for development by policy TTV24 for the provision of 80 homes. This forms part of the allocation of 911 new homes across the smaller towns and key villages. The policy identifies a number of policy considerations / things to be provided for by the development. For Broom Park, these are:

- a. Footpath and cycle access to the main road, connecting to the NCN and on towards the village centre.
- b. An overall site layout and design that respects the setting of the existing housing at Broom Park.
- c. Retention and future management of the hedgerow along the western boundary.
- d. Additional strategic landscaping on the western side of the site to soften the edges of the development onto the undeveloped countryside beyond.
- e. Appropriate flood risk mitigation measures.
- f. Acceptable impact on the setting of St Mary's Church to the east, which necessitates both strategic landscaping that is sensitive to this context as well as an appropriate extent, scale, layout, design and materials.

Through the local plan consultation, examination and adoption process, the site has been considered to be appropriate for residential development and has been allocated as such. Dartington has been identified as one of the settlements that is expected to see a level of growth and development that is commensurate with its role and size within the plan area. The overall principle of residential development on the site is considered to be met and it is therefore necessary to consider areas of detail (that relate to an outline application) and whether they comply with the plan as a whole.

Meeting Local Housing Need

Policy DEV8 of the JLP requires a mix of housing sizes, types and tenure appropriate to the area and as supported by local housing evidence. Although this is an outline application where the detailed design of houses is reserved for subsequent consideration, it is still necessary to secure the mix at this stage (or impose a specific condition requiring a suitable mix to be submitted and agreed as part of the reserved matters). In this case it is proposed to fix the open market mix at this outline stage and the following range has been put forward:

- 1 and 2 bed units – 22-26%
- 3 bed units – 38-43%
- 4+ bed units – 33-40%

This could be secured by a planning condition to ensure that any reserved matters application was in accordance with the above range. Part of the proposals put forward include the provision of home offices within the dwellings and it is suggested that where a home office is proposed, this should be counted as a potential bedroom for the purposes of agreeing the housing mix. As it would be difficult to control how an individual occupier chooses to live in a property, it is considered to be a reasonable way forward to allow people to live in a flexible manner.

DEV8 also requires that developments of 11 or more dwellings to provide a minimum of 30% affordable housing. The application proposed as such, meaning that if 80 dwellings in total were to be provided, 24 of these would be affordable. The Affordable Housing Specialist has set out in her consultation response that this should comprise 16 social rented units and 8 intermediate. It would be necessary to secure this provision as part of a Section 106 Legal Agreement which has been put forward by the applicants.

Overall, it is considered that the application would meet local housing needs in terms of mix and a fully policy compliant level of affordable housing. As such, the requirements of Policy DEV8 have been met.

Highways/Access

The application is accompanied by a Transport Assessment that has been considered by the County Highways Authority. In their consultation response, they conclude that “In terms of traffic generation, it can be seen the proposals will have a modest impact on the existing road network and it is not expected that any of the junctions in Dartington will experience future capacity issues as a result of the development. The Highway Authority is in broad agreement with the contents of the Transport Assessment and has no concerns in relation to this matter.”

The Transport Assessment (TA) demonstrates that the site is well connected to the National Cycle Network and footways to a number of local facilities, including the school, playing fields, play areas, bus stops, retail, community facilities and employment areas. Residents of the development would not therefore be reliant on motor cars to access these local facilities and accessibility is considered to be good.

In terms of motor vehicle movements, the TA has modelled the A384/A385 Shinners Bridge Roundabout as well as the A385/A381 Redworth Junction in Totnes. It demonstrates that the Shinners Bridge Roundabout would still operate within capacity and the Redworth Junction

would have an imperceptible impact of 20 and 19 additional traffic movements during the AM and PM weekday local highway network peak hours respectively. When considered in combination with the Sawmills proposals, this rises to 30 and 28 traffic movements (or 1 extra vehicle passing through the junction every 2 minutes).

Off-site highway works include the provision of a Zebra crossing on the A385 between the Dorothy Elmhirst Recreational field and retail facilities on the south side of the A385. This would encourage walking by providing a safe crossing route to some of the local facilities and would improve the existing situation of informal crossing points. Although it is required to complete the desire line from the proposed development to the village centre and some of the employment areas, it would have additional benefits for the wider community and could be secured via a Grampian style planning condition. The Highway Authority are supportive of the proposal that they would secure by a Section 278 Agreement. A commuted maintenance payment of £11,000 can be secured under a Section 106 Agreement.

Access into the site would be from a single point off the A384 which involve road widening and the creation of a right turn lane. Although details of lighting have not been submitted at this stage, it is known that the junction would need to be lit appropriately and in such a way that ecological dark corridors can still be provided. In terms of highway safety, the Highway Authority have confirmed that they are happy with the access as proposed and that they consider that a right turn lane is necessary for the development to avoid the potential for rear end shunts.

During the processing of the application, discussions have taken place between the applicants, the Highway Authority and the planning officer to formulate a suitable framework for a Travel Plan to be secured. It is considered that apart from some of the physical measures to encourage walking, cycling and use of public transport, travel planning is best carried out at the point when there are people living in the development and it can directly respond to their needs. However, it is also necessary to secure commitments to funding strategic travel planning measures as part of an outline application. As such, it is proposed that a list of specific measures is put forward which can form a menu of options that can be selected as appropriate to the equivalent value of up to £300 per dwelling. These include:

- Appointment of a Travel Plan Coordinator.
- Travel Survey.
- E Car Club in the village.
- E Bike Hub in the Village.
- Car Share Scheme.
- Potential Sustainable Travel Vouchers for residents.

Although the travel planning is aimed at influencing the behaviours of new residents, some of the options above could have wider benefits to the local community. For example, the creation of an E Car Club or E Bike Hub would be available to more than just the occupants of the new dwellings. It is considered that this is an acceptable way forward and that the proposals would comply with the provisions of Policy DEV29.

The Highways Authority in their consultation response suggest that the applicant should provide £5,000 towards the provision of a new Vehicle activated Sign at Huxham Cross. This follows a request made by some residents at Huxham Cross for such a sign to be installed but the justification of how this is linked to the proposed development is not fully set out or justified. The highway authority acknowledge that it is debatable as to whether this meets the

legal tests for inclusion into a Section 106 agreement and they conclude that if this is not secured, the application should not be refused. On that basis, it is considered that such a contribution would fail the first and second legal tests set out in regulations 122 and 123 of the Community Infrastructure Levy Regulations, namely, it is not necessary to make the development acceptable in planning terms, and it is not directly related to the development.

Air Quality

A large number of objections and representations have been received relating to air quality and that increase in traffic generated by additional housing will endanger safe air quality. The application is accompanied by an Air Quality Assessment and an Air Quality Strategy which have been reviewed by the Council's Environmental Health specialists. The assessment considers air quality in 3 parts - the suitability of the site for residential development, the construction phase, and the operational period.

The site is near a busy road, however, the submitted assessment predicts that concentrations of nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) will be well below National Air Quality Objectives (NAQOs). As such, there is no requirement for mitigation regarding the suitability of the site for residential development

During construction, which will involve earthworks and general building construction, there is potential for dust and particulate matter (PM₁₀) to affect nearby properties and the school. This can be mitigated using a number of measures, which are identified in the submitted Air Quality Strategy and can be secured via a Construction Management Plan (CMP).

The operational phase will see additional traffic generated by the development which will result in an increase in concentrations of nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}). This has been modelled as part of the Air Quality Assessment at a number of receptors both within Dartington and the Air Quality Management Area (AQMA) in Totnes. The modelling looks at levels both with and without development taking place and concludes that any increase at the receptors is negligible and below the National Air Quality Objectives (NAQOs). The modelling does not take into account any of the proposed transport related measures that are proposed to reduce traffic generated by the development. However, as transport related measures are proposed as part of the Transport Assessment, these are included as part of the Air Quality Strategy and involve the provision of walking and cycling infrastructure, encouraging the use of sustainable transport modes (through the Travel Plan), installing electric vehicle charging points for all properties, and enabling working from home through the inclusion of home office space. This seeks to achieve at least a 10% reduction in vehicle trips to and from the site from that which has been modelled as part of the Air Quality Assessment.

The councils Environmental Health Team have considered the proposals and have not raised any objections to the methodologies or conclusions. They agree with the report that there will be no negative air quality impacts once constructed.

Historic Environment

Local Planning authorities have a duty under Section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 to have special regard to the preservation of a listed building, its setting, and any features of special architectural or historic interest.

The Councils Heritage Specialist has confirmed that the site allocations [Broom Park and Sawmills] were thoroughly assessed from a heritage perspective as part of the Joint Local Plan and the Heritage Impact Assessment helped inform the Plan allocations. He has walked the sites and footpaths in the locality to make a fresh assessment based on the information provided a part of the applications, considering the potential impacts on both designated and non-designated heritage assets. He has provided a detailed response, listing the potential impacts, while acknowledging that an outline application does not include detailed design and layout. As this is an outline application, it is necessary consider whether the level of development proposed can satisfactorily be accommodated on the site in such a way to avoid significant harm to any heritage assets. Levels of detail would come at a later stage and would need to be fully considered at that point.

It is considered that the parameter plan sets out a basic framework as to how development could come forward on the site in such a way that it would minimise potential impacts on off-site heritage assets by way of buffers, strategic landscaping and building heights. Further detail would be submitted at reserved matters which would need also demonstrate a development that does not result in undue harm to heritage assets. The specialist considers that there is no heritage objection to the proposed development but considerable work is needed in masterplanning and detailed design of buildings and landscape to ensure that the minor 'less than substantial harm' identified is avoided or mitigated.

One area of detail which is to be considered at this stage is the proposed access which would be approximately 100m from the boundary of Saint Mary's Church. New road junctions can have an adverse impact on the setting of a listed building and the Heritage Specialist raised a concern if the junction were to become a roundabout. However, the detail design of the junction is a simple t-unction that would include a right turn lane. New signage around the junction and street lighting would be installed (detailed design to be submitted) and it is considered that this would be at a level that would not affect the setting of the church, due to the distance involved and the existence of existing signage and lighting already in closer proximity. Any new lighting of the junction would need to be bat friendly, limited in height and orange in colour. The submitted parameter plan shows that development would be set back from the access with strategic landscaping on the roadside edge.

Local Planning authorities have a duty under Section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 to have special regard to the preservation of a listed building, its setting, and any features of special architectural or historic interest.

Having regard to paragraph 196 of the National Planning Policy Framework (the Framework), the heritage specialist has found that there is potential for minor 'less than substantial harm' to the setting of St Mary's Church and therefore this needs to be weighed against the public benefits of the proposals.

The proposal would bring about public benefits. The provision of new housing, including a percentage of affordable housing, is a significant benefit. There would be short-term benefits associated with the creation of construction jobs, and longer-term benefits in terms of additional expenditure and use of services in the local area both of which attract modest weight. Such benefits are also likely to be realised relatively quickly due to the modest size of the development. Improvements to connectivity, including the provision of a new zebra crossing would have wider public benefits than to just the residents of the application site. The collective weight of these benefits is considered to outweigh the minor less than substantial harm to the significance of St Mary's Church.

Following the original comments received from the Historic Environment Team at Devon County Council, the applicants have submitted a Written Scheme of Investigation which has been confirmed to be acceptable.

Prehistoric activity is indicated by finds of substantial numbers of flint tools recovered from the plough soil as well as the truncated remains of archaeological features such as ditches and pits revealed in the evaluative trenches excavated across the site. However, these investigations have also shown that the site has been subject to a significant level of agricultural truncation and that the features encountered are likely to be the bases of the more substantial archaeological features that have survived this process. The presence of prehistoric pottery within the ploughed soil is likely to indicate that prehistoric archaeological features have been disturbed by agricultural activity and the artefactual material within them has been redistributed into the topsoil.

In the light of the results of the archaeological works already undertaken, the Historic Environment Team do not consider that the significance of the heritage assets with archaeological interest that have been identified here warrants preservation in situ, and that any impact upon them by the development should be mitigated by a programme of archaeological work to be undertaken in advance of construction work commencing.

Local infrastructure

A number of comments have been received relating to the capacity of the local infrastructure to support additional residential development in the village. JLP policy DEV30 (Meeting the community infrastructure need of new homes) requires:

“The development of new homes (including student housing) should contribute to the delivery of sustainable communities with an appropriate range of community infrastructure, such as schools, primary health care infrastructure, sports / recreation and community facilities / village halls.

Major housing developments will be considered in the context of the sufficiency (or otherwise) of the community infrastructure to meet the demands generated by the development. Where there are existing or anticipated capacity issues, financial contributions to appropriate projects will be sought to enable the community impacts of the development to be mitigated. Where possible, developments should directly incorporate community infrastructure and services as integral parts of the development.”

The Education Authority have calculated that the proposed increase of up to 80 family type dwellings will generate an additional 20 primary pupils and 12 secondary pupils which would have a direct impact on Dartington Primary School and King Edward VI Community College. They have forecast that there is enough spare capacity at both the local primary and secondary schools for the number of pupils likely to be generated by the proposed development and therefore a contribution towards primary and secondary education infrastructure is not being sought.

NHS Devon Clinical Commissioning Group have responded to the consultation with information that the development is in the catchment of the Leatside and Catherine House surgeries which have a total capacity for 18,111 patients. The current combined patient list size is 18,949 which is at 105% of capability and while it is understood that surgeries cannot refuse to register new patients within their catchment, if it is over subscribed, it would lead to

reduced services and longer waiting times for current and new patients. As such they are requesting financial contribution to increase capacity at the local surgeries and mitigate the impact of new development. Based on the “*Devon Health Contributions Approach: GP Provision document*” which was agreed by NHS England and Devon County Council, they are requesting £42,240 (£528 per dwelling) as part of a Section 106 Agreement. Based on the JLP Policies, SPD and Developer Contributions Evidence Base document, it is considered that such a requirement would pass the legal tests for developer contributions and should be sought should the committee agree to granting planning permission.

Children’s play could either be provided on site by the developer, or they could pay a financial contribution towards improving equipped play provision nearby at Meadowbrook. Both options are put forward by the developer who will commit to either delivering an on-site Local Equipped Area of Play (LEAP) of at least 400m² in area with a minimum of 6 play experiences, a 20m buffer between the activity zone and habitable room façade of dwellings and focusing on up to 8 year olds; or pay a financial contribution towards improving equipped play provision at Meadowbrook. The contribution would be £46,440 capital together with a commuted sum of £86,475.60 towards the long-term maintenance costs of the improvements. Either of these options is considered to be appropriate in terms of meeting the needs of residents of the new development, although it is acknowledged that the policy prefers onsite delivery where possible but off-site contribution could have greater benefits to the wider community.

Given the size of the development, onsite provision of playing pitches/sports facilities is not appropriate but off-site financial contribution would be sought based on the figures in the JLP Developer Contributions Evidence Base. That would amount to £68,220 capital and £79,644.24 twenty year maintenance costs. The following projects have been identified potentially suitable for receipt of funding to meet the needs of the proposed development:

- Dorothy Elmhirst football pitch – need for drainage improvements.
- Meadowbrook outdoor community swimming pool – in need of major repair including new lining.
- Meadowbrook tennis courts – need for fencing and resurfacing. Aspiration to provide Multi-Use Games Area here with potential changing/toilets within adjacent Community Centre.
- BMX track within woodland – planning permission secured.
- Meadowbrook Community Centre used for skittles, yoga and taikwando and by the football and sub aqua clubs - in need of refurbishment.
-

Although not specifically referred to in Policy DEV30, allotments are covered by DEV5 which seeks to support and encourage local food growing by seeking the provision of new allotments where there is a deficiency of provision. It is understood that the allotments at Week are full and that there is a waiting list for any that come available. On that basis, it would be necessary for any development to either make financial contribution toward the provision of allotments off-site, or to have on-site provision to meet the needs of the development. The recommended amount of allotment space per person is 1.5 sqm and a development of 80 dwellings would require 270 sqm (based on 2.25 person per dwelling). However, the minimum size for allotment provision would be 6 full size plots (or 12 half size plots), requiring 1,500 sqm of space and would clearly be more than what is required by the policy. Given the size of the application site and the space that would be available within the site (or in the 20m buffer) it would be possible to provide allotments that could be made

available to new residents and the wider community. The applicants have put this forward and onsite allotment provision of 1,500 sqm could be secured via a S106 agreement.

Drainage

Surface water drainage design is a matter that is reserved for subsequent consideration as part of a detailed layout design. At an outline stage, the local planning authority needs to be satisfied that a suitable surface water drainage scheme can come forward without resulting in an increase of either on-site or off-site flood risk. The application is accompanied by a Flood Risk Assessment and Drainage Strategy which identifies that the site is currently 100% permeable and drains to the south and the Bidwell Brook. The strategy makes assumptions on the likely coverage of non-permeable surfaces that would come forward at the detailed design stage and sets out how through infiltration and onsite attenuation, surface water can be managed in such a way to follow best SUDS practice.

Above ground SUDs components such as swales, filter beds, rain gardens, tree pits along with other appropriate features will be prioritised to ensure an appropriate SUDs management train is provided, in accordance with the published Devon County Council guidance.

The detailed drainage design will need to ensure that post development run-off rates do not exceed current greenfield runoff rates, taking into account the 100 year design storm plus 40% in peak rainfall intensities to allow for climate change.

The Local Lead Flood Authority (LLFA) has considered the proposals and have no in principle objections subject to a suitable planning condition.

Woodland and Hedgerows

The red line application site covers mainly agricultural fields, however the southern part of the site crosses into an area of young woodland. This is shown on the parameter plan as being the potential location for a surface water attenuation basin (although the exact position and design of such a feature would come forward as part of a reserved matters application). On the basis that an outline application reserves both this detail, the landscaping that would go with it, and a wider woodland management plan, it is not possible at this stage to come to a firm conclusion whether this would be acceptable or not. That decision would come at a later date when detailed design is to be considered.

Regarding the proposed access which is to be determined at this stage, there are no constraining arboriculture features.

It is considered that the site is of a sufficient size to accommodate new tree planting both within the redline development area and in the blue line buffer zone. It would be necessary to secure the submission of a Woodland Management Plan to come forward at the detailed design stage and could be secured via a section 106 agreement.

Landscape Impact/Design

Although matters such as layout, scale, appearance and landscaping are reserved, when determining the principle of development, the local planning authority need to assess whether the quantum of development proposed could be accommodated on the site in a satisfactory manner. The application is for up to 80 dwellings which is the amount that is set out in Policy

TTV24 of the JLP. The red line application site is 4.3 hectares and 80 dwellings would result in a density of 19 dwellings per hectare. This does not take into account the dark corridor on the outside edge of the site which could provide (in part) some of the open space. The allocation area in the JLP map measures approximately 6.1 hectares and if this area is used for calculation of density (acknowledging that it would include non-developable greenspace), that would be 13 dwellings per hectare.

In comparison to the potential density of the application site, the adjoining site at Broom Park is 20 dwellings per hectare and this calculation includes the central area of green space and the allotments. Based on these calculations, it is considered that in principle, the site can easily accommodate 80 dwellings in a manner that does not harm the setting of St Mary's Church or Broom Park and can be of a scale/layout that is sensitive to the edge of settlement character.

Following initial comments from the landscape officer that raised concerns about the lack of detail to be able to determine whether the approach to site layout, landscape mitigation and enhancement will be appropriate, a parameter plan has been submitted which sets out some basic principles. This does not go into any great detail and features such as long straight roads that are shown in some of the indicative plans have not been included in the parameter plan. This leaves the road layout assessment to a later date as part of the reserved matters and does not propose to fix this at the outline stage. The parameter plan also confirms other development principles such as a maximum of two storey development, lower density on the higher slopes and western boundary, a dark development without streetlights, development set back from the entrance off the A384, incorporation of landscaped amenity space and a layout that responds to site levels while providing views of Yarnar Beacon and St Mary's Church.

The policy requirement for accessible green space within a development of 80 dwellings is 3,438 sqm. The submitted Green Infrastructure Plan shows an indicative 5,000 sqm. within the red line area. It does not include any of the space within the proposed 10m and 20m dark corridors which would comprise approximately 2 hectares (20,000 sqm.) of green space which can be multi functional. It is considered that a combination of green space both around the edge and within the development would result in the full amount being provided and this can be secured via a section 106 agreement.

Ecology

The application includes the submission of an Ecological Impact Assessment carried out by EAD Ecology which follows the standard practice of first carrying out a desk study and then an Extended Phase 1 Habitat Survey. This identified the potential for protected and notable species within the survey area and the following Phase 2 surveys/assessments have been carried out.

- Hedgerow survey April 2020
- Great green bush cricket survey July- August 2020
- Reptile survey April-August 2020
- Breeding bird survey April-June 2020
- Cirl bunting survey April-August 2020
- Badger survey May 2020
- Hazel dormouse survey April-October 2020
- Bat Roost Survey – preliminary roost assessment April 2020

- Bat activity survey April-October 2020

During the initial consultation period, both Natural England and the Council's Ecology adviser at Devon County Council (DCC) raised a number of questions which were put to the applicants and their ecologists. This resulted in the submission of additional information which has been through a 2nd consultation process and both Natural England and DCC have responded to confirm that they have no objections to the proposals.

The submitted Ecological Impact Assessment and additional information proposes a number of avoidance, mitigation, compensation and enhancement measures that could be secured through the inclusion of suitable planning conditions or Section 106 agreement requiring the submission of a LEMP and CECoMP. This would also include the submission of a Woodland Management Plan as part of the LEMP that would cover the areas north of the Sawmills site and south of the Broom Park site. On the basis that this would involve land outside of the application site (but within the blue land under the applicants' control) and would involve longer term maintenance and management, it is considered that these should be secured by section 106 agreement.

The site is on the edge of the Special Area of Conservation (SAC) Greater Horseshoe Bat (GHB) Sustenance Zone for Bulkamore Iron Mine SSSI/SAC (a GHB hibernation roost 3.2 km west of the site) and is in the SAC GHB Landscape Connectivity Zone. Following the South Hams SAC guidance (2019), this application could have a likely significant effect on GHB foraging and commuting habitat within a Sustenance Zone and commuting routes within the Landscape Connectivity Zone. As such it is necessary for the council, acting as the competent authority, to carry out an Habitat Regulations Assessment (HRA) under the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if the proposal may affect the protected features of a habitats site before deciding whether to permit it. This assessment has been carried out and a copy is appended to this report. It includes a number of mitigation measures to ensure no adverse effect on the integrity of the SAC and this has been agreed by Natural England. The HRA considers the application in combination with other applications in the area, including Sawmills, Broom Park, the proposed attenuation basin and proposed two storey building at the River Dart Academy.

The HRA concludes that provided the mitigation measures set out above are secured there will be no adverse effect on the integrity of the South Hams SAC alone or in-combination with other proposals or projects.

It is therefore concluded that based on the specialist advice received from Natural England and ecology specialists at DCC, that the proposals would not result in any significant harm to ecology and that the proposals are acceptable.

Conclusion

The site is allocated in the JLP for residential development of about 80 houses. The outline proposals would secure an appropriate scale of development including 30% affordable housing and an open market housing mix that meets the local housing need. Appropriate mitigation can be secured through the use of planning conditions and a legal agreement to ensure that the proposals accord with the provisions of the Development Plan. All statutory consultees and specialist advisers have no objections to the proposals and as such the application is recommended for permission.

This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004 and, with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Planning Policy

Relevant policy framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts of South Hams and West Devon within Dartmoor National Park).

On 26 March 2019 of the Plymouth & South West Devon Joint Local Plan was adopted by all three of the component authorities. Following adoption, the three authorities jointly notified the Ministry of Housing, Communities and Local Government (MHCLG) of their choice to monitor at the whole plan level. This is for the purposes of the Housing Delivery Test (HDT) and the 5 Year Housing Land Supply assessment. A letter from MHCLG to the Authorities was received on 13 May 2019. This confirmed the Plymouth, South Hams and West Devon's revised joint Housing Delivery Test Measurement as 163% and that the consequences are "None". It confirmed that the revised HDT measurement will take effect upon receipt of the letter, as will any consequences that will apply as a result of the measurement. It also confirmed that that the letter supersedes the HDT measurements for each of the 3 local authority areas (Plymouth City, South Hams District and West Devon Borough) which Government published on 19 February 2019. On 13th February 2020 MHCLG published the HDT 2019 measurement. This confirmed the Plymouth, South Hams and West Devon's joint HDT measurement as 139% and the consequences are "None".

Therefore a 5% buffer is applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5% buffer, the combined authorities can demonstrate a 5-year land supply of 6.1 years at end March 2020 (the 2020 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2020 (published 22 December 2020).

The relevant development plan policies are set out below:

The Plymouth & South West Devon Joint Local Plan was adopted by South Hams District Council on March 21st 2019 and West Devon Borough Council on March 26th 2019.

SPT1 Delivering sustainable development

SPT2 Sustainable linked neighbourhoods and sustainable rural communities

SPT3 Provision for new homes

SPT11 Strategic approach to the Historic environment

SPT12 Strategic approach to the natural environment

SPT14 European Protected Sites – mitigation of recreational impacts from development

TTV1 Prioritising growth through a hierarchy of sustainable settlements

TTV2 Delivering sustainable development in the Thriving Towns and Villages Policy Area

TTV24 Site allocations in the Smaller Towns and Key Villages

DEV1 Protecting health and amenity
DEV2 Air, water, soil, noise, land and light
DEV3 Sport and recreation
DEV4 Playing pitches
DEV5 Community food growing and allotments
DEV8 Meeting local housing need in the Thriving Towns and Villages Policy Area
DEV9 Meeting local housing need in the Plan Area
DEV10 Delivering high quality housing
DEV20 Place shaping and the quality of the built environment
DEV21 Development affecting the historic environment
DEV23 Landscape character
DEV26 Protecting and enhancing biodiversity and geological conservation
DEV27 Green and play spaces
DEV28 Trees, woodlands and hedgerows
DEV29 Specific provisions relating to transport
DEV30 Meeting the community infrastructure needs of new homes
DEV31 Waste management
DEV32 Delivering low carbon development
DEV35 Managing flood risk and Water Quality Impacts
DEL1 Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy

Dartington has an active Neighbourhood Plan group but are not yet at Regulation 14 stage. The group has published a Pre Regulation 14 Draft of the Dartington Neighbourhood Plan and consultation took place in summer 2020. The consultation has closed and Steering Group members are considering the comments.

Once a plan proceeds to a formal Regulation 14 consultation, some very limited weight could be given to aspects where clear community support can be demonstrated. The decision maker will have to assess the quality of consultation, level of support and the general conformity of proposed policies with the NPPF and JLP. At the current stage of the neighbourhood plan, it has extremely limited material weight.

Other material considerations include the policies of the National Planning Policy Framework (NPPF) including but not limited to sections 5, 8, 9, 11, 12, 14, 15 and 16 and guidance in Planning Practice Guidance (PPG). Additionally, the following planning documents are also material considerations in the determination of the application:

- The Plymouth and South West Devon Supplementary Planning Document (SPD) July 2020
- SPD Developer Contributions Evidence Base (June 2020)
- Devon County Council (DCC) Waste Management and Infrastructure Supplementary Planning Document (July 2015)
- DCC Health Contributions Approach: GP Provision Development Contribution Methodology (February 2018)
- South Hams Special Area of Conservation (SAC) Habitats Regulations Assessment Guidance (October 2019)

Considerations under Human Rights Act 1998 and Equalities Act 2010

The provisions of the Human Rights Act 1998 and Equalities Act 2010 have been taken into account in reaching the recommendation contained in this report.

Proposed conditions:

1. Details of the appearance, landscaping, layout, and scale, (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

2. Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

3. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

4. Application for approval of reserved matters shall be in accordance with the submitted Parameters Plan (drawing no. 191105 P 01 01) dated February 2021

Reason - For the avoidance of doubt and to comply with policy TTV24 of the Plymouth and South West Devon Local Plan 2014 – 2034

5. Vehicle access to the site shall be carried out in accordance with the details shown on drawing 49071/5501/SK01 Rev H

Reason - For the avoidance of doubt and in the interests of highway safety.

6. Other than site clearance and the highway access works hereby permitted, no part of the development shall be commenced until:

- (a) The access road from the A385 has been laid out, kerbed, drained and constructed up to base course level for the first 20 metres back from its junction with the public highway
- (b) The ironwork has been set to base course level and the visibility splays required by this permission laid out
- (c) The footway on the public highway frontage required by this permission has been constructed up to base course level
- (d) A site compound and car park have been constructed in accordance with the details contained in the Construction Management Plan (CMP)

Reason - To ensure that adequate on site facilities are available for all traffic attracted to the site during the construction period, in the interest of the safety of all users of the adjoining public highway and to protect the amenities of the adjoining residents

7. No dwellings shall be occupied until the off site highway works shown on drawing 49071/5501/SK03 Rev D and 49071/5501/SK01 Rev H have been through a Stage 2 Safety Audit and Designers response, and have been completed.

Reason - In the interests of highway safety and pedestrian/cycle connectivity.

8. Prior to commencement of works on any part of the site a Construction Management Plan (CMP) shall be submitted to and approved in writing by the local planning authority. The CMP shall include:
- (a) the timetable of the works;
 - (b) daily hours of construction;
 - (c) any road closure;
 - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
 - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
 - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
 - (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
 - (h) hours during which no construction traffic will be present at the site;
 - (i) the means of enclosure of the site during construction works; and
 - (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
 - (k) details of wheel washing facilities and obligations
 - (l) the proposed route of all construction traffic exceeding 7.5 tonnes.
 - (m) details of the amount and location of construction worker parking.
 - (n) photographic evidence of the condition of adjacent public highway prior to commencement of any work;
 - (o) dust suppression measures

Reason - In the interests of highway safety and public amenity.

9. The proposed estate roads, footways, footpaths, verges, junctions, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins, For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason - In the interests of highway safety and to ensure that the site has a suitable access

10. The occupation of any dwelling of the development shall not take place until the following works have been carried out:
- (a) The spine road and cul-de-sac carriageway including the vehicle turning head shall have been laid out, kerbed, drained and constructed up to and including base course level, the ironwork set to base course level and the sewers, manholes and service crossings completed;
 - (b) The spine road and cul-de-sac footways and footpaths which provide the dwelling/s with direct pedestrian routes to an existing highway maintainable at public expense have been constructed up to and including base course level;
 - (c) The cul-de-sac visibility splays have been laid out to their final level;
 - (d) The car parking and any other vehicular access facility required for the dwelling/s by this permission has/have been completed;
 - (e) The verge and service margin and vehicle crossing on the road frontage of the dwelling have been completed with the highway boundary properly defined;
 - (f) The street nameplates for the spine road and cul-de-sac have been provided and erected.

Reason - To ensure that adequate access and associated facilities are available for the traffic attracted to the site.

11. No development shall take place until such time as a Waste Audit Statement has been submitted to and approved in writing by the local planning authority. The Waste Audit Statement shall demonstrate how the construction and operational phases of the development will minimise the generation of waste and provide for the management of waste in accordance with the waste hierarchy.

Reason – To minimize and manage waste in accordance with the provisions of Policies DEV31 of the Plymouth and South West Devon Local Plan 2014 – 2034 and W4 of the Devon Waste Plan 2015

12. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- (a) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - (b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - (c) The results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - (d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are

complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

14. The development shall proceed in accordance with the Written Scheme of Investigation prepared by AC Archaeology (document ref: ACD2436/1/0, dated 02/02/21) and submitted in support of this planning application. The development shall be carried out at all times in accordance with the approved scheme, or such other details as may be subsequently agreed in writing by the Local Planning Authority.'

Reason: To ensure, in accordance with Policy DEV21 in the Plymouth and South West Devon Joint Local Plan 2014 - 2034 and paragraph 199 of the National Planning Policy Framework (2019), that an appropriate record is made of archaeological evidence that may be affected by the development.

15. The Reserved Matters application/s for layout shall be accompanied by full details of proposed electric vehicle charging points. These details shall include the location, number and power rating of the charging points. The electric car charging provision shall accord with good practice guidance on mitigating air quality impacts from developments produced by the Institute of Air Quality Management.

The development shall be carried out in accordance with the agreed details and shall be made available for use prior to the first occupation of any building approved by this permission, and retained thereafter as such.

Reason: To avoid air pollution and enable appropriate opportunities to promote sustainable transport modes.

16. The Reserved Matters application/s for layout and appearance shall include a scheme to demonstrate how the requirements of JLP policy DEV32: Delivering Low Carbon Development will be delivered, the details of which shall be approved in writing by the Local Planning Authority. These details shall include (but not limited to) a solar master plan to show how access to natural light has been optimised, and incorporation of low

carbon or renewable energy generation to achieve regulated carbon emissions levels of 20 per cent less than that required to comply with Building Regulations Part L. Development shall take place in accordance with the approved details prior to the first use of any building to which they relate and shall be retained and maintained for the lifetime of the development.

Reason: To ensure the development contributes toward delivering a low carbon future and supports the Plan Area target to halve 2005 levels of carbon emissions by 2034 and increase the use and production of decentralised energy.

17. The Reserved Matters application/s for layout and/or scale shall be accompanied by details of housing mix, type and size of open market units. The mix of open market units shall provide for between [22-26%] 1 and 2 bedroom properties; [38%-43%] 3 bedroom properties and [33%-40%] 4 and 5 bedroom properties, unless otherwise agreed with the local planning authority. Development shall take place in accordance with the approved details.

Reason: To ensure the development contributes toward delivering a mix of housing sizes that meet the needs of the area in accordance with the provisions of Policy DEV8 of the Plymouth and South West Devon Joint Local Plan 2014 – 2034.

18. Prior to or as part of the Reserved Matters, the following information shall be submitted to and approved in writing by the Local Planning Authority:
- (a) Soakaway test results in accordance with BRE 365 and groundwater monitoring results in line with our DCC groundwater monitoring policy.
 - (b) A detailed drainage design based upon the approved Flood Risk Assessment and the results of the information submitted in relation to (a) above.
 - (c) Detailed proposals for the management of surface water and silt run-off from the site during construction of the development hereby permitted.
 - (d) Proposals for the adoption and maintenance of the permanent surface water drainage system.
 - (e) A plan indicating how exceedance flows will be safely managed at the site.

No building hereby permitted shall be occupied until the works have been approved and implemented in accordance with the details under (a) - (e) above.

Reason: The above conditions are required to ensure the proposed surface water drainage system will operate effectively and will not cause an increase in flood risk either on the site, adjacent land or downstream in line with SuDS for Devon Guidance (2017) and national policies, including NPPF and PPG. The conditions should be pre-commencement since it is essential that the proposed surface water drainage system is shown to be feasible before works begin to avoid redesign / unnecessary delays during construction when site layout is fixed.

**Appendix – Habitats Regulations Assessment for Broom Park,
Dartington.**

Ref 3842/20/OPA

Conservation of Habitats and Species Regulations 2017

Habitats Regulations Assessment

Date: 8th April 2021

SHDC

Part A The Proposal

1.Type of permission

Outline planning permission

2. Application name & ref.

Broom Park, Dartington - (SX 783624)
3842/20.OPA - <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203842>

3. Brief description of proposal

Outline application with all matters reserved, except for access, for up to 80 residential units and associated public open space and infrastructure.

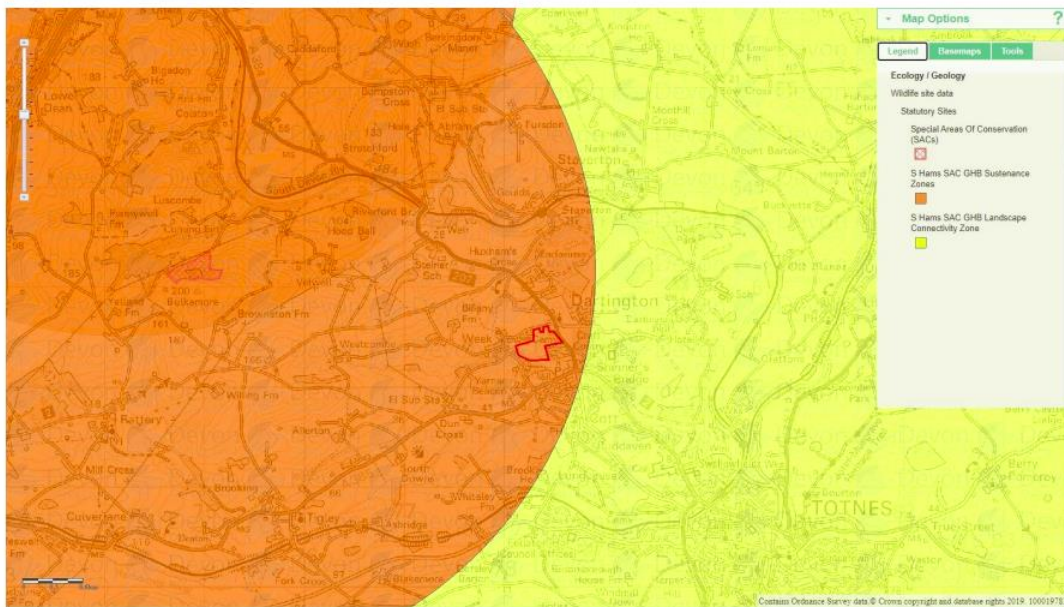
6.3ha site on the edge of Dartington – largely improved grassland, with smaller areas of ruderal, dense scrub and plantation broadleaved woodland in the south. Field bordered by species rich hedges, fences and plantation broadleaved woodland.

Allocated site in the JLP - see Policy TTV24

4. European sites potentially impacted and relevant interest features.

South Hams SAC – Greater Horseshoe Bats (GHBs).

The site is on the edge of the SAC GHB Sustenance Zone for Bulkamore Iron Mine SSSI/SAC (a GHB hibernation roost 3.2 km west of the site) and is in the SAC GHB Landscape Connectivity Zone. See map below. Application site shown in red, orange = SZ and yellow = LCZ (note that the LCZ also covers the SZ).



Following the South Hams SAC guidance (2019) this application could potentially have a likely significant effect on GHB foraging and commuting habitat within a Sustenance Zone and on commuting routes within the LCZ and cannot be screened out from requiring HRA.

South Hams SAC

The SAC comprises five Sites of Special Scientific Interest (SSSIs):

- Haytor and Smallacombe Mines SSSI
- Berry Head to Sharkham Point SSSI
- Buckfastleigh Caves SSSI
- Chudleigh Caves and Woods SSSI
- Bulkamore Iron Mine SSSI

Relevant interest feature:

Annex II species that are a primary reason for selection of this site:

- 1304 Greater horseshoe bat *Rhinolophus ferrumequinum*
South Hams in south west England is thought to hold the largest population of greater horseshoe bat in the UK and is the only one containing more than 1,000 adult bats (31 % of the UK species population). It contains the largest known maternity roost in the UK and possibly in Europe. As the site contains both maternity and hibernation sites it demonstrates good conservation of the features required for survival.

Conservation Objectives

High level 'Conservation Objectives' for the South Hams SAC have been identified by Natural England. The overarching aims are to:

'Avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving Favourable Conservation Status of each of the qualifying features.'

This is to be achieved by, subject to natural change, maintaining and restoring:

- The extent and distribution of the qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site'.

The application of the Conservation Objectives will be site and planning application specific and dependant on the nature of the site features and the characteristics of the proposed development.

South Dartmoor Woods SAC

In respect of the TTV24 allocation, of which the proposed Broom Park development forms a part, the JLP HRA states *'it is not anticipated that this will lead to increased pressure as South Dartmoor Woods SAC is over 8km from the proposed development, there are many closer alternative sites and Dartmoor National Park Authority actively encourage more resilient sites to be visited.'* It has been agreed with NE that recreational impacts on South Dartmoor Woods SAC can be screened out.

It is considered that there is no potential for likely significant effects on any other European Site due to distance and lack of pollution pathways.

5. Is this application necessary to the management of the site for nature conservation?

No

6. Ecological information associated with the project

- Ecological Impact Assessment (EclA), dated October 2020, submitted with the application. This included information on bat survey, which is considered sufficient for this HRA, and a Shadow HRA. A meeting had been held between NE, SHDC, EAD and the developer to discuss the application on 7th October 2020 and minutes of this meeting are included in the shadow HRA.

- NE's comments on the application dated 6 January 2021
- EAD's response to these comments dated 23 February 2021
- LPA ecologist's request for further information dated 2nd March 2021
- EAD's response to the LPA ecologist dated 12th March 2021
- NE consultation response dated 12th April confirming agreement with this HRA

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203842>

Part B Likely Significant Effect (LSE) Screening Assessment

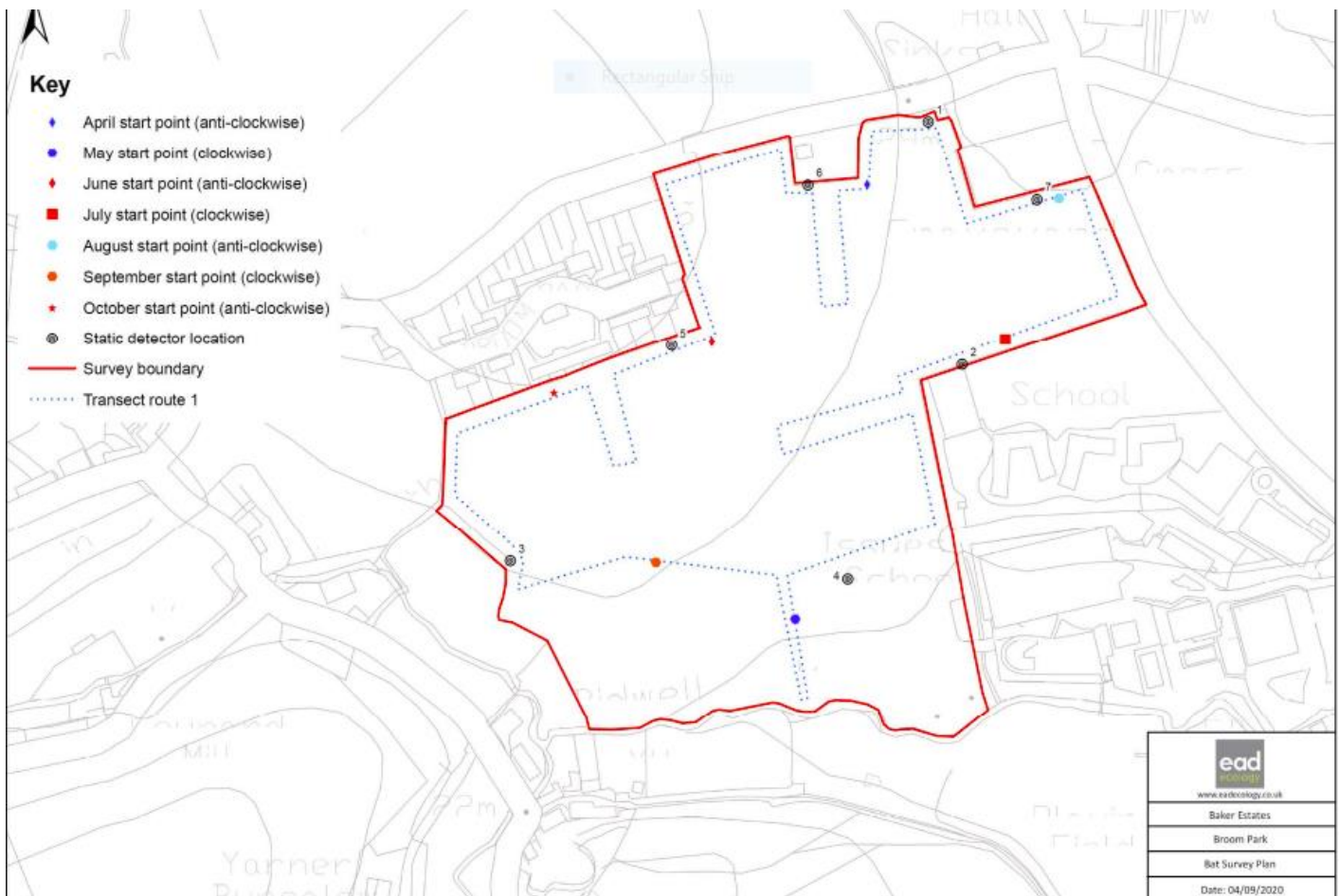
Sensitive features

Likely significant effects (LSE) assessment – without mitigation measures being considered

7. Potential Impacts on South Hams SAC – Greater Horseshoe Bats

a. GHB survey results

GHB survey was undertaken between April and October 2020 (for details please see the EclA). Transects and static locations are shown on the map below (taken from the EclA).



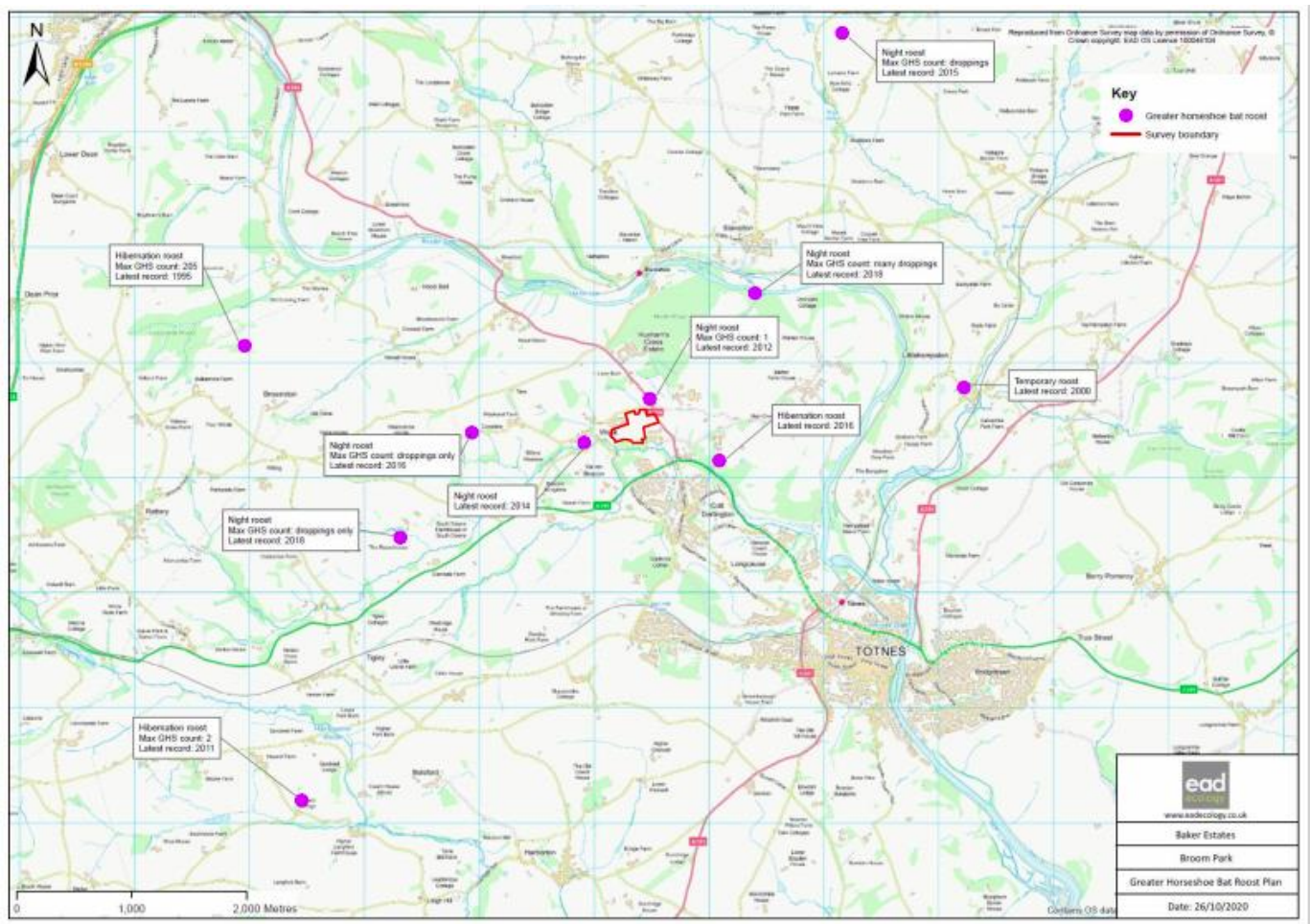
The EclA concludes:

- GHS activity recorded during the static detector surveys was considered to be 'High', when compared to other sites surveyed by EAD Ecology in SW England (overall Bat Activity Index (BAI) 0.29 registrations/hour).
- The highest activity was recorded in May and June, with highest levels recorded along the northern boundary of the site. Elevated levels of GHS activity at Position 5 (on the northern site boundary) in September reflect periods of concentrated activity over a low number of nights, potentially reflecting proximity to a feeding perch located close to the site boundary.
- Temporal activity patterns indicate that the site is used by both commuting and foraging bats

- *GHS registrations on the bat transect surveys reflected the results of the transect surveys, with most registrations along the northern boundary, and a single record in the south west of the site.*

A more detailed breakdown of the GHB data was requested and this is given in Annex 1 of a letter from EAD to the LPA dated 12 March 2021.

The survey showed that GHBs were recorded along the site boundaries throughout the survey period from April to October inclusive. Activity was generally highest in the spring and summer and very low in October. ‘Very high’ numbers of registrations on Sep 10th at Static location 5 indicated a GHB feeding from a perch on the edge of the site and not high numbers of GHBs. EAD states that the highest level of activity was on the northern boundary. However, GHBs clearly use the northern, western and southern boundaries of the site for commuting and foraging and the numbers are not hugely different between the boundaries. EAD states that a high proportion of the recorded GHB activity occurred in the period 1-2 hours after sunset, which reflects the key foraging period for GHBs, with less concentrated activity recorded throughout the main hours of darkness. Whilst EAD states that numbers of GHBs are ‘high’ in a SW context they also state that survey results (numbers and time of night that the bats are recorded) indicate that the numbers indicate that the bats are likely to be from a small nearby roost e.g. one of the night roosts found on the edge of the site. Note that foraging bats can be recorded a number of times (possibly many times) on bat detectors thereby increasing the number of registrations. The results do not suggest that there is a significant roost such as a large maternity roost near to the application site. There are no known maternity roosts in this area and no indication of a maternity roost from other surveys in the vicinity. The numbers of registrations of GHBs recorded on the statics is set out in EAD’s letter dated 12 March 2021.



b. Impacts on wintering foraging habitat within the Sustenance Zone of the Bulk more Iron Mine hibernation roost

Whilst this site lies within the Sustenance Zone for Bulkamore Iron Mine hibernation roost it is considered that any foraging activity is likely to take place within 2kms of the roost. It has therefore been agreed with NE that it is very unlikely that this proposal will impact on foraging habitat used by GHBs hibernating in the Bulkamore Iron Mine roost and that LSE associated with this potential impact can be ruled out (see Minutes from meeting with NE on 7 October 2020 and the JLP HRA 2018).

c. Impacts on commuting routes within the LCZ

As stated above GHBs have been recorded using the boundaries of the site for commuting and foraging (noting that GHBs tend to forage within 5 m of hedges whilst moving around the landscape). At the meeting of 7th October 2020 NE and SHDC agreed that impacts on the boundaries of the site as a result of this proposal could cause loss, damage and disturbance (lighting) to GHB commuting routes and associated foraging habitat at a landscape scale and (as per the 2019 SAC Guidance) mitigation is required to avoid a LSE on the SAC GHB population. The landscape around this site is shown below for context. It could possibly be argued that, at the scale of the LCZ, impacts on the commuting routes through this site would not, alone, have a LSE on the SAC GHB population. However, the Local Plan lists a number of allocated sites in Dartington and there are two current planning applications for non-allocated sites. These allocations and proposals are set out below. Without mitigation to protect flight lines and foraging habitat associated with these flight lines the in-combination impacts of these proposals on commuting routes in the LCZ could impact on landscape permeability for GHBs and therefore have a LSE on the SAC. Appropriate Assessment is therefore required.

The landscape around Broom Park.



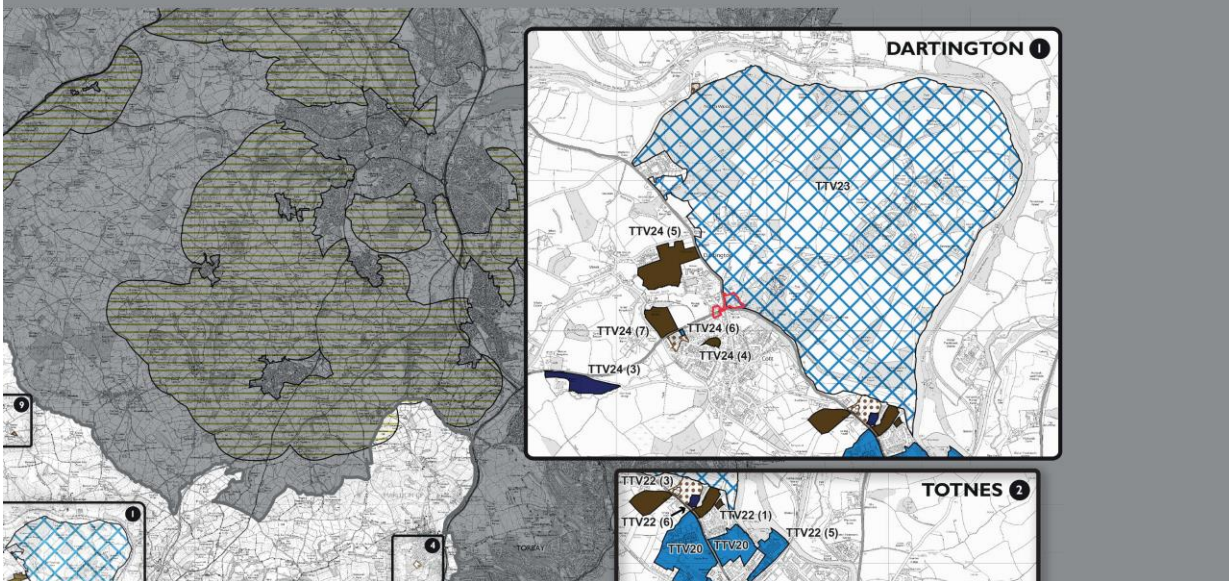
Dartington JLP allocations

The Dartington JLP site allocations are listed in Policies TTV24 and TTV23 and listed and shown below (also see the Local Plan map at [The new plan for South Hams, West Devon and... | The Plymouth Plan \(plymswdevonplan.co.uk\).](#))

TTV23 - ~ 120 dwellings at Dartington Hall Estate

TTV24

- 3 – Beacon Park employment site
- 4 – Brimhay Bungalows – 14 homes
- 5 – Broome Park – 80 homes
- 6 – Higher Tweed Mill – employment site
- 7 – Sawmills – 40 homes



Current applications are listed and shown below:

1. **Sawmills** - 3841/20/OPA - - <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203841>. An outline application for up to 40 residential units and associated public open space and infrastructure. HRA completed setting out agreed mitigation requirements for dark corridors and lighting on site.
2. **Attenuation basin** - 3808/20/FUL <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203808>. Construction of attenuation basin and associated works. No HRA yet completed for this site.
3. **River Dart Academy** –3792/20 [Application Details - South West Devon Planning Search \(southhams.gov.uk\)](http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203792). An application for a new two storey building within an existing car park and new car park and multi-use games area within an existing car park and garden. Without mitigation there is potential for impacts on any GHBs using the Bidwell Brook corridor. No HRA yet completed for this site.

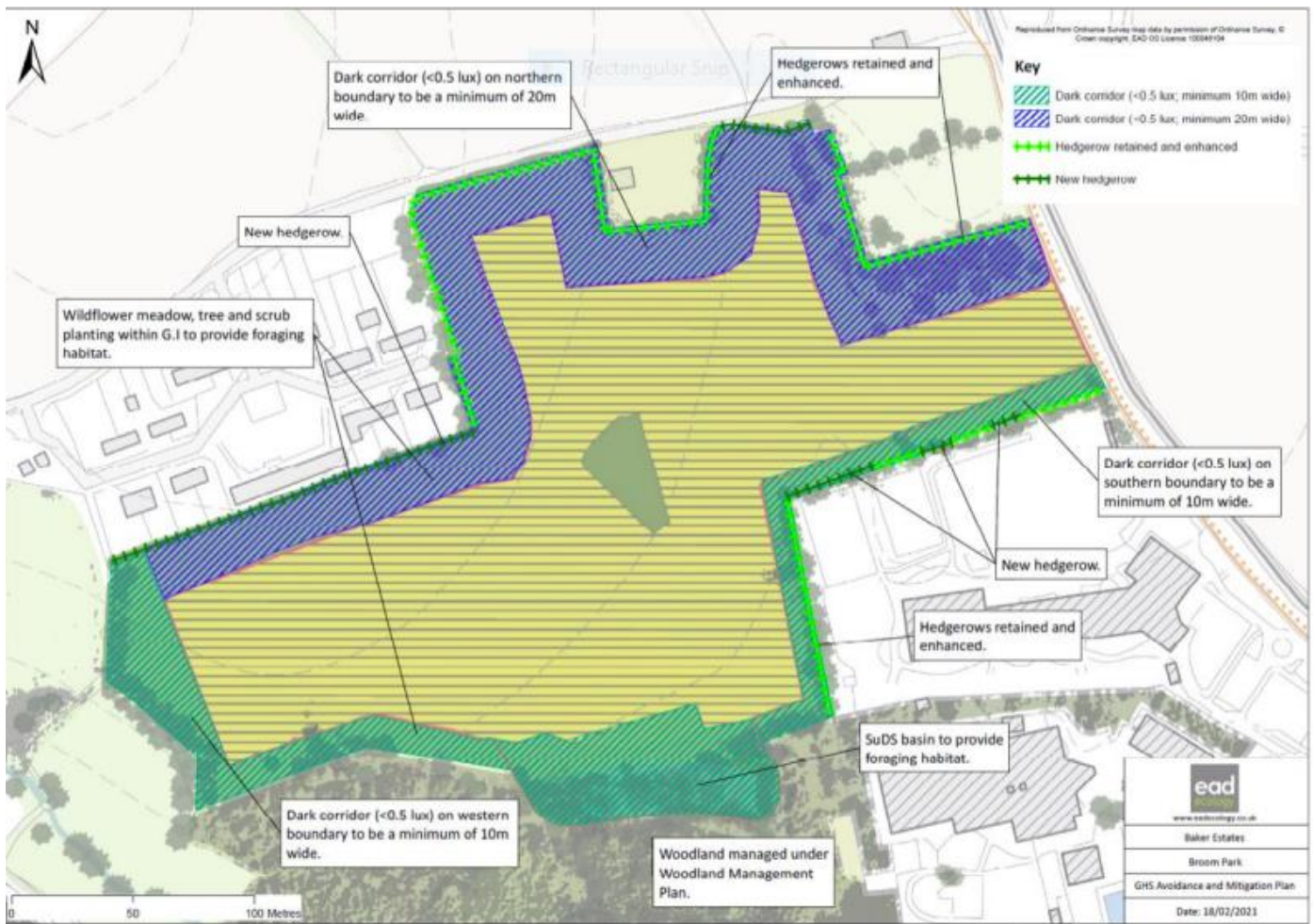


8. Conclusion: Is the proposal likely to have a significant effect 'alone' or 'in combination' on a European site?

Without consideration of mitigation measures it is deemed that this proposal could, alone and/or in-combination with other plans and projects in the Dartington area, have a Likely Significant Effect on the South Hams SAC due to direct and indirect impacts (loss of habitat, lighting etc) on commuting routes (and associated foraging habitat used by commuting bats) at the landscape scale within the SAC LCZ. An Appropriate Assessment is therefore needed.

Part C: Stage 2 Appropriate Assessment

Potential impacts on the SAC are set out in Section 7 above. In order to ensure no adverse effect on integrity of the SAC and meet Conservation Objective requirements for this site, the proposal must ensure that there is no impact on landscape scale permeability within the LCZ (see para 2.2.7 of the 2019 SAC Guidance) alone, or in-combination with other plans and projects. In order to achieve this it has been agreed with NE and the developer that the mitigation measures listed below need to be secured to ensure that GHBs can continue to commute (with associated foraging) around the edges of the site. These measures are illustrated in the plan below taken from the application (11/03/2021). Note that the developer has also agreed to provide a 5m dark corridor along the eastern edge of the site to link the southern and northern dark corridors but that this is not shown in the diagram below as the exact location will be determined at detailed design stage.



Mitigation measures to be secured by condition / s106

Construction phase

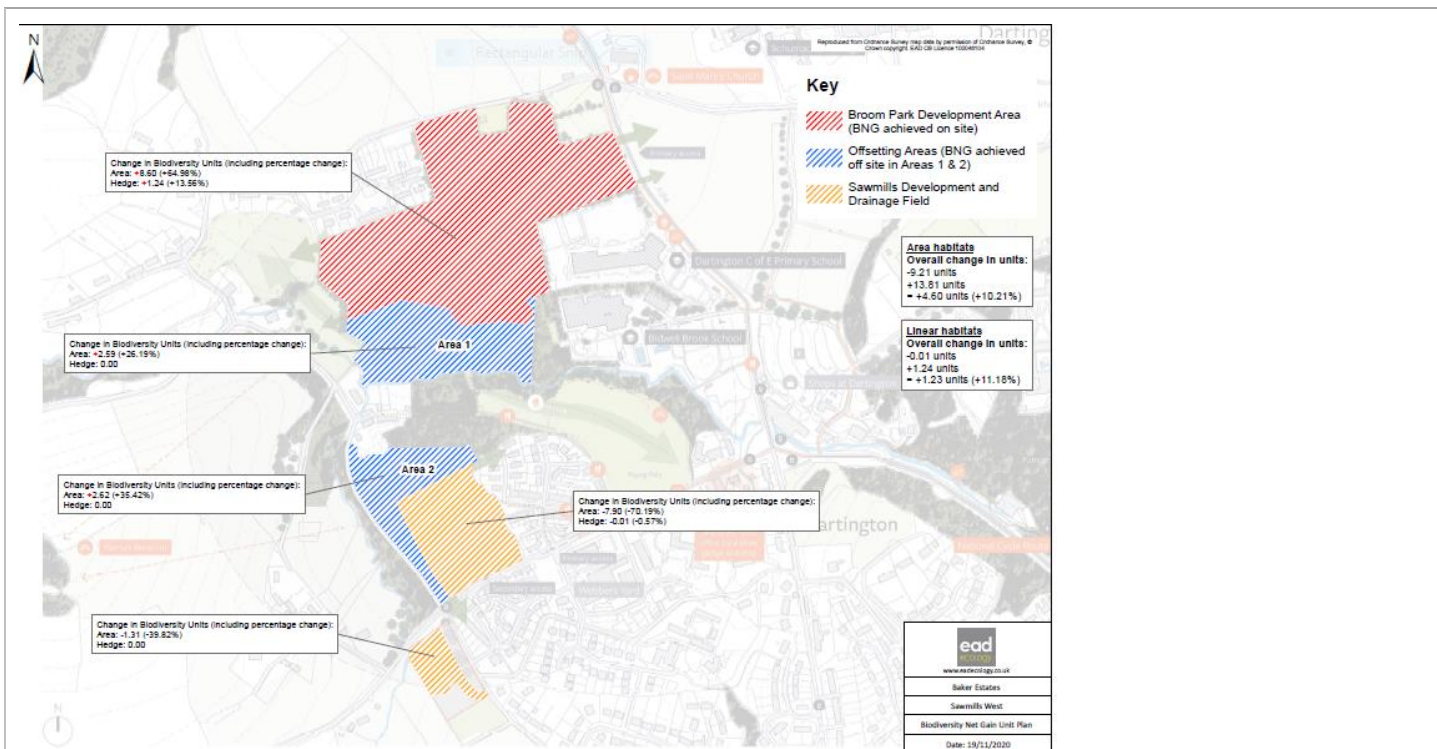
- A 20m-wide dark GHB corridor will be created and maintained along the northern boundary of the site and a 10m dark GHB corridor will be created along the southern and western boundaries to allow GHBs to continue to use the site throughout the construction period (as shown on the Fig above). A 5m dark GHB corridor will also be created and maintained towards the eastern side of the site to link the northern and southern dark corridors. The exact location of the 5m dark corridor will be agreed at detailed design stage. Construction lighting will be designed to create dark corridors which are 0.5lux or less throughout. These corridors will include habitats favoured by GHBs (including tall, thick hedges, native scrub and wildflower meadow providing GHB prey habitat). All habitat creation details will be set out in the LEMP and approved by SHDC prior to works beginning. The corridors will be in place and functional for GHBs before work begins on site.

It has been agreed that the 20m northern boundary will provide an extra buffer to any lighting from the existing Broom Park development and vehicle lights along the road (noting that GHBs do currently use this boundary and so seem unaffected by any current lighting from outside the site). Given that there are no similar constraints on the southern and western boundary NE and SHDC have agreed that the 10m dark corridor is sufficient.

- Construction-phase lighting will be avoided between March and the end of October. Where lighting is required for security reasons, it will be low-level and motion activated on short timers and directed to ensure that dark corridor requirements are met.
- Operational buildings within site compound(s) will be located a minimum 20m from the northern site boundary and 10m from the southern site boundary and outside the 5m dark corridor.
- All boundary hedges, trees and woodland will be protected throughout construction in accordance with BS 5837:2012 Trees in relation to design, demolition and construction. All protection measures will be specified in a Tree Protection Plan, to be approved by SHDC
- All construction-phase measures will be specified in and implemented in accordance with a Construction Ecological Management Plan (CECoMP), to be approved by SHDC.

Post-construction phase

- The dark corridors will be protected and managed to ensure that they function as GHB flight lines / foraging habitat for the lifetime of this development. Management measures will be set out in a LEMP which is agreed by SHDC and implemented in full unless changes are agreed with the LPA.
- The public and private-realm lighting design for the development will be designed to create dark corridors of 0.5 lux or less other than where Highways lighting required for public safety at the site entrance makes 0.5lux unachievable. Lighting will be amber (3000K or less). A detailed lighting strategy will be submitted to the LPA to demonstrate that this has been achieved. The site will be designed to future proof the dark corridors from any future lighting from houses and gardens. Highways lighting is required at the site entrance and associated visibility splays. This will be designed to minimise impacts on the eastern end of the dark corridors. However, in order to meet Highways requirements, it is recognised that it may not be possible to ensure that the eastern ends of the northern and southern dark corridors are kept below 0.5lux. As these corridors lead GHBs onto a road it is considered that this will not impact on connectivity sufficiently to have an adverse effect on the integrity of the SAC GHB population. Actual flight routes are unknown and GHBs using the northern dark corridor are likely to use the cemetery (especially if accessing the roost in the church) rather than fly into the road corridor. It is acknowledged that GHB use of the eastern end of the southern dark corridor may be reduced due to unavoidable Highways lighting but importantly this corridor does not connect to favourable GHB habitat, GHBs can still fly into the school grounds and fly around the western end of the site to the northern corridor, and use adjacent woodland corridors to the south (including the stream corridor). It is therefore considered that this worst case scenario would not result in an adverse effect on the integrity of the South Hams SAC. Highways lighting will be LED and amber therefore reducing impacts to GHBs. However, every effort will be made to ensure that impacts from Highways lighting are minimised whilst meeting health and safety requirements.
- A detailed Woodland Management Plan will be produced by a suitable qualified ecologist setting out how the woods will be enhanced for the benefit of GHBs (see the plan below taken from the application). This Plan will be submitted as part of the LEMP. These woodlands are within the control of the applicant.
- Compliance monitoring will be undertaken prior to construction (to ensure that bat corridors are in place) and during construction, when lighting is in place, when occupation begins and then at regular intervals for the lifetime of this development (to be agreed with the LPA) to ensure that the dark corridors meet LEMP specifications.
- Both the CECoMP and LEMP will be submitted to and agreed by SHDC prior to work commencing on site and will then be implemented in full.



The mitigation which will be secured for this proposal will ensure that commuting / foraging routes around the site and the adjacent woodlands are enhanced and protected to benefit GHBs for the lifetime of this development. The dark corridors will also ensure that there is no impact on any GHBs using the woodland in the Bidwell Brook corridor. With mitigation in place it is considered that impacts on connectivity and associated foraging habitat are reduced to a negligible level within the LCZ and that the proposal will not severely restrict the movement of bats at a landscape scale (see para 2.2.7 of the 2019 South Hams SAC Guidance). It should be noted that there is currently no obligation for the owner or manager of this agricultural land to manage the hedges, and associated foraging habitat, to ensure that they continue to be used by GHBs.

In-combination effects

As stated above the proposed mitigation will ensure that GHBs can continue to use the commuting routes through this site. In the context of maintaining commuting routes through the LCZ it is therefore considered that there are no residual effects relating to commuting/foraging bats to be taken forward into an in-combination assessment. It is clear however that the allocated sites and current applications in this area (See Part B, 7c above) will, even with best practice mitigation in place, lead to some increased urbanization effects (lighting, noise etc) on the edge of Dartington which may impact on its overall use by GHBs. However, it must be recognized that all proposed developments are on the edge of an existing urban area and near to existing busy A roads and whilst GHBs are sensitive to lighting they do occur in urban areas (Buckfastleigh / Chudleigh / Torbay). Moreover, the allocations and proposals are not within an identified highly sensitive area for GHBs e.g. maternity roost Sustenance Zone, close to an SAC Hibernation Roost or within an identified Pinch Point. Any residual in-combination urban impacts are not therefore considered, in this location, to have an adverse effect on the integrity of the SAC GHB population.

It is therefore considered that with dark corridors and a lighting strategy in place to ensure that landscape scale connectivity is maintained and lighting impacts minimised that this proposal will not have an adverse effect on the integrity of the SAC 'in combination' with other plans or projects.

Is the proposal likely to have an adverse effect on the integrity of a European site 'alone' or 'in combination' with other plans/projects?

Provided the mitigation measures as set out above are secured there will be no adverse effect on the integrity of the South Hams SAC alone or in-combination with other plans or projects.

PLANNING APPLICATION REPORT

Case Officer: Bryn Kitching
Staverton

Parish: Dartington **Ward:** Dartington and

Application No: 3841/20/OPA

Agent/Applicant:

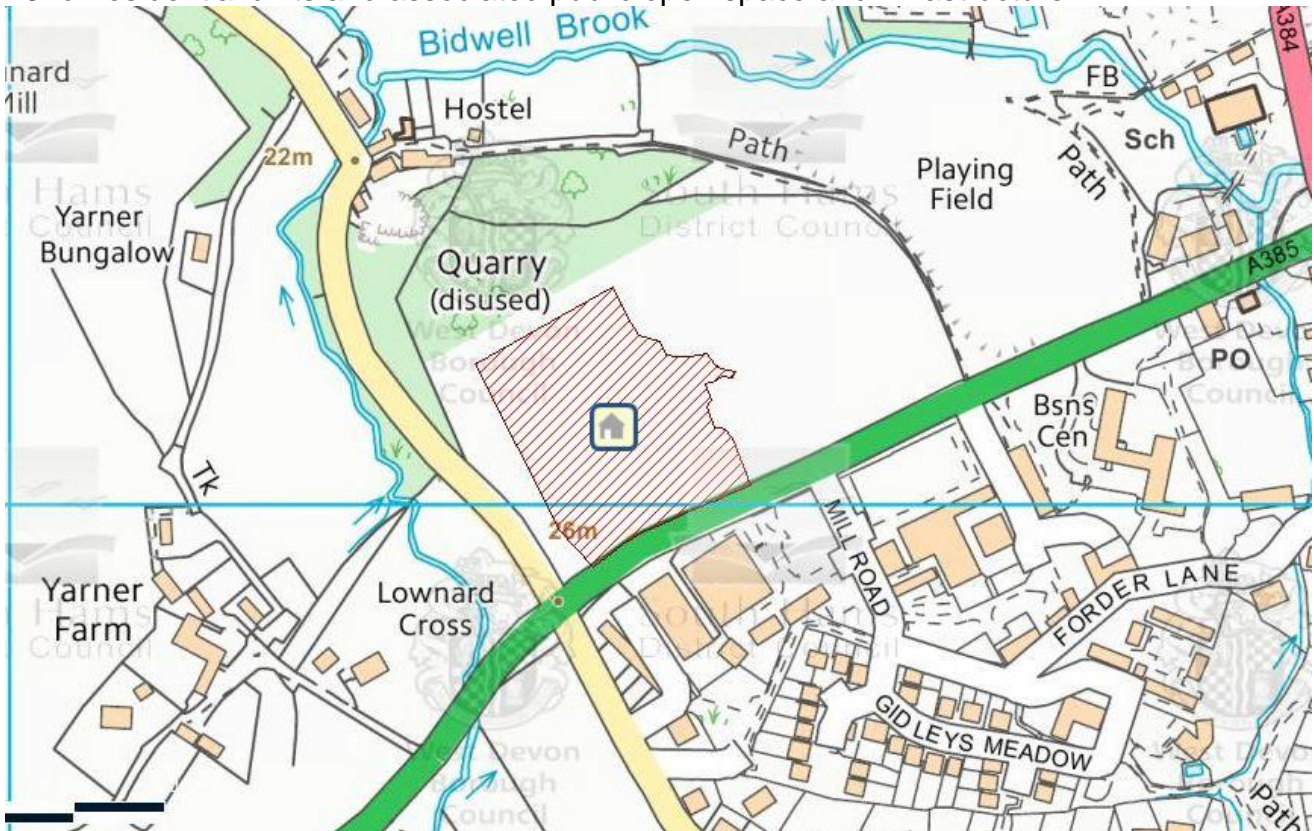
Miss N Stacey PCL Planning Ltd
13a-15a Old Park Avenue
Exeter
EX1 3WD

Applicant:

The Dartington Hall Estate and Baker
Estates Ltd.
C/O Agent - Pcl Planning Ltd
13a-15a Old Park Avenue
Exeter
EX1 3WD

Site Address: Land At Sawmills, North of A385, Dartington

Development: READVERTISEMENT (additional information and updated highway access plans) Outline application with all matters reserved, except for access, for up to 40no. residential units and associated public open space and infrastructure



Reason item is being put before Committee: At the request of the Head of Development Management Practice because the proposal has generated significant public interest.

Recommendation: Delegate approval to Head of Development Management, in conjunction with Chairman to conditionally grant outline planning permission, subject to a Section 106 legal obligation for the following:

Affordable Housing

30% of the dwellings to be Affordable Housing Units (65% Social Rents and 35% Intermediate)

No more than 50% of the Market Housing Units can be Occupied until 50% of the Affordable Housing Units have been completed and are ready for Occupation.

No more than 75% of the Market Housing Units can be Occupied until all of the Affordable Housing Units have been completed and are ready for Occupation.

Open Space/Accessible Natural Greenspace

To provide a policy compliant area of Accessible Natural Greenspace (“Open Space”). As the application is in outline only, the area is to be calculated with reference to a formula. Based on a development of 40 average sized dwellings, this would amount to a minimum area of 1,719 m².

The Open Space will be delivered and managed in accordance with an Open Space Specification, long-term management mechanism and completed before more than 75% Dwellings can be occupied. It shall be kept available for public use (free of charge) in perpetuity.

Equipped Play

The Development will either:

- deliver an on-site Local Area of Play (LAP) of at least 100m² with 3 play experiences; OR
- pay a financial contribution towards improving equipped play provision at Meadowbrook, Dartington.

The contribution will be calculated in accordance with the Plymouth and South West Devon JLP Developer Contributions Evidence Base. 40 average-sized dwellings would result in a contribution of £23,220 capital together with a commuted sum of £43,237.80 towards the long-term maintenance costs of the improvements.

The contribution would be payable prior to the Occupation of 75% of the Dwellings.

Sports Facilities

The Development will pay a contribution towards the cost to the Council of carrying any of the following projects:

- drainage improvements at Dorothy Elmhirst football pitch
- repair and improvement of Meadowbrook outdoor community swimming pool
- fencing and resurfacing Meadowbrook tennis courts
- Creation of a BMX track within woodland within Dartington Parish
- Refurbishment of Meadowbrook Community Centre

or such other projects as may be agreed between the Owner and the Council.

The contribution will be calculated in accordance with the JLP Evidence Base. 40 average-sized dwellings would result in a contribution of £34,110 capital together with a commuted sum of £39,822.12 towards the long-term maintenance costs of the improvements.

The contribution is payable prior to the Occupation of 50% of the Dwellings.

Allotments

The Development must pay a contribution towards the delivery of Allotments before more than 75% of the Dwellings have been Occupied.

The Allotments Contribution will be calculated in accordance with the JLP evidence base. Based on 40 average Dwellings, this would amount to a contribution of £2,574.90. If the Broom Park Development over-provides allotments the Allotments Contribution will be reduced to reflect the over-provision at Broom Park.

Travel Plan

A Travel Plan must be submitted and approved by the County Council prior to Occupation. The Travel Plan seeks to encourage the use of alternative transport options to single-occupancy car-use.

The Owner will undertake a survey of the residents of the Development after the Occupation of 50% of the Dwellings but prior to the Occupation of 70% of the Dwellings. The survey is intended to ascertain which measures will be the most effective to encourage residents to use sustainable modes of transport. The findings of the Travel Plan survey must be reported to the County Council within 20 Working Days of the completion of the Travel Plan Survey.

The County Council and the Owner must co-operate in good faith to agree a package of measures that are considered to be the most effective at achieving sustainable travel behaviours and reducing reliance on single-occupancy car use. These measures may include the Owner delivering on-site measures and/or it may include the payment of all or part of the Community Travel Plan Contribution (£300 per Dwelling) to the County Council for the delivery of more strategic travel planning measures such as:

- appointing a Community Travel Plan Co-ordinator; and/or
- implementing an E Car Club in the village; and/or
- implementing an E Bike Hub in the village; and/or
- implementing the Car Sharing Scheme; and/or
- providing sustainable travel vouchers for residents

Primary Health Care

Secure a primary health care contribution to be made available to the NHS for works to increase capacity of doctors surgeries in the catchment area (Leatside and Catherine House).

The primary health care contribution will be calculated in accordance with the Devon Health Contributions Approach: GP Provision document. Based on 40 dwellings, this would amount to a contribution of £21,220.

Ecology

The submission of a Landscape and Ecology Management Plan (LEMP) and Construction Ecological Management Plan (CEcoMP) prior to, or with the reserved matters applications.

The LEMP and CEcoMP shall cover the development site, surrounding dark corridors and woodland areas identified in the submitted Ecological Impact Assessment (EclA), and include the full details of the provision (and subsequent monitoring) of the mitigation measures set out in the EclA and Habitats Regulation Assessment.

The LEMP should include the proposed Woodland Management Plan and demonstrate how the development will deliver a 10% Biodiversity Net Gain as set out in JLP Policy DEV26.

Conditions (list - full conditions at end of report)

1. Submission of reserved matters.
2. Reserved matters to be submitted within 3 years.
3. Commencement of development within 2 years following approval of last of the reserved matters.
4. Reserved matters to accord with Parameter Plan.
5. Access to be constructed in accordance with approved plan.
6. Main access to be constructed prior to other works commencing.
7. Off-site highway works to be constructed prior to occupation.
8. Construction Management Plan.
9. Estate roads condition (full details minus street lighting).
10. Internal roads to be provided prior to occupation.
11. Waste audit statement.
12. Remediation strategy.
13. Unexpected contamination.
14. Archaeology.
15. Electric vehicle charging points.
16. Low carbon development in accordance with DEV32.
17. Open market housing mix.
18. Surface Water drainage details

Key issues for consideration: Local Housing Need, Highways, Air Quality, Historic Environment, Local Infrastructure, Drainage, Trees and Hedgerows, Landscape Impact, and Ecology

Financial Implications (Potential New Homes Bonus for major applications):

As part of the Spending Review 2020, the Chancellor announced that there will be a further round of New Homes Bonus allocations under the current scheme for 2021/22. This year is the last year's allocation of New Homes Bonus (which was based on dwellings built out by October 2020). The Government has stated that they will soon be inviting views on how they can reform the New Homes Bonus scheme from 2022-23, to ensure it is focused where homes are needed most.

Site Description:

The application site is located on the western entrance to Dartington to the north and west of the recent residential developments at Higher Tweed Mill and Origins (Sawmills east) respectively. To the south west of the site is Lownard Cross, the road junction between the A385, Droridge Lane and the lane to access the hamlet of Week.

The site measures approximately 1.3 ha and is rectangular in shape. The north is a heavy wooded area that drops down to Lownard Cottages, a public right of way and the Bidwell Brook. The southern boundary to the A385 is a mix of original Devon hedgebank and post and rail fence (where the original hedgebank was removed in early 2015 as part of the highway works for the construction of the roundabout). A prominent group of pine trees are located in the south western corner, adjacent to Lownard Cross. These are outside of the application site.

Although the field has an agricultural land use, it appears to be unused at present with little or no management. There are two access points to the field, one off the A385 and the other off Limberland Avenue. Both are field gates which appear to have little use and the A385 entrance has large stones placed in front to restrict access. The ground slopes up from the south east corner to the north with a rise of about 10m to the higher ground.

The site forms part of the allocation for residential development of approx.40 dwelling set out in Policy TTV24 (7) of the adopted Plymouth and South West Devon Joint Local Plan (JLP). It is in Flood Zone 1 (Low probability) and not within a Critical Drainage Area.

The site is on the edge of the SAC Greater Horseshoe Bat (GHB) Sustenance Zone for Bulkamore Iron Mine SSSI/SAC (a GHB hibernation roost 3.2 km west of the site) and is in the SAC GHB Landscape Connectivity Zone.

The Proposal:

This application is for outline planning permission for up to 40 dwellings with access the only detailed matter being considered. Other matters which are reserved include appearance, landscaping, layout and scale and are therefore not for consideration as part of this application.

Two points of vehicle access are proposed with the main access to the site being off the A385, in a position approximately two thirds along the site frontage. Visibility splays of 2.4m x 55m are proposed in each direction and a new informal pedestrian crossing with refuge island forms part of the application to link to the footway on the other side of the road. A new shared footway and cycleway, stretching from the access and across the site frontage (to the east) would be provided and a new bus stop and shelter would be located where the current field access is situated. The existing field access would be stopped up.

The second point of access would be via Limberland Avenue and this would be restricted to serve a maximum of 5 dwellings (for vehicles) and the remainder of the development would

be accessed via a 3m wide shared footway/cycleway. This access would be in the position of the existing field access from Limberland Avenue.

The submitted application included a number of indicative plans including an illustrative masterplan, green infrastructure plan and framework plan. Following the receipt of a number of consultation responses, the applicants have submitted a parameter plan that sets out a number of development criteria that subsequent reserved matters applications would follow. This includes a maximum height of two storey dwellings across the entire site, street scene development with landscaping frontage along the A385, higher density on the lower slopes and lower density on the upper slopes.

The northern and western edges of the site have a 10m buffer which is to provide a dark corridor for bats, strategic landscaping and has potential for multi-functional green infrastructure. These are outside of the red line but are in the blue land identified as under the control of the applicant.

30% of the housing is to be affordable, which would provide up to 12 units, and the application proposes to fix the open market housing mix at this stage by suggesting a planning condition that would secure the following:

- 1 and 2 bed units – 22-26%
- 3 bed units – 38-43%
- 4+ bed units – 33-40%

At the point of submission, the application included a Flood Risk and Drainage Strategy that proposed surface water run-off from the site being conveyed to an off-site attenuation basin in a separate field (and subject of a separate planning application). Following consultation responses on this application and the separate application for the attenuation basin, a Flood Risk and Drainage Strategy update has been submitted alongside a surface water discharge feasibility report. This considers the potential of how surface water drainage can be dealt with on site via a mix of infiltration and on and onsite attenuation tanks as an alternative to being reliant on off-site storage. The amended application therefore proposes that surface water can be dealt with either on site or off site.

Consultations:

Please note that full responses of all consultees can be found at <https://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203841>

Dartington Parish Council – object

Initial comments 22/01/2020:

Missing Information - Unclear how bat corridors will be planted, accessed and maintained. Limited information provided to assess how Greater Horseshoe Bats will be protected. Lack of detail on how green infrastructure will be delivered. More information required on how the development will impact the sensitive road frontages.

Access - Unclear what green infrastructure, street furniture, signage etc will be employed at the junction. Linear approach to street layout is overly suburban and introduces hard urban edges into a gentle rural context. There should be no vehicular access into the adjoining Origins estate. Impact on amenity area in Origins from additional traffic.

Drainage – application for attenuation basin is outside of the allocation and drainage should be dealt with on-site. If there is no enough space on-site for drainage, housing number should be reduced. Further infiltration testing should take place as the Origins site manages to deal with surface water drainage on-site.

Heads of Terms – Parish has above average age demographic. Parish already has enough sports facilities. £300 cycle/transport vouchers per household does not benefit the community or improve its community infrastructure. It should address lack of good community facilities for older people, provide 3 bus shelters on the A384, pedestrian crossing at the A385 petrol filling station, cycle lane on A385 to link to National Cycle Route 2, and 20mph speed limit on Sawpit Lane, Longcause, Barracks Hill and Week Lane

Further comments following submission of additional information 8/04/2020:

Initial comments [above] still stand. Loss of GH bat foraging area. No Construction and Environmental Management Plan and Woodland Management Plan submitted at this stage. Loss of species rich lowland meadow. Buffer zone should be protected, not reseeded, small amount of new trees does not offer connectivity between habitats and is of little value to wildlife. Disturbance to GH bats from separation of habitats, domestic lighting and cats. Loss of foraging habitat for barn owls, 71 metres of species rich traditional Devon hedge bank, and habitat and hibernation areas for slow worms. Lack of bat survey and loss of flightlines. Disturbance to badgers and loss of habitat, lack of protection for rare flora (St John's Wort). Loss of biodiversity and lack of potential for net gain for losses on the adjacent sites. Lack of consideration of effects of developments upon whole habitat. All three sites are within the South Hams sustenance zone of the SAC for the GH bat. Cumulative effects have not been assessed. No GH bat baseline surveys, flyways, pinch points, transitory roosts, or resting roosts in the SAC provided. Quantitative impact of all three developments can't be assessed to ensure the favourable conservation status of the bat colonies at Bulkamore and Buckfastleigh. Failure to ensure measures to protect the GH bat in perpetuity

Education – no objection. We have forecast that there is enough spare capacity at both the local primary and secondary schools for the number of pupils likely to be generated by the proposed development and therefore a contribution towards primary and secondary education infrastructure would not be sought. SHDC declared a Climate and Ecological Emergency. No reference or actions have been provided with these applications to address the speed and level of extinctions being faced.

South West Water – no objection

County Highways Authority – no objections subject to conditions and S106. It is noted this site is allocated for development in the Plymouth and South West Devon Joint Local Plan. The detailed internal road layout would be required at reserved matters stage.

In terms of traffic generation, it can be seen the proposals will have a modest impact on the existing road network and it is not expected that any of the junctions in Dartington will experience future capacity issues as a result of the development.

Following concern raised regarding an increased number of dwellings being served off Limberland Avenue. The Highway Authority would also like to see only a small increase in traffic off this road along with cycle/pedestrian access linked through to the main development site. Maximum of five dwellings should be served from Limberland Avenue on the proviso that a kicking rail wooden fence is erected around the perimeter of the small play area at the side of Limberland Avenue.

Off site highway works proposed on the A385 in the form of a pedestrian refuge island and associated widening of the A385 into the site. Also cycle facilities are proposed to aid cyclists wishing to rejoin the A385 upon leaving the site. The principle of these works is accepted

It has been agreed a Travel Plan could be conditioned with a list of specific measures included that can be implemented or not following a travel plan survey (to be undertaken by the developer on occupation of the dwellings. The list of measures to be explored include the commitment to provide some of the following depending on confirmed demands –

- Appointment of a Travel Plan Coordinator.
- Travel Survey
- E Car Club in the village.
- E Bike Hub in the Village.
- Car Share Scheme.
- Potential Sustainable Travel Vouchers for residents.

This commitment should be included in a S106 legal agreement and equate to a maximum amount of £300.00 per dwelling.

S106 Requests

- Travel Plan in accordance with Travel Plan Statement

At this stage the Highway Authority has no initial concerns over the safety of the proposals subject to submission of the above additional information and it is expected that with the submission of this extra information the Highway Authority will be in a position to recommend approval subject to conditions to the application.

County Waste Authority – recommend condition. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals to be accompanied by a Waste Audit Statement.

The application is not supported by any such statement and it is therefore recommended that a condition is attached to any consent to require the submission of a statement at reserved matters stage.

Historic England – do not wish to comment. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

NHS Devon Clinical Commissioning Group (CCG) – request contributions to mitigate pressures on local healthcare facilities. The CCG's concern is that combined Surgeries of Leatside and Catherine House are already at or over capacity within their existing footprints therefore it follows that to have a sustainable development in human health terms the whole local healthcare provision will require review. The surgeries already have 18,949 patients registered between them and this new development will increase the local population by a further 88 persons.

Taking this into account and drawing upon the document “Devon Health Contributions Approach: GP Provision document” which was agreed by NHS England and Devon County Council, they request a contribution of £21,220 (£528 per dwelling) to increase capacity at either or both of those surgeries.

Historic Environment Team (DCC) – no objection and recommend condition. In the light of the results of the archaeological works already undertaken the Historic Environment Team do not consider that the significance of the heritage assets with archaeological interest that have been identified here warrants preservation in situ. Confirm that the programme of archaeological works as described in the Written Scheme of Investigations (WSI) are acceptable.

Tree Specialist – No objection on arboricultural merit. An assessment of the application has been undertaken following a site visit, study of G.I.S. and aerial imagery. It is concluded there to be no significant arboricultural features present on or off site that may bear potential to act as material constraints to the application on strictly arboricultural merit. Further commentary will be made on relationship between bounding principal tree features and the ensuing layout.

Police Designing out Crime Officer – no objections. Comment that as the application is for access only to be determined at this stage, detail is too limited, for obvious reasons, to enable a full response but should the planning process evolve for the proposed scheme it is requested that the following information, advice and recommendations from a designing out crime, fear of crime, antisocial behaviour (ASB) and conflict perspective are considered and implemented where possible

Natural England – No objection subject to appropriate mitigation being secured. Initially responded stating that further information was required to determine impacts on designated sites. Following the submission of that information NE consider that without appropriate mitigation the application could have an adverse effect on the integrity of the South Hams SAC, designated for its important greater horseshoe bat (GHB) population.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation measures should be secured by planning condition/agreement, with details to be submitted and approved at reserved matters stage:

- A Greater Horseshoe Bat Mitigation Plan
- ‘Dark corridors’ for greater horseshoe bats;
- Detailed lighting design scheme;
- Construction Ecological Management Plan (CEcoMP);
- Landscape Ecological Management Plan (LEMP) to include a Woodland Management Plan, ‘dark corridors’ planting scheme and long-term vegetation management;

Environment Agency – no objection. We have no objections to this application provided that conditions are included in respect of contaminated land. We advise you to consult the Lead Local Flood Authority (DCC) to comment on the details of the surface water drainage scheme for these developments.

Environmental Health Team – No objection subject to conditions. The site has principally been used for grazing for many years, as well as an area of scrub and small previously developed parcel. A Phase 1 contaminated land assessment has been carried out and concluded that there is unlikely to be any contamination of concern. Recommend unexpected

contamination condition is included in any approval and we do not require a Phase 2 to be carried out.

An Air Quality assessment has been carried out and a strategy proposed which will apply only during construction. The writer concludes that there will be no negative AQ impacts once constructed and we agree with this. Although a relatively small development, there will be significant site clearance works next to existing residential development. Recommend that the standard CEMP condition is included on any approval.

Open Space, Sport and Recreation (OSSR) – Clarification is required prior to determination regarding the proposed on-site open space provision. Green Infrastructure Plan shows provision of 300 sqm open space which is below the policy requirement of at least 1,719 sqm. The Parameter Plan does however show that the western and northern boundaries would have a bat corridor which would be managed and enhanced for amenity as well as biodiversity purposes and if some of this space is included (and overlooked) it is considered likely that the policy requirement could be met. If this area is included, there will need to be clear links into it from the residential area. There will also need to be additional integrated open space provision and it is considered that there is potential to increase the open space in the east of the site, adjacent to the open space and play area on the adjacent development site.

Allotments - We would seek an off-site contribution towards allotment provision. Based on 40 dwellings and an average household size of 2.25 this would amount to £2,574.90 towards provision of/improvements to, and maintenance of, allotments in Dartington.

Equipped Play – No Play provision is proposed on site. There are significant proposals for improvements to play provision at the Meadowbrook site within walking distance of Sawmills site (adjacent to the Meadowbrook Community Centre & Outdoor Swimming Pool) which could be funded by the development as an alternative to on-site provision. Provision at Meadowbrook will cover all age ranges and is adjacent to other community facilities, as well as the primary schools. Therefore secure a financial contribution towards improvements to, and maintenance of, off site play facilities in Dartington. Assuming 40 dwellings and an average household size of 2.25 people per dwelling this would amount to £23,220 capital and £43,237.80 twenty year maintenance costs.

Playing Pitches/Sport Facilities - An off-site financial contribution towards improvements to, and on-going maintenance of off-site facilities will be required. Based on JLP Developer Contributions Evidence Base, this would amount to £34,110 capital and £39,822.12 twenty year maintenance costs.

Landscape Specialist – No Landscape objection to the proposed development as presented for Outline Planning Approval, but note that considerable work is needed to secure an appropriate layout, and the detailed design of buildings and landscape, to ensure that development respects scenic quality and maintains the area's distinctive sense of place and reinforces local distinctiveness.

Affordable Housing Specialist – No objection. Overall percentage and number of Affordable Housing units is policy compliant. Level is 30% comprising 8 Social Rented and 4 intermediate.

Local Lead Flood Authority – no in-principle objections from a surface water drainage perspective, assuming that the pre-commencement planning conditions are imposed on any

approved permission. Testing shows that infiltration may be viable in places within the site. Above-ground features will be assessed and prioritised across the site. These features should be included to provide a SuDS Management Train to treat water as well as provide opportunities for interception loss.

Notes that the applicant has submitted a separate planning application (3808/20/FUL) for a detention basin within land to the southwest of this site.

Also notes that applicant has submitted an indicative plan to demonstrate that surface water could be managed within attenuation tanks within the site.

The Feasibility Report highlights that infiltration does not appear to be entirely viable within the site. Therefore, an outfall to a watercourse may be required. The applicant must fully assess infiltration before designing an outfall to the watercourse.

Ecology - No objection subject to all avoidance/mitigation/compensation/net gain requirements being secured.

Heritage Specialist – No heritage objection to the proposed development as no harm is identified.

Representations:

In total, 188 letters of objection are reported during the 2 rounds of public consultation

149 Pre-printed letters received where people ticked some or all the boxes raising the following issues:

- Air quality. The increase in traffic generated by these additional houses will endanger safe air quality. Dartington already exceeds WHO limits for health.
- Increased traffic. 40 new houses built off this main road, with a new road access, will increase traffic, especially at peak times, endanger safety and create rat-running along adjacent lane networks.
- Urbanisation of the parish. Design, materials, extensive spacing and regular configuration of road patterns adversely affects rural character.
- Damage to wildlife and habitat. Inadequate studies carried out on effects of development upon protected Greater Horseshoe Bat habitat and flyways. Inadequate dark corridors, loss of rough grassland habitat valuable to hares, raptors and insects.
- Degradation of historic environment. Suburbanisation and dense development will adversely affect nearby historic hamlet of Lownard and listed buildings close by.
- Climate Emergency. This development exacerbates the Climate and Ecological Emergency declared by SHDC and nationally. Houses will not be built to the highest sustainability grade, or with maximum solar orientation. The high embedded carbon in concrete materials increases climate change and there is a loss of habitat for endangered species.

39 individual letters of objection received which raise the following issues:

- If left, the field would return to woodland within a decade
- Allowing the field to re-wild with flora and fauna would contribute to flood mitigation downstream.

- Cutting off the private road behind Sawmills to all vehicular access would allow and encourage rewilding of the pristine hinterland that remains on that side of the field.
- Loss of green field to benefit of developer, non-locals and 2nd home owners and no benefit to the local community.
- Combined with the Broom Park application, there is a lack of local infrastructure to support this development.
- Agricultural land needs to be retained and productive all year round. Focus should be on developing brownfield sites.
- It won't rebalance the local housing economy.
- Due to vehicle speeds, a new access west of the existing roundabout would cause noise, congestion and would be likely to cause rear end collisions. Traffic needs to be slowed to 20mph.
- Loss of views of trees.
- 40 houses seems a lot for such a small field. Density too high.
- Concerned about surface water runoff towards the road.
- The field needs lots of trees/vegetation to help with drainage.
- Dartington is taking more than its fair share of new housing and the character of the village is being irreparably changed to a suburb of Totnes.
- There should be no access from Limberland Avenue due to poor road infrastructure, play area and not enough width for two cars to pass.
- Even restricting the access to 5 properties, will put children at risk due to each property having 2 vehicles and daily deliveries. The access would be better if it were restricted to pedestrians and cyclists only.
- Tree with nesting birds have already been removed next to Limberland Avenue prior to this application. Bats were often seen along this boundary line.
- There should be a green corridor along all the boundaries of the development so that there would be more chance of not losing bats and the nature that has rewilded on this field.
- There is already flooding on the A358 and 40 houses on this small field is too many.
- It does not allow for open space, trees and community facilities. It would result in one huge development with Origins.
- At the moment the road is very busy and this is made more difficult because of parking on the A385 adjacent to the football field.
- The new estate needs to exit directly onto the A385 not through the existing estate but this will entail another round about and slowing the traffic.
- Cycle and pedestrian crossings over the A385 are needed.
- Pollution caused by increased traffic.
- The cycleways in this area are fragmented and make it difficult to get to the main cycleway into Totnes without crossing the A385, with only one lighted crossing at Shinnars Bridge.
- Due to vehicle speeds and close proximity of access to Lownard Cross it will be hazardous for those using the crossroads and the new development access.
- Not enough wildlife margin.
- Directing surface water to an adjoining site increases the developable area.
- Boundary to the A385 should be a soft boundary with hedges retained and not development to the edge.
- The two doctors surgeries in Totnes are already over capacity.
- Cott Road has no pavement

- Increased concrete will force surface water onto the roads
- Development should be forced to provide solar panels, electric car charging point and respect the vernacular architecture.
- New access will cause a build up of traffic.
- Rural character of country lane will be spoilt by development that will be seen by walkers.
- Adverse impact on historic character of Lownards
- Dartington exceeds WHO limits for healthy air quality.
- Development would not respect the heritage and character of the area. Adverse impact on historic and listed buildings
- Proposed bat corridors should be inside the application site (red Line) and not outside if they are to be deliverable.
- Mitigation areas need to be included within the boundary for correct Biodiversity Net Gain (BNG) Calculations to take place.
- Broom Park BNG calculations should not be included in Sawmills application as the applications are not linked and would come forward at different times (application suggests that Sawmills would be developed before Broom Park).
- No woodland management plan has been submitted.
- South Hams SAC SPD states that sites near a bat hibernation roost need surveys during the hibernation period. This should be done.
- The area has already had more house built than the 528 allocated in the local plan.
- The site already floods. The area should be left as wetland.
- More housing slows down internet speeds.
- More testing of permeability of area is required to justify and engineers off-site pond.
- The Origins site next door deals with all surface water on-site.
- A line of 'rain gardens' between the site and the Origins site should be provided which would benefit wildlife as well.
- Extension of superfast broadband and 4G/5G coverage required
- Development extends over roadside Devon hedge bank and would be overly urbanised.
- Traffic calming should be installed at Droridge Cross to slow traffic and reduce potential for accidents at the proposed access.
- Remain unconvinced of the submitted air quality assessment with unclear basis of the predictions contained within.
- There should be fewer houses (25) and they should be built from natural and eco materials.
- If surface water attenuation is required then the site should not be developed.
- Highway response has no mention of traffic calming.
- The existing roundabout is sometimes so busy it is almost impossible to leave the 'Origins' estate.
- Applicant's responses to Natural England's comments are not adequate.
- Application should be accompanied by a CEMP and woodland management plan now.
- Proposal to open up woodland for leisure will have an adverse impact on wildlife.
- The site should be allowed to re-wild.
- Layout does not take account of shortage of land available for housing.
- The proposed new houses are ugly and intrusive.
- Reiteration, repeat and endorsement of Parish Council comments
- A Habitats Regulation Assessment needs to be carried out to assess the cumulative effects of all the development proposals in Dartington.

- Any volume housing development in Dartington will contribute substantially to already unsustainable and polluting levels of traffic congestion in Dartington and Totnes.
- The site frontage would be unduly urban with the removal of the hedgebank.
- Disturbance and damage to badgers and permanent loss of habitat.
- Lack of protection of Rare Flora- Imperforate St Johns Wort. Rare. Devon Notable

Neutral/Undecided

1 letter of comment received which raise the following issues:

- No applications should be determined without fully understanding the flyways and pinch points that are used by the Greater Horseshoe Bat population. This should be surveyed using radio tracking and the results published in map form for the public to see.
- Deer live in the woods at the top of the field and bats fly around the edge of the site. There should be less houses and a wider strip of trees on all sides of the development to protect wildlife.

2 letters of support received which raise the following issues:

- Now that I know that Limberland Avenue is not going to be used as primary access onto the new development, I feel much happier.
- Support traffic slowing measures on the A385.

Relevant Planning History

The site is allocated for residential development by policy TTV24 of the Plymouth and South West Devon Joint Local Plan 2014 – 2034

ANALYSIS

Principles of Development

In accordance with Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004 planning applications have to be determined in accordance with the development plan unless there are material considerations that indicate otherwise. For the purpose of decision making for this application, the development plan comprises the Plymouth & South West Devon Joint Local Plan 2014 – 2034 (JLP) and the Devon Waste Plan 2011 – 2031.

JLP Policy TTV1 – Prioritising growth through a hierarchy of sustainable settlements, sets out the principles to be used to distribute new employment and housing across the Thriving Towns and Villages Policy Area. It identifies four categories of settlement type where development will be distributed as part of that hierarchy.

- The Main Towns
- Smaller Towns and Key Villages
- Sustainable Villages
- Smaller Villages, Hamlets and the Countryside

Dartington is identified as being in the smaller towns and key villages category where there are allocations for 911 new homes during the plan period.

JLP Strategic Objective 8 (SO8) – Maintaining the vitality and viability of the smaller Towns and Key Villages, promotes the provision of homes, jobs, services and community infrastructure in settlements such as Dartington as they are characterised by a level of services and amenities that can support the daily needs of the rural population.

The JLP identifies Dartington as a settlement that has an extensive range of services and amenities. It is also well connected to other centres, especially the nearby town of Totnes, which extends the range of facilities that can be accessed within a short distance. This relationship is reciprocal, as many people from around the Totnes area use the services and facilities at Dartington. The village has good pedestrian and bus links to Totnes and the National Cycle Network also connects the two settlements. The primary school has a wide catchment area and the shops at Dartington attract people from the local area and from further afield. The Dartington Hall Estate, which adjoins the village, contains numerous heritage assets of national importance and has established a national and international reputation for its cultural and educational work and events. The Estate also provides significant opportunities for informal recreation, enjoyed by local residents and visitors alike.

Policies TTV23 and TTV24 propose 254 new homes and 11,800 sqm of employment floorspace in Dartington, across a number of sites/areas. Sawmills is allocated for development by policy TTV24 for the provision of 40 homes. This forms part of the allocation of 911 new homes across the smaller towns and key villages. The policy identifies a number of policy considerations / things to be provided for by the development. Sawmills, these are:

- a. Footpath and cycle access to the main road, connecting on towards the village centre and National Cycle Network.
- b. Retention and future management of the hedgerow along the western boundary and of the tree-belt on the northern part of the site.
- c. Additional strategic landscaping to the western site boundary to soften the edges of the development onto the undeveloped countryside.
- d. Provision of locally distinctive frontages onto movement routes, especially the main A385

Through the local plan consultation, examination and adoption process, the site has been considered to be appropriate for residential development and has been allocated as such. Dartington has been identified as one of the settlements that is expected to see a level of growth and development that is commensurate with its role and size within the plan area. The overall principle of residential development on the site is considered to be met and it is therefore necessary to consider areas of detail (that relate to an outline application) and whether they comply with the plan as a whole.

Meeting Local Housing Need

Policy DEV8 of the JLP requires a mix of housing sizes, types and tenure appropriate to the area and as supported by local housing evidence. Although this is an outline application where the detailed design of houses is reserved for subsequent consideration, it is still necessary to secure the mix at this stage (or impose a specific condition requiring a suitable mix to be submitted and agreed as part of the reserved matters). In this case it is proposed to fix the open market mix at this outline stage and the following range has been put forward:

- 1 and 2 bed units – 22-26%
- 3 bed units – 38-43%
- 4+ bed units – 33-40%

This could be secured by a planning condition to ensure that any reserved matters application was in accordance with the above range. Part of the proposals put forward include the provision of home offices within the dwellings and it is suggested that where a home office is proposed, this should be counted as a potential bedroom for the purposes of agreeing the housing mix. As it would be difficult to control how an individual occupier chooses to live in a property, it is considered to be a reasonable way forward to allow people to live in a flexible manner.

DEV8 also requires that developments of 11 or more dwellings to provide a minimum of 30% affordable housing. The application proposed as such, meaning that if 80 dwellings in total were to be provided, 12 of these would be affordable. The Affordable Housing Specialist has set out in her consultation response that this should comprise 8 social rented units and 4 intermediate. It would be necessary to secure this provision as part of a Section 106 Legal Agreement which has been put forward by the applicants.

Overall, it is considered that the application would meet local housing needs in terms of mix and a fully policy compliant level of affordable housing. As such, the requirements of Policy DEV8 have been met.

Highways/Access

The application is accompanied by a Transport Assessment that has been considered by the County Highways Authority. In their consultation response, they conclude that “In terms of traffic generation, it can be seen the proposals will have a modest impact on the existing road network and it is not expected that any of the junctions in Dartington will experience future capacity issues as a result of the development. The Highway Authority is in broad agreement with the contents of the Transport Assessment and has no concerns in relation to this matter.”

The Transport Assessment (TA) demonstrates that the site is well connected to the National Cycle Network and footways to a number of local facilities, including the school, playing fields, play areas, bus stops, retail, community facilities and employment areas. Residents of the development would not therefore be reliant on motor cars to access these local facilities and accessibility is considered to be good.

In terms of motor vehicle movements, the TA has modelled the A384/A385 Shinners Bridge Roundabout as well as the A385/A381 Redworth Junction in Totnes. It demonstrates that the Shinners Bridge Roundabout would still operate within capacity and the Redworth Junction would have an imperceptible impact of 20 and 10 additional traffic movements during the AM and PM weekday local highway network peak hours respectively. When considered in combination with the Broom Park proposals, this rises to 30 and 28 traffic movements (or 1 extra vehicle passing through the junction every 2 minutes).

Two vehicle access points are proposed with a main site access of the A385 and a secondary access off the neighbouring residential estate and Limberland Avenue. The detail of both of these are for determination at this stage as they are not reserved for subsequent consideration.

The main access would be for the bulk of the development and involves the creation of a T-junction on the A385 approximately 110m to the west of the roundabout and 40m to the east of Lownard Cross. Visibility splays of 2.4 x 55m would be provided in each direction. This

will involve the removal of approximately 70m of Devon hedgebank, some of which is well established and some which is approximately 5 years old and was planted following the road widening associated with the construction of the roundabout. A stage 1 safety audit has been carried out which resulted in a few minor changes to the design of this main access including how cyclists will join the main carriageway at the end of the new footway/cycleway. Speed surveys have been carried out which show that some vehicles do travel faster than the 30mph speed limit and the junction has been designed to account for actual vehicle speed. The inclusion of a 2m wide pedestrian refuge island immediately to the east of the access would narrow the carriageway and the running lane width would be 3.2m either side of the island. The refuge would have either illuminated or reflective bollards and the insertion of this feature in the centre of the road should help bring about a reduction in approach speeds as a form of traffic calming. It would also allow for pedestrians to cross the road and link the footway on the other side.

As part of the wider design of highway works on the A358, a new bus stop is proposed at the eastern end of the site. This would be a relocation of the existing bus stop at Lownard Cross where there is no footway access. The new stop would be on the new footway and include a shelter and bus stop flag. This, combined with other highway works, would be an improvement to the existing provision as well as providing safe and easy access for existing and new residents to public transport links.

The second point of vehicle access would be from Limberland Avenue to the east of the site. This would be in the position of an existing field gate and would serve a maximum of 5 dwellings. Pedestrian and cycle links would be provided to the remainder of the proposed development but it would be possible to design the internal layout in such a way that vehicle access was restricted to other dwellings. This would limit the amount of traffic going through the adjoining estate, but allow for good pedestrian permeability to access local facilities such as the Dorothy Elmhirst Recreational field. The highway authority have confirmed that they are happy with this approach.

During the processing of the application, discussions have taken place between the applicants, the Highway Authority and the planning officer to formulate a suitable framework for a Travel Plan to be secured. It is considered that apart from some of the physical measures to encourage walking, cycling and use of public transport, travel planning is best carried out at the point when there are people living in the development and it can directly respond to their needs. However, it is also necessary to secure commitments to funding strategic travel planning measures as part of an outline application. As such, it is proposed that a list of specific measures is put forward which can form a menu of options that can be selected as appropriate to the equivalent value of up to £300 per dwelling. These include:

- Appointment of a Travel Plan Coordinator.
- Travel Survey.
- E Car Club in the village.
- E Bike Hub in the Village.
- Car Share Scheme.
- Potential Sustainable Travel Vouchers for residents.

Although the travel planning is aimed at influencing the behaviours of new residents, some of the options above could have wider benefits to the local community. For example, the creation of an E Car Club or E Bike Hub would be available to more than just the occupants

of the new dwellings. It is considered that this is an acceptable way forward and that the proposals would comply with the provisions of Policy DEV29.

Air Quality

A large number of objections and representations have been received relating to air quality and that increase in traffic generated by additional housing will endanger safe air quality. The application is accompanied by an Air Quality Assessment and an Air Quality Strategy which have been reviewed by the Council's Environmental Health specialists. The assessment considers air quality in 3 parts - the suitability of the site for residential development, the construction phase, and the operational period.

The site is near a busy road, however, the submitted assessment predicts that concentrations of nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}) will be well below National Air Quality Objectives (NAQOs). As such, there is no requirement for mitigation regarding the suitability of the site for residential development

During construction, which will involve earthworks and general building construction, there is potential for dust and particulate matter (PM₁₀) to affect nearby properties. This can be mitigated using a number of measures, which are identified in the submitted Air Quality Strategy and can be secured via a Construction Management Plan (CMP).

The operational phase will see additional traffic generated by the development which will result in an increase in concentrations of nitrogen dioxide (NO₂) and particulate matter (PM₁₀ and PM_{2.5}). This has been modelled as part of the Air Quality Assessment at a number of receptors both within Dartington and the Air Quality Management Area (AQMA) in Totnes. The modelling looks at levels both with and without development taking place and concludes that any increase at the receptors is negligible and below the National Air Quality Objectives (NAQOs). The modelling does not take into account any of the proposed transport related measures that are proposed to reduce traffic generated by the development. However, as transport related measures are proposed as part of the Transport Assessment, these are included as part of the Air Quality Strategy and involve the provision of walking and cycling infrastructure, encouraging the use of sustainable transport modes (through the Travel Plan), installing electric vehicle charging points for all properties, and enabling working from home through the inclusion of home office space. This seeks to achieve at least a 10% reduction in vehicle trips to and from the site from that which has been modelled as part of the Air Quality Assessment.

The councils Environmental Health Team have considered the proposals and have not raised any objections to the methodologies or conclusions. They agree with the report that there will be no negative air quality impacts once constructed.

Historic Environment

The Councils Heritage Specialist has confirmed that the site allocations [Broom Park and Sawmills] were thoroughly assessed from a heritage perspective as part of the Joint Local Plan and the Heritage Impact Assessment helped inform the Plan allocations. He has walked the sites and footpaths in the locality to make a fresh assessment based on the information provided a part of the applications, considering the potential impacts on both designated and non-designated heritage assets. He has provided a detailed response, listing the potential impacts, while acknowledging that an outline application does not include detailed design and layout. As this is an outline application, it is necessary consider whether

the level of development proposed can satisfactorily be accommodated on the site in such a way to avoid significant harm to any heritage assets. Levels of detail would come at a later stage and would need to be fully considered at that point.

The Heritage Specialist has concluded that “the location of the proposed development is of a distance from the various heritage assets that means the likelihood of any harm is very minimal. The established planting between the site and Yarner / Yarner barn precludes intervisibility if it is retained. The character of Yarner as a now much altered historic farmstead will not be affected even if there is some limited visibility in future. The orientation of Yarner barn means the main outlook is south and not in the direction of development. It's significance lies in it being an Elmhirst era barn conversion and that is unaffected.”

As such, the specialist concludes that there is no harm identified to any heritage asset.

Following the original comments received from the Historic Environment Team at Devon County Council, the applicants have submitted a Written Scheme of Investigation which has been confirmed to be acceptable.

Local infrastructure

A number of comments have been received relating to the capacity of the local infrastructure to support additional residential development in the village. JLP policy DEV30 (Meeting the community infrastructure need of new homes) requires:

“The development of new homes (including student housing) should contribute to the delivery of sustainable communities with an appropriate range of community infrastructure, such as schools, primary health care infrastructure, sports / recreation and community facilities / village halls.

Major housing developments will be considered in the context of the sufficiency (or otherwise) of the community infrastructure to meet the demands generated by the development. Where there are existing or anticipated capacity issues, financial contributions to appropriate projects will be sought to enable the community impacts of the development to be mitigated. Where possible, developments should directly incorporate community infrastructure and services as integral parts of the development.”

The Education Authority have calculated that the proposed increase of up to 40 family type dwellings will generate an additional 10 primary pupils and 6 secondary pupils which would have a direct impact on Dartington Primary School and King Edward VI Community College. They have forecast that there is enough spare capacity at both the local primary and secondary schools for the number of pupils likely to be generated by the proposed development and therefore a contribution towards primary and secondary education infrastructure is not being sought.

NHS Devon Clinical Commissioning Group have responded to the consultation with information that the development is in the catchment of the Leatside and Catherine House surgeries which have a total capacity for 18,111 patients. The current combined patient list size is 18,949 which is at 105% of capability and while it is understood that surgeries cannot refuse to register new patients within their catchment, if it is over subscribed, it would lead to reduced services and longer waiting times for current and new patients. As such they are requesting financial contribution to increase capacity at the local surgeries and mitigate the impact of new development. Based on the “*Devon Health Contributions Approach: GP*

Provision document" which was agreed by NHS England and Devon County Council, they are requesting £21,220 (£528 per dwelling) as part of a Section 106 Agreement. Based on the JLP Policies, SPD and Developer Contributions Evidence Base document, it is considered that such a requirement would pass the legal tests for developer contributions and should be sought should the committee agree to granting planning permission.

Children's play could either be provided on site by the developer, or they could pay a financial contribution towards improving equipped play provision nearby at Meadowbrook. Given the size of the site and the amount of development proposed, it is considered that off-site provision on an existing play site would be the better option than the provision of a limited amount of space and equipment. Enhancement of nearby facilities could result in better play provision than on-site would. Notwithstanding this, the detailed layout is reserved and it is feasible that on-site play could be included if it met certain design specifications. It is therefore considered that it would be appropriate secure commitment to either on-site provision, or financial contribution to off-site provision as part of a Section 106 agreement.

The contribution would be £23,220 capital together with a commuted sum of £43,237.80 towards the long-term maintenance costs of the improvements.

Given the size of the development, onsite provision of playing pitches/sports facilities is not appropriate but off-site financial contribution would be sought based on the figures in the JLP Developer Contributions Evidence Base. That would amount to £34,110 capital and £39,822.12 twenty year maintenance costs. The following projects have been identified potentially suitable for receipt of funding to meet the needs of the proposed development:

- Dorothy Elmhirst football pitch – need for drainage improvements.
- Meadowbrook outdoor community swimming pool – in need of major repair including new lining.
- Meadowbrook tennis courts – need for fencing and resurfacing. Aspiration to provide Multi-Use Games Area here with potential changing/toilets within adjacent Community Centre.
- BMX track within woodland – planning permission secured.
- Meadowbrook Community Centre used for skittles, yoga and taikwando and by the football and sub aqua clubs - in need of refurbishment.

Although not specifically referred to in Policy DEV30, allotments are covered by DEV5 which seeks to support and encourage local food growing by seeking the provision of new allotments where there is a deficiency of provision. It is understood that the allotments at Week are full and that there is a waiting list for any that come available. On that basis, it would be necessary for any development to either make financial contribution toward the provision of allotments off-site, or to have on-site provision to meet the needs of the development. The recommended amount of allotment space per person is 1.5 sqm and a development of 40 dwellings would require 135 sqm (based on 2.25 person per dwelling). However, the minimum size for allotment provision would be 6 full size plots (or 12 half size plots), requiring 1,500 sqm of space and onsite provision is not an option. Off-site provision on the Broom Park site (subject of a separate application) has potential as that application could provide allotments of a scale that is over and above the required provision set out in the development plan. An option for this application could be either making the required financial contribution of £2,574.90 which could then be used to fund new/additional allotments in the local area, or if the Broom Park development overprovides onsite deliver of allotments, then the contribution would be reduced accordingly. Both options would be

required as the provision at Broom Park can not be guaranteed unless it has the grant of planning permission and is not subject of this application.

Drainage

Surface water drainage design is a matter that is reserved for subsequent consideration as part of a detailed layout design. At an outline stage, the local planning authority needs to be satisfied that a suitable surface water drainage scheme can come forward without resulting in an increase of either on-site or off-site flood risk. The application as originally submitted was accompanied by a Flood Risk Assessment and Drainage Strategy that included the provision of an off-site attenuation basin that is subject to a separate full application (ref 3808/20/FUL). The strategy looked to deal with surface water off-site by piping water under the A385 and into a newly constructed attenuation basin, before discharging the water into the Wren Brook at greenfield run-off rates.

Following a number of objections and questions over the suitability of the separate site for the construction of an attenuation basin, an updated Drainage Strategy has been produced alongside a Surface Water Discharge Feasibility Report. This looks at the possibility of dealing with surface water on site through a mixture of infiltration where ground conditions allow, and attenuating water from other parts of the site in attenuation tanks. The report concludes that this is a viable option and the Local Lead Flood Authority have no in principle objections. In their response they state that “the applicant has demonstrated that surface water could be managed within the site via attenuation.” Combined with the potential for infiltration in certain parts of the site and provision of above ground features such as rain gardens, tree pits and swales, it would be possible for a detailed drainage strategy to come forward at a later date and as part of the reserved matters. As such, the application is no longer reliant on the provision of offsite attenuation to demonstrate that a suitable surface water drainage scheme can be achieved. It is therefore possible to determine this application separately from the application for the attenuation basin (ref 3808/20/FUL) which can be considered on its own merits at a separate time. In short, if that application were refused planning permission for whatever reason, there are alternative on site drainage solutions which could be achieved. Therefore, outline permission could be granted with a suitable planning condition requiring a detailed drainage scheme to come forward with the reserved matters.

The detailed drainage design will need to ensure that post development run-off rates do not exceed current greenfield runoff rates, taking into account the 100 year design storm plus 40% in peak rainfall intensities to allow for climate change. If an outfall to watercourse is required, it is likely that this would be subject to a separate application if it comprised of works that fell within the definition of development.

Trees and Hedgerows

Although there is woodland to the north and west, the red line application site covers mainly agricultural field. The south western corner of the site includes a few trees, and the southern boundary to the A385 comprises a mature hedgebank that stretches from Lownard Cross to a point approximately 70m to the east. A much younger and recently formed hedgebank has then been constructed with planting on top from the point where the original hedgebank ends and stretches approximately 40m to the field gate access to the site. Younger trees and whips have been planted on the fringes of the field and the submitted tree survey identifies these as very poor quality too small to be considered under BS5837:2012 (Trees in relation

to design, demolition and construction). The Council's Tree Specialist has reviewed the submitted documents and has no objection on Arboricultural Merit.

As set out in the Highway/Access section of this report, the proposed access would result in the removal of about 71m of the boundary hedge, including parts of both the mature section and the newer section. This is necessary to provide safe access and is to be expected on a site allocated for development. The design of the roadside frontage is reserved for subsequent consideration and the allocation policy TTV24 requires the provision of locally distinctive frontage on the A385. It also requires additional strategic landscaping to the western site boundary to soften the edges onto the undeveloped countryside. This edge is identified on the parameter plan as being "locally distinctive 2 storey street scene development with landscape planting to frontage." It is anticipated that the landscape planting would include replacement Devon hedgebank, particularly to the west of the access where a greater level of strategic planting is required. There is also the likelihood of a further 200m of Devon hedgebank to be created between the proposed development area and 10m buffer around the north and western boundaries. As the buffer needs to be a dark corridor, Devon hedgebank would be a good solution and the submitted GHS Avoidance and Mitigation plan shows a new hedgerow along the dark corridor edge.

Landscape Impact/Design

Although matters such as layout, scale, appearance and landscaping are reserved, when determining the principle of development, the local planning authority need to assess whether the quantum of development proposed could be accommodated on the site in a satisfactory manner. The application is for up to 40 dwellings which is the amount that is set out in Policy TTV24 of the JLP. The red line application site is 1.3 hectares and 40 dwellings would result in a density of 31 dwellings per hectare. This does not take into account the dark corridor on the outside edge of the site which could provide (in part) some of the open space. In comparison to the potential density of the application site, the adjoining site at Origins delivered 63 dwellings over 1.8 hectares resulting in a density of 35 dwellings per hectare. On the opposite side of the A385 at Webbers Yard, that recent development delivered 30 dwellings on a site measuring 0.9 hectares. The density of that development is therefore calculated as 34 dwellings per hectare. On a simple assessment of the density of development on the two neighbouring sites, even if the maximum number of dwellings were to be constructed, this would still be at a slightly lower density than those developments that are immediately adjacent.

Following initial comments from the landscape officer that raised concerns about the lack of detail to be able to determine whether the approach to site layout, landscape mitigation and enhancement will be appropriate, a parameter plan has been submitted which sets out some basic principles. This does not go into any great detail and features, such as long straight roads that are shown in some of the indicative plans, have not been included in the parameter plan. This leaves the road layout assessment to a later date as part of the reserved matters and does not propose to fix this at the outline stage. The parameter plan also confirms other development principles such as a maximum of two storey development, lower density of the higher slopes, locally distinctive street scene with landscape planting to frontage and strategic landscaping on the western boundary. Following receipt of the parameter plan, the landscape specialist has no objection to the proposed development as presented for Outline Planning Approval, but notes that considerable work is needed to secure an appropriate layout, and the detailed design of buildings and landscape, to ensure that development respects scenic quality and maintains the area's distinctive sense of place and reinforces local distinctiveness.

The policy requirement for accessible green space within a development of 40 dwellings is 1,719 sqm. The submitted Green Infrastructure Plan shows an indicative 300 sqm. within the red line area. It does not include any of the space within the proposed 10m dark corridor which would comprise approximately 2,500 sqm. of green space which can be multi functional. It is considered that a combination of green space both around the edge and within the development could result in the full amount being provided and this can be secured via a section 106 agreement. It should also be noted that the Dorothy Elmhirst Recreational field is within easy walking distance of approximately 170m to the east and this provides a significant amount of additional accessible green space than would also be used by residents

Ecology

The application includes the submission of an Ecological Impact Assessment carried out by EAD Ecology which follows the standard practice of first carrying out a desk study and then an Extended Phase 1 Habitat Survey. This identified the potential for protected and notable species within the survey area and the following Phase 2 surveys/assessments have been carried out.

- Hedgerow survey May 2019
- Great green bush cricket survey August 2019
- Great crested newt assessment August 2018
- Reptile survey April-June 2018
- Breeding cirl bunting survey April-August 2019
- Winter cirl bunting survey November 2018 - March 2019
- Badger survey July 2020
- Hazel dormouse survey September 2018- August 2019
- Bat activity survey September-October 2018; April-August 2019

During the initial consultation period, both Natural England and the Council's Ecology adviser at Devon County Council (DCC) raised a number of questions which were put to the applicants and their ecologists. This resulted in the submission of additional information which has been through a 2nd consultation process and both Natural England and DCC have responded to confirm that they have no objections to the proposals.

The submitted Ecological Impact Assessment and additional information proposes a number of avoidance, mitigation, compensation and enhancement measures that could be secured through the inclusion of suitable planning conditions or Section 106 agreement requiring the submission of a LEMP and CECoMP. This would also include the submission of a Woodland Management Plan as part of the LEMP that would cover the areas north of the Sawmills site and south of the Broom Park site. On the basis that this would involve land outside of the application site (but within the blue land under the applicants control) and would involve longer term maintenance and management, it is considered that these should be secured by section 106 agreement.

The site is on the edge of the Special Area of Conservation (SAC) Greater Horseshoe Bat (GHB) Sustenance Zone for Bulkamore Iron Mine SSSI/SAC (a GHB hibernation roost 3.2 km west of the site) and is in the SAC GHB Landscape Connectivity Zone. Following the South Hams SAC guidance (2019), this application could have a likely significant effect on GHB foraging and commuting habitat within a Sustenance Zone and commuting routes within

the Landscape Connectivity Zone. As such it is necessary for the council, acting as the competent authority, to carry out an Habitat Regulations Assessment (HRA) under the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a the proposal may affect the protected features of a habitats site before deciding whether to permit it. This assessment has been carried out and a copy is appended to this report. It includes a number of mitigation measures to ensure no adverse effect on the integrity of the SAC and this has been agreed by Natural England. The HRA considers the application in combination with other applications in the area, including Sawmills, Broom Park, the proposed attenuation basin and proposed two storey building at the River Dart Academy.

The HRA concludes that provided the mitigation measures set out above are secured there will be no adverse effect on the integrity of the South Hams SAC alone or in-combination with other proposals or projects.

It is therefore concluded that based on the specialist advice received from Natural England and ecology specialists at DCC, that the proposals would not result in any significant harm to ecology and that the proposals are acceptable.

Conclusion

The site is allocated in the JLP for residential development of about 40 houses. The outline proposals would secure and appropriate scale of development including 30% affordable housing and an open market housing mix that meets the local housing need. Appropriate mitigation can be secured through the use of planning conditions and a legal agreement to ensure that the proposals accord with the provisions of the Development Plan. All statutory consultees and specialist advisers have no objections to the proposals and as such the application is recommended for permission.

This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004 and, with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Planning Policy

Relevant policy framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts of South Hams and West Devon within Dartmoor National Park).

On 26 March 2019 of the Plymouth & South West Devon Joint Local Plan was adopted by all three of the component authorities. Following adoption, the three authorities jointly notified the Ministry of Housing, Communities and Local Government (MHCLG) of their choice to monitor at the whole plan level. This is for the purposes of the Housing Delivery Test (HDT) and the 5 Year Housing Land Supply assessment. A letter from MHCLG to the Authorities was received on 13 May 2019. This confirmed the Plymouth, South Hams and West Devon's revised joint Housing Delivery Test Measurement as 163% and that the consequences are "None". It confirmed that the revised HDT measurement will take effect upon receipt of the

letter, as will any consequences that will apply as a result of the measurement. It also confirmed that that the letter supersedes the HDT measurements for each of the 3 local authority areas (Plymouth City, South Hams District and West Devon Borough) which Government published on 19 February 2019. On 13th February 2020 MHCLG published the HDT 2019 measurement. This confirmed the Plymouth, South Hams and West Devon's joint HDT measurement as 139% and the consequences are "None".

Therefore a 5% buffer is applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5% buffer, the combined authorities can demonstrate a 5-year land supply of 6.1 years at end March 2020 (the 2020 Monitoring Point). This is set out in the Plymouth, South Hams & West Devon Local Planning Authorities' Housing Position Statement 2020 (published 22 December 2020).

The relevant development plan policies are set out below:

The Plymouth & South West Devon Joint Local Plan was adopted by South Hams District Council on March 21st 2019 and West Devon Borough Council on March 26th 2019.

SPT1 Delivering sustainable development
SPT2 Sustainable linked neighbourhoods and sustainable rural communities
SPT3 Provision for new homes
SPT11 Strategic approach to the Historic environment
SPT12 Strategic approach to the natural environment
SPT14 European Protected Sites – mitigation of recreational impacts from development
TTV1 Prioritising growth through a hierarchy of sustainable settlements
TTV2 Delivering sustainable development in the Thriving Towns and Villages Policy Area
TTV24 Site allocations in the Smaller Towns and Key Villages
DEV1 Protecting health and amenity
DEV2 Air, water, soil, noise, land and light
DEV3 Sport and recreation
DEV4 Playing pitches
DEV5 Community food growing and allotments
DEV8 Meeting local housing need in the Thriving Towns and Villages Policy Area
DEV9 Meeting local housing need in the Plan Area
DEV10 Delivering high quality housing
DEV20 Place shaping and the quality of the built environment
DEV21 Development affecting the historic environment
DEV23 Landscape character
DEV26 Protecting and enhancing biodiversity and geological conservation
DEV27 Green and play spaces
DEV28 Trees, woodlands and hedgerows
DEV29 Specific provisions relating to transport
DEV30 Meeting the community infrastructure needs of new homes
DEV31 Waste management
DEV32 Delivering low carbon development
DEV35 Managing flood risk and Water Quality Impacts
DEL1 Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy

Dartington has an active Neighbourhood Plan group but are not yet at Regulation 14 stage. The group has published a Pre Regulation 14 Draft of the Dartington

Neighbourhood Plan and consultation took place in summer 2020. The consultation has closed and Steering Group members are considering the comments.

Once a plan proceeds to a formal Regulation 14 consultation, some very limited weight could be given to aspects where clear community support can be demonstrated. The decision maker will have to assess the quality of consultation, level of support and the general conformity of proposed policies with the NPPF and JLP. At the current stage of the neighbourhood plan, it has extremely limited material weight.

Other material considerations include the policies of the National Planning Policy Framework (NPPF) including but not limited to sections 5, 8, 9, 11, 12, 14, 15 and 16 and guidance in Planning Practice Guidance (PPG). Additionally, the following planning documents are also material considerations in the determination of the application:

- The Plymouth and South West Devon Supplementary Planning Document (SPD) July 2020
- SPD Developer Contributions Evidence Base (June 2020)
- Devon County Council (DCC) Waste Management and Infrastructure Supplementary Planning Document (July 2015)
- DCC Health Contributions Approach: GP Provision Development Contribution Methodology (February 2018)
- South Hams Special Area of Conservation (SAC) Habitats Regulations Assessment Guidance (October 2019)

Considerations under Human Rights Act 1998 and Equalities Act 2010

The provisions of the Human Rights Act 1998 and Equalities Act 2010 have been taken into account in reaching the recommendation contained in this report.

Proposed conditions:

1. Details of the appearance, landscaping, layout, and scale, (hereinafter called ‘the reserved matters’) shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

2. Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

3. The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990, as amended by the Planning & Compulsory Purchase Act 2004.

4. Application for approval of reserved matters shall be in accordance with the submitted Parameters Plan (drawing no. 200105 P 01 01) dated February 2021

Reason - For the avoidance of doubt and to comply with policy TTV24 of the Plymouth and South West Devon Local Plan 2014 – 2034

5. Vehicle access to the site shall be carried out in accordance with the details shown on drawing 49071/5501/SK02 Rev J with the secondary access off Limberland Avenue restricted to serve no more than five dwellings.

Reason - For the avoidance of doubt and in the interests of highway safety.

6. Other than site clearance and the highway access works hereby permitted, no part of the development shall be commenced until:
 - (a) The access road from the A385 has been laid out, kerbed, drained and constructed up to base course level for the first 20 metres back from its junction with the public highway
 - (b) The ironwork has been set to base course level and the visibility splays required by this permission laid out
 - (c) The footway on the public highway frontage required by this permission has been constructed up to base course level
 - (d) A site compound and car park have been constructed in accordance with the details contained in the Construction Management Plan (CMP)

Reason - To ensure that adequate on site facilities are available for all traffic attracted to the site during the construction period, in the interest of the safety of all users of the adjoining public highway and to protect the amenities of the adjoining residents

7. No dwellings shall be occupied until the off site highway works shown on drawing 49071/5501/SK02 Rev J have been through a Stage 2 Safety Audit and Designers response, and have been completed.

Reason - In the interests of highway safety and pedestrian/cycle connectivity.

8. Prior to commencement of works on any part of the site a Construction Management Plan (CMP) shall be submitted to and approved in writing by the local planning authority. The CMP shall include:
 - (a) the timetable of the works;
 - (b) daily hours of construction;
 - (c) any road closure;
 - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
 - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
 - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;

- (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
- (h) hours during which no construction traffic will be present at the site;
- (i) the means of enclosure of the site during construction works; and
- (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
- (k) details of wheel washing facilities and obligations
- (l) the proposed route of all construction traffic exceeding 7.5 tonnes.
- (m) details of the amount and location of construction worker parking.
- (n) photographic evidence of the condition of adjacent public highway prior to commencement of any work;
- (o) dust suppression measures

Reason - In the interests of highway safety and public amenity.

9. The proposed estate roads, footways, footpaths, verges, junctions, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins, For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason - In the interests of highway safety and to ensure that the site has a suitable access

10. The occupation of any dwelling of the development shall not take place until the following works have been carried out:
- (a) The spine road and cul-de-sac carriageway including the vehicle turning head shall have been laid out, kerbed, drained and constructed up to and including base course level, the ironwork set to base course level and the sewers, manholes and service crossings completed;
 - (b) The spine road and cul-de-sac footways and footpaths which provide the dwelling/s with direct pedestrian routes to an existing highway maintainable at public expense have been constructed up to and including base course level;
 - (c) The cul-de-sac visibility splays have been laid out to their final level;
 - (d) The car parking and any other vehicular access facility required for the dwelling/s by this permission has/have been completed;
 - (e) The verge and service margin and vehicle crossing on the road frontage of the dwelling have been completed with the highway boundary properly defined;
 - (f) The street nameplates for the spine road and cul-de-sac have been provided and erected.

Reason - To ensure that adequate access and associated facilities are available for the traffic attracted to the site.

11. No development shall take place until such time as a Waste Audit Statement has been submitted to and approved in writing by the local planning authority. The Waste Audit Statement shall demonstrate how the construction and operational phases of the development will minimise the generation of waste and provide for the management of waste in accordance with the waste hierarchy.

Reason – To minimize and manage waste in accordance with the provisions of Policies DEV31 of the Plymouth and South West Devon Local Plan 2014 – 2034 and W4 of the Devon Waste Plan 2015

12. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - (a) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - (b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - (c) The results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - (d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

13. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

14. The development shall proceed in accordance with the Written Scheme of Investigation prepared by AC Archaeology (document ref: ACD2437/1/1, dated 19/02/21) and submitted in support of this planning application. The development shall be carried out at all times in accordance with the approved scheme, or such other details as may be subsequently agreed in writing by the Local Planning Authority.

Reason: To ensure, in accordance with Policy DEV21 in the Plymouth and South West Devon Joint Local Plan 2014 - 2034 and paragraph 199 of the National Planning Policy Framework (2019), that an appropriate record is made of archaeological evidence that may be affected by the development.

15. The Reserved Matters application/s for layout shall be accompanied by full details of proposed electric vehicle charging points. These details shall include the location, number and power rating of the charging points. The electric car charging provision shall accord with good practice guidance on mitigating air quality impacts from developments produced by the Institute of Air Quality Management.

The development shall be carried out in accordance with the agreed details and shall be made available for use prior to the first occupation of any building approved by this permission, and retained thereafter as such.

Reason: To avoid air pollution and enable appropriate opportunities to promote sustainable transport modes.

16. The Reserved Matters application/s for layout and appearance shall include a scheme to demonstrate how the requirements of JLP policy DEV32: Delivering Low Carbon Development will be delivered, the details of which shall be approved in writing by the Local Planning Authority. These details shall include (but not limited to) a solar master plan to show how access to natural light has been optimised, and incorporation of low carbon or renewable energy generation to achieve regulated carbon emissions levels of 20 per cent less than that required to comply with Building Regulations Part L. Development shall take place in accordance with the approved details prior to the first use of any building to which they relate and shall be retained and maintained for the lifetime of the development.

Reason: To ensure the development contributes toward delivering a low carbon future and supports the Plan Area target to halve 2005 levels of carbon emissions by 2034 and increase the use and production of decentralised energy.

17. The Reserved Matters application/s for layout and/or scale shall be accompanied by details of housing mix, type and size of open market units. The mix of open market units shall provide for between [22-26%] 1 and 2 bedroom properties; [38%-43%] 3 bedroom properties and [33%-40%] 4 and 5 bedroom properties, unless otherwise agreed with the local planning authority. Development shall take place in accordance with the approved details.

Reason: To ensure the development contributes toward delivering a mix of housing sizes that meet the needs of the area in accordance with the provisions of Policy DEV8 of the Plymouth and South West Devon Joint Local Plan 2014 – 2034.

18. Prior to or as part of the Reserved Matters, the following information shall be submitted to and approved in writing by the Local Planning Authority:
- (a) Soakaway test results in accordance with BRE 365 and groundwater monitoring results in line with our DCC groundwater monitoring policy.
 - (b) A detailed drainage design based upon the approved Flood Risk Assessment and the results of the information submitted in relation to (a) above.
 - (c) Detailed proposals for the management of surface water and silt run-off from the site during construction of the development hereby permitted.
 - (d) Proposals for the adoption and maintenance of the permanent surface water drainage system.
 - (e) A plan indicating how exceedance flows will be safely managed at the site.

No building hereby permitted shall be occupied until the works have been approved and implemented in accordance with the details under (a) - (e) above.

Reason: The above conditions are required to ensure the proposed surface water drainage system will operate effectively and will not cause an increase in flood risk either on the site, adjacent land or downstream in line with SuDS for Devon Guidance (2017) and national policies, including NPPF and PPG. The conditions should be pre-commencement since it is essential that the proposed surface water drainage system is shown to be feasible before works begin to avoid redesign / unnecessary delays during construction when site layout is fixed.

**Appendix – Habitats Regulations Assessment for Sawmills,
Dartington.**

Ref 3841/20/OPA

Conservation of Habitats and Species Regulations 2017

Habitats Regulations Assessment

Date: 8th April 2021

SHDC

Part A The Proposal

1.Type of permission

Outline planning permission

2. Application name & ref.

Sawmills – 3841/20/OPA

- <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203841>

3. Brief description of proposal

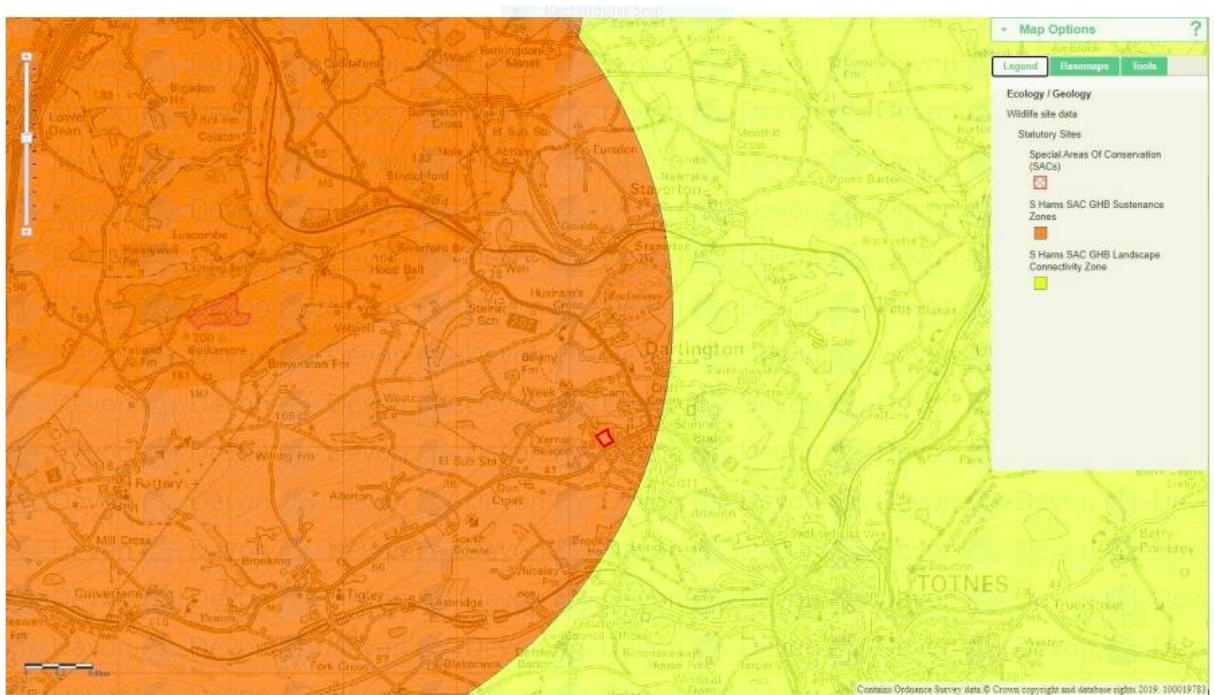
Outline application with all matters reserved, except for access, for up to 40 residential units and associated public open space and infrastructure.

Allocated site in the JLP - see Policy TTV24

4. European sites potentially impacted and relevant interest features.

South Hams SAC – Greater Horseshoe Bats (GHBs).

The site is on the edge of the SAC GHB Sustenance Zone for Bulkamore Iron Mine SSSI/SAC (a GHB hibernation roost 3.2 km west of the site) and is in the SAC GHB Landscape Connectivity Zone. See map below. Application site shown in red, orange = SZ and yellow = LCZ (note that the LCZ also covers the SZ).



Following the South Hams SAC guidance (2019) this application could have a likely significant effect on GHB foraging and commuting habitat within a Sustenance Zone and commuting routes within the LCZ.

South Hams SAC

The SAC comprises five Sites of Special Scientific Interest (SSSIs):

- Haytor and Smallacombe Mines SSSI
- Berry Head to Sharkham Point SSSI
- Buckfastleigh Caves SSSI
- Chudleigh Caves and Woods SSSI
- Bulkamore Iron Mine SSSI

Relevant interest feature:

Annex II species that are a primary reason for selection of this site:

- 1304 Greater horseshoe bat *Rhinolophus ferrumequinum*
South Hams in south west England is thought to hold the largest population of greater horseshoe bat in the UK and is the only one containing more than 1,000 adult bats (31 % of the UK species population). It contains the largest known maternity roost in the UK and possibly in Europe. As the site contains both maternity and hibernation sites it demonstrates good conservation of the features required for survival.

Conservation Objectives

High level 'Conservation Objectives' for the South Hams SAC have been identified by Natural England. The overarching aims are to:

'Avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving Favourable Conservation Status of each of the qualifying features.'

This is to be achieved by, subject to natural change, maintaining and restoring:

- The extent and distribution of the qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats and habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and habitats of qualifying species rely;
- The populations of qualifying species;
- The distribution of qualifying species within the site'.

The application of the Conservation Objectives will be site and planning application specific and dependant on the nature of the site features and the characteristics of the proposed development.

South Dartmoor Woods SAC

In respect of the TTV24 allocation, of which the proposed development forms a part, the JLP HRA states *'it is not anticipated that this will lead to increased pressure as South Dartmoor Woods SAC is over 8km from the proposed development, there are many closer alternative sites and Dartmoor National Park Authority actively encourage more resilient sites to be visited.'* It has been agreed with NE that recreational impacts on South Dartmoor Woods SAC can be screened out.

It is considered that there is no potential for likely significant effects on any other European Site due to distance and lack of pollution pathways.

5. Is this application necessary to the management of the site for nature conservation?

No

6. Ecological information associated with the project

- Ecological Impact Assessment (EclA), dated October 2020, submitted with the application. This included information on bat survey, which is considered sufficient for this HRA, and a Shadow HRA. A meeting had been held between NE, SHDC, EAD and the developer to discuss the application on 7th October 2020 and minutes of this meeting are included in the shadow HRA.
- NE's comments on the application dated 6 January 2021

- EAD's response to these comments dated 23 February 2021
- LPA ecologist's request for further information dated 2nd March 2021
- EAD's response to the LPA ecologist dated 12th March 2021

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203842>

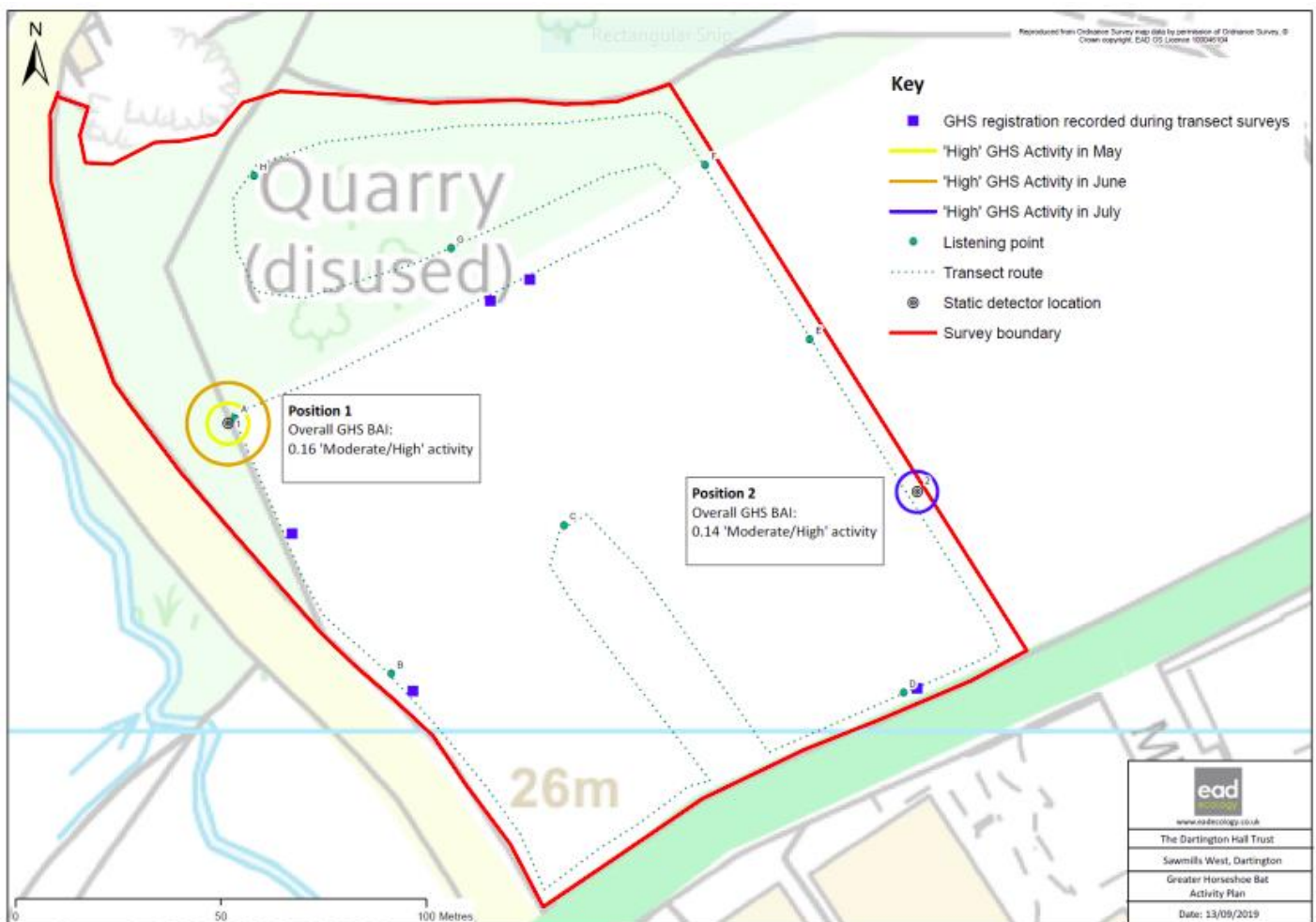
Part B Likely Significant Effect (LSE) Screening Assessment

Sensitive features **Likely significant effects (LSE) assessment – without mitigation measures being considered**

7. Potential Impacts on South Hams SAC – Greater Horseshoe Bats

a. GHB survey results

GHB survey was undertaken between April and October 2018/19 (for details please see the EclA). Transects, static locations and a summary of the results for GHBs are shown on the map below (taken from the EclA).



A more detailed breakdown of the GHB data was requested and this is given in Annex 1 of a letter from EAD to the LPA dated 12 March 2021.

EAD state that:

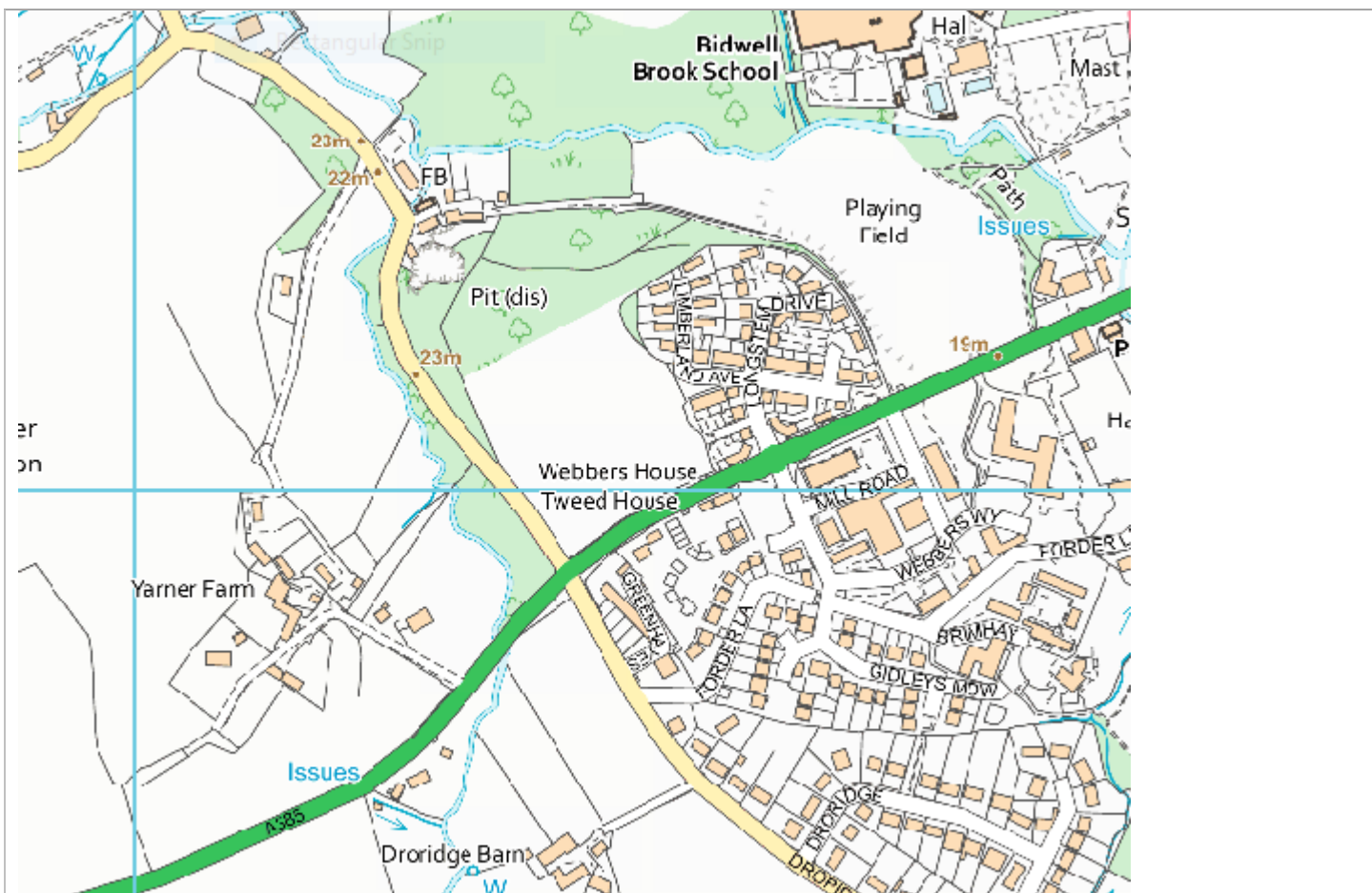
GHS activity recorded during the static detector surveys was considered to be 'Moderate/High', when compared to other sites surveyed by EAD Ecology in SW England (overall Bat Activity Index (BAI) 0.15 registrations/hour). • The highest activity in the west of the site was recorded in May (BAI 0.41) and June (BAI 0.77), and the east of the site in July (BAI 0.77). • For all these months, peaks of activity occurred either near the beginning or near the end of the night; this indicates that the site was used primarily by commuting bats during the maternity period. No evidence of significant

foraging activity was recorded. • All GHS registrations on the bat transect surveys were along hedgerows or the woodland edge, particularly along the western and northern field boundaries.

It should be noted that the data provided by EAD on 12 March shows that on most nights, other than July 2019 for static 2 and May and June 2019 for static 1, there were no registrations of GHBs passing.

An aerial photograph showing the location of this site in the context of surrounding woodland and housing is given below.





b. Impacts on wintering foraging habitat within the Sustenance Zone of the Bulkamore Iron Mine hibernation roost

Whilst this site lies within the Sustenance Zone for Bulkamore Iron Mine hibernation roost it is considered that any winter foraging activity is likely to take place within 2kms of the roost. It has therefore been agreed with NE that it is very unlikely that this proposal will impact on foraging habitat used by GHBs hibernating in the Bulkamore Iron Mine roost and that LSE associated with this potential impact can be ruled out (see Minutes from meeting with NE on 7 October 2020 and JLP HRA 2018).

c. Impacts on commuting routes within the LCZ.

GHBs have been recorded using the boundaries of the site. At the meeting of 7th October 2020 NE and SHDC agreed that impacts on GHB commuting routes through this site could cause loss, damage and disturbance (lighting) to GHB commuting routes, and associated foraging habitat (noting that GHBs tend to forage within 5m of hedges whilst moving around the landscape), at a landscape scale and (as per the 2019 SAC Guidance) mitigation is required to avoid a LSE on the SAC GHB population. It could possibly be argued that, at the scale of the LCZ, impacts on the commuting routes through this site would not, alone, have a LSE on the SAC GHB population. However, the Local Plan lists a number of allocated sites in Dartington and there are two current planning applications for non-allocated sites. These allocations and proposals are set out below. Without mitigation to protect flight lines, and foraging habitat associated with these flight lines, the in-combination impacts of these proposals on commuting routes in the LCZ could impact on landscape permeability for the SAC population of GHBs and therefore have a LSE on the SAC. Appropriate Assessment is therefore required.

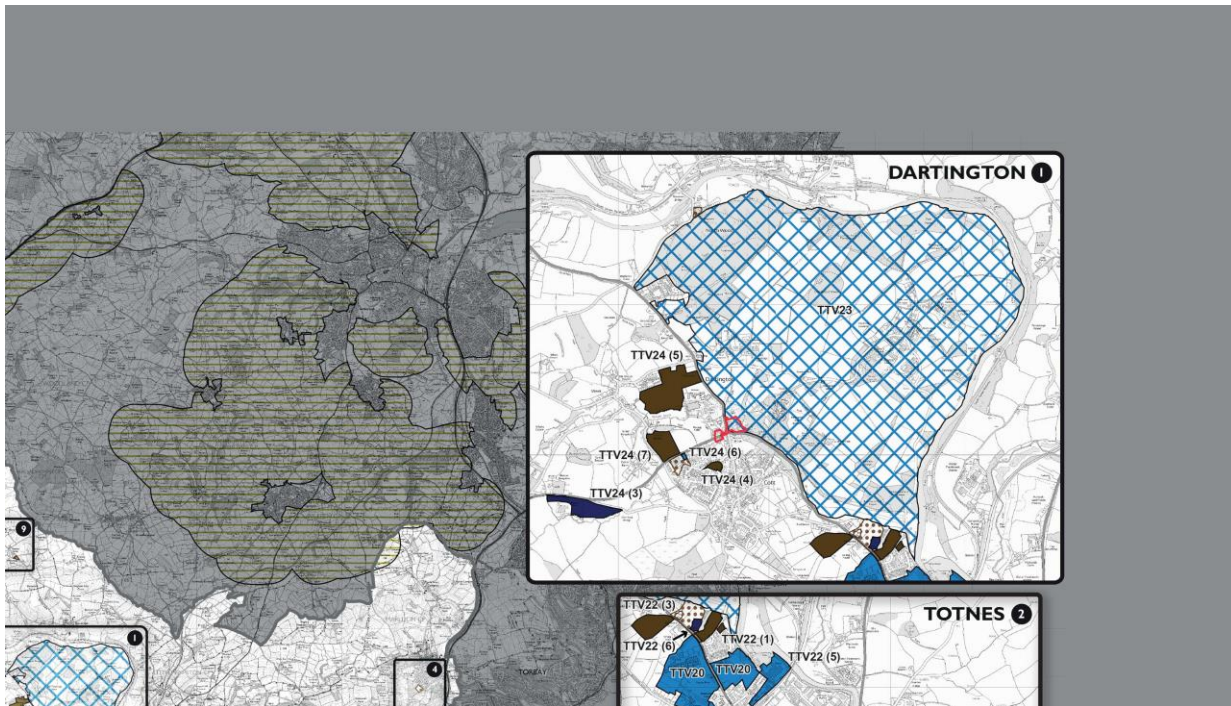
Dartington JLP allocations

The Dartington JLP site allocations are listed in Policies TTV24 and TTV23 and listed and shown below (also see the Local Plan map at [The new plan for South Hams, West Devon and... | The Plymouth Plan \(plymswdevonplan.co.uk\).](http://The new plan for South Hams, West Devon and... | The Plymouth Plan (plymswdevonplan.co.uk).))

TTV23 - ~ 120 dwellings at Dartington Hall Estate

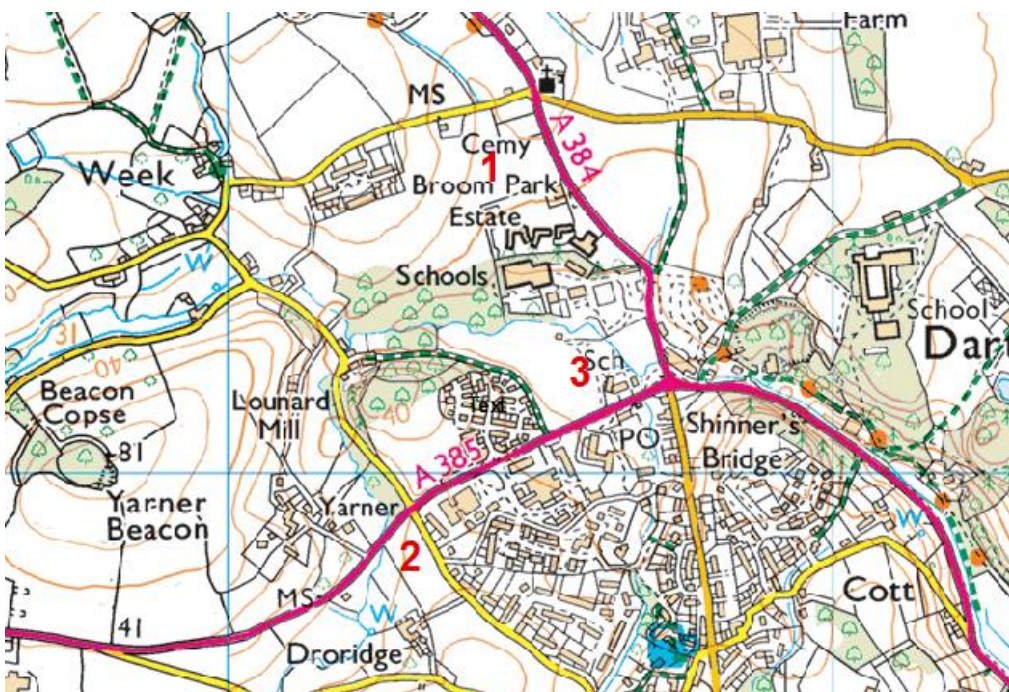
TTV24

- 3 – Beacon Park employment site
- 4 – Brimhay Bungalows – 14 homes
- 5 – Broome Park – 80 homes
- 6 – Higher Tweed Mill – employment site



Current applications are listed and shown below:

1. **Broom Park** 3842/20.OPA <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203842>. Application for up to 80 residential units and associated public open space and infrastructure. HRA completed setting out agreed mitigation requirements for dark corridors and lighting.
2. **Attenuation basin** - 3808/20/FUL <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/203808>. Construction of attenuation basin and associated works. No HRA completed for this site.
3. **River Dart Academy** – Ref: 3792/20 [Application Details - South West Devon Planning Search \(southhams.gov.uk\)](http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/379220). An application for a new two storey building within an existing car park and new car park and multi-use games area within an existing car park and garden. Potential for impacts on GHB habitat along the Bidwell Brook. No HRA yet completed for this site.



8. Conclusion: Is the proposal likely to have a significant effect 'alone' or 'in combination' on a European site?

Without consideration of mitigation measures it is deemed that there could be a Likely Significant Effect on the South Hams SAC due to direct and indirect impacts (loss of habitat, lighting etc) on commuting routes, and associated foraging habitat used by commuting bats, within the SAC LCZ. An Appropriate Assessment is therefore needed.

Part C: Stage 2 Appropriate Assessment

Potential impacts on the SAC are set out in Section 7 above. In order to ensure no adverse effect on integrity of the SAC and meet Conservation Objective requirements for this site, the proposal must ensure that there is no impact on landscape scale permeability within the LCZ (see para 2.2.7 of the 2019 SAC Guidance). In order to achieve this it has been agreed with NE and the developer that the mitigation measures listed below need to be secured to ensure that GHBs can continue to commute (with associated foraging) around the edges of the site. These measures are illustrated in the plan below, taken from the application.



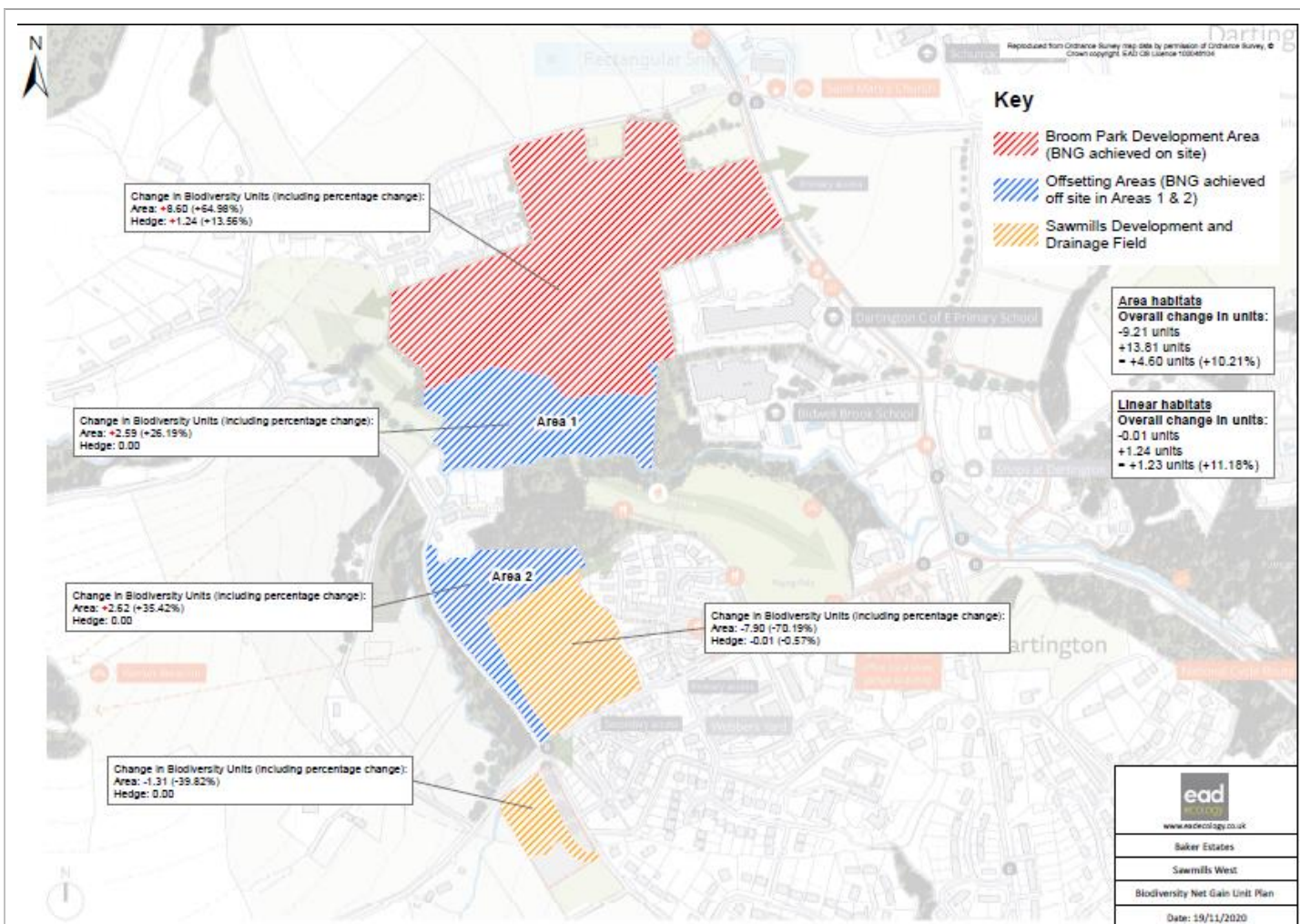
Mitigation measures to be secured by condition / s106

Construction phase

- A 10m-wide 'dark' GHB corridor (0.5 lux or less) will be in place prior to construction starting and will be maintained along the western and northern boundaries of the site to allow GHBs to use the site for commuting and foraging throughout the construction period. This corridor will include habitats favoured by GHBs (including tall, thick hedges, native scrub and wildflower meadow providing GHB prey habitat). All habitat creation details will be set out in the LEMP and approved by SHDC prior to works beginning.
- Construction-phase lighting will be avoided between March and the end of October. Where lighting is required for security reasons it would be low-level and motion activated on short timers and directed to ensure that dark corridor requirements are met.
- Operational buildings within site compound(s) will be located outside the dark corridors.
- All boundary hedges, trees and woodland will be protected throughout construction in accordance with BS 5837:2012 Trees in relation to design, demolition and construction. All protection measures will be specified in a Tree Protection Plan, to be approved by SHDC
- All construction-phase measures will be specified in and implemented in accordance with a Construction Ecological Management Plan (CECoMP), to be approved by SHDC.

Post-construction phase

- The minimum 10m-wide dark habitat corridor will be protected and managed to ensure that it functions as GHB commuting / foraging habitat for the lifetime of this development. Management measures will be set out in a LEMP which is agreed by SHDC and implemented in full unless changes are agreed with the LPA.
- The public and private e-realm lighting design for the development will ensure that dark conditions (0.5 lux or less) will be implemented and maintained throughout the dark corridors. Lighting will be amber (3000K or less). A detailed lighting strategy will be submitted to the LPA to demonstrate that this will be achieved. Further to discussion with DCC Lighting Engineers lighting required at and near the site entrance will not impact on the dark corridor requirements. If, in a worst case scenario situation, there is an impact on lux levels at the end of the dark corridor it is not considered that this will lead to an adverse effect on the integrity of the SAC as the corridor leads bats onto a road and urban area. Whilst the commuting route for GHBs is not known in any detail they will still be able to use the woodland to the west of the site and access habitat to the SW.
- A detailed Woodland Management Plan will be produced by a suitable qualified ecologist setting out how the woods will be enhanced for the benefit of GHBs (see Areas 1 and 2 shown on the plan below). This Plan will be submitted as part of the LEMP. These woodlands are within the control of the applicant.
- Compliance monitoring will be undertaken prior to construction starting, during construction, when lighting is in place and when occupation begins and then at regular intervals for the lifetime of this development (to be agreed with the LPA) to ensure that the dark corridors meet LEMP specifications.
- Both the CECoMP and LEMP will be submitted to and agreed by SHDC prior to work commencing on site and will then be implemented in full.



The mitigation which will be secured for this proposal will ensure that commuting / foraging routes around the site, and the adjacent woodlands, are enhanced and protected to benefit GHBs for the lifetime of this development. The dark corridors will also ensure that there is no impact on any GHBs using adjacent woodland. With mitigation in place it is considered that impacts on connectivity and associated foraging habitat are reduced to a negligible level within the LCZ and that the proposal will not severely restrict the movement of bats at a landscape scale (see para 2.2.7 of the 2019 South Hams SAC Guidance). It should be noted that there is currently no obligation for the owner or manager of this agricultural land to manage the hedges, and associated foraging habitat, to ensure that they continue to be used by GHBs.

In-combination effects

As stated above the proposed mitigation will ensure that GHBs can continue to use the commuting routes through this site. In the context of maintaining commuting routes through the LCZ it is therefore considered that there are no residual effects relating to commuting/foraging bats to be taken forward into an in-combination assessment. It is clear however that the allocated sites and current applications in this area (See Part B, 7 above) will, even with best practice mitigation in place, lead to some increased urbanization effects (lighting, noise etc) on the edge of Dartington which may impact on its overall use by GHBs. However, it must be recognized that all proposed developments are on the edge of an existing urban area and near to existing busy A roads and whilst GHBs are sensitive to lighting they do occur in urban areas (Buckfastleigh / Chudleigh / Torbay). Moreover, the allocations and proposals are not within an identified highly sensitive area for GHBs e.g. maternity roost Sustenance Zone, close to an SAC Hibernation Roost or within an identified Pinch Point. Any residual in-combination urban impacts are not therefore considered, in this location, to have an adverse effect on the integrity of the SAC GHB population.

It is therefore considered that with dark corridors and a lighting strategy in place to ensure that landscape scale connectivity is maintained and lighting impacts minimised that this proposal will not have an adverse effect on the integrity of the SAC 'in combination' with other plans or projects.

Is the proposal likely to have an adverse effect on the integrity of a European site 'alone' or 'in combination' with other plans/projects?

Provided the mitigation measures set out above are secured there will be no adverse effect on the integrity of the South Hams SAC alone or in-combination with other proposals or projects.

PLANNING APPLICATION REPORT – Householder Developments

Case Officer: Charlotte Howrihane

Parish: Salcombe

Application No: 0385/21/HHO

Agent:

Mr Alex Perraton
BBH Chartered Architects Ltd
Creek House
1 Island Street
Salcombe
TQ8 8DP

Applicant:

Mr & Mrs Maltby
Lealholme
Allenhayes Road
Salcombe
TQ8 8HU

Site Address: Lealholme, Allenhayes Road, Salcombe, TQ8 8HU

Development: Householder application for alterations to roof including dormers (resubmission of 3504/20/HHO)



Recommendation: Conditional approval

Reason application is at Committee: Both Ward Members have called the application to Committee due to concerns on the impact to the Conservation Area and concerns raised by the Town Council.

Conditions:

Standard time limit
Adherence to plans
Materials to match
Rooflight to be conservation-style
Adhere to ecology report

Site Description:

Lealholme is a two-storey, Edwardian detached dwelling located on Allenhayes Road, in Salcombe. The property is elevated above the road, with a patio area to the front of the dwelling, and a garden area to the rear.

The site is in the Salcombe Conservation Area, and is also within the South Devon Area of Outstanding Natural Beauty (AONB).

Proposal:

The application seeks to extend the ridge line of the existing hipped roof, to create a pitched roof and gable ends to the sides of the dwelling. Two pitched roof dormers would then be installed within the front, road-facing roofslope, with a single, larger pitched roof dormer proposed within the rear roofslope. A conservation-style rooflight would also be installed to the front roofslope, in the centre of the property in between the proposed dormers.

The proposal would not increase the height, or the footprint of the property. The proposed materials would match the existing dwelling (slate, render, and UPVC fenestration).

Consultations:

- County Highways Authority- no highways implications
- Town Council- *'Objection as this was overdevelopment which would turn a two storey house into a three storey house thereby impacting on the street scene and would dominate the neighbouring property Eastone Grey. The proposal was contrary to Salcombe Neighbourhood Plan policy B1 in that it was not in keeping with the area and did not preserve or enhance the Conservation Area'*

Representations:

Five letters of objection have been received. These objections can be seen in full on the Council website, but can be summarised as follows:

- Addition of another bedroom will increase occupancy and increase parking issues in Allenhayes Road
- Disproportionate scale and nature of the proposal might affect the architecture of the street
- Dormers would look straight into the window of neighbours opposite and neighbour behind
- The house is not a permanent residence
- Additional storey is excessive and dominates the road
- Does not serve the amenity of the conservation area
- Overall size of roof would be larger
- Dormers are not small
- Style of the dormers is not in keeping with neighbouring properties
- Rooflight is too large to be described as a conservation-style rooflight
- Lealholme is a perfect example of an Edwardian villa, proposal would change its character

- Town Council's original objection to the previous application is still relevant
- Benefit to the applicant does not outweigh the harm to the building and conservation area

Relevant Planning History

- 3504/20/HHO- Householder application for alterations to roof including dormers- withdrawn
- 41/2204/14/F- Householder application for amendments to approval 41/1088/14/F- raising of existing terrace, enlarged garage and associated works- conditional approval
- 41/1088/14/F- Householder application for raising of existing terrace with enlarged garage below and associated works - withdrawn
- 41/1518/11/F- Householder application for demolition of existing extensions and building of new single extension. Associated works including small retaining walls- conditional approval
- 41/0314/94/3- Erection of stone piers and railings to front wall of dwelling- conditional approval

Design, Landscape, and Heritage Impact:

- 1.1. The site is within the Salcombe Conservation Area. Policy DEV21 of the JLP requires development to preserve or enhance the setting of the Conservation Area, which is also reinforced by policy SALC B1 of the Salcombe Neighbourhood Plan, which requires development to have regard to the Salcombe Conservation Area Appraisal. Officers are also mindful of their duty under Section 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990, to ensure that special attention is paid to the '*desirability of preserving or enhancing the character or appearance of that area*'.
- 1.2. Policy SALC B1(3) of the neighbourhood plan sets out the following criteria for development within the Conservation Area:
 - a) *Building setbacks follow and match adjoining buildings; building line and footprint of the dwelling would remain unchanged.*
 - b) *The Design respects the scale and character of existing and surrounding buildings; this does not exclude an innovative contemporary design approach; the design would be in keeping with the scale and form of neighbouring dwellings, with the majority having pitched roofs and dormers.*
 - c) *High quality materials are used that complement the local and traditional palette of materials used within Salcombe Parish; all proposed materials match the existing dwelling and are in keeping with the local vernacular*
 - d) *They have regard to the requirements of 'Secure by Design 'to minimise the likelihood and fear of crime and acts of anti-social and unacceptable behaviour and community conflict in the built environment; works to the roof space only, not applicable*
 - e) *They reduce the dependence on the private car by supporting and connecting directly to other more sustainable modes such as walking, cycling and public transport; not considered applicable as the works are contained within the roof space of a single dwelling, and do not alter the existing parking arrangement.*
- 1.3. Although within the Conservation Area, Lealholme itself is not identified specifically as having either a positive or negative impact on the Conservation Area in the Appraisal document, nor is it identified as being of any architectural or historic significance in the Neighbourhood Plan (Appendix B40, which lists Heritage Assets within the plan area). The Conservation Area Appraisal designates Allenhayes Road within the 'Victorian Suburbs and Outer Environs' character area. This area is typified by '*tall Victorian villas (which) dominate the skyline clearly visible from within the main streets and from the water. The majority have been built in pairs but groups of three and longer terraces exist in Allenhayes and Devon Road respectively.*'
- 1.4. The properties surrounding Lealholme can be characterised as large properties with pitched roofs, gables, painted in various pastel colours but with a certain uniformity in design. The

proposed design, which would extend the hipped roof to form a pitched roof, would therefore be in keeping with the local landscape and preserve the key characteristics of this part of the Conservation Area.

- 1.5. Pitched roof dormers are common within Allenhayes Road, and the proposed dormers are considered to be proportionate in scale to the roofspace. The front dormers have been positioned to be in line with the fenestration to lower floors, and set back from the edge of the roof, and meet the general design guidance for dormers as set out in the JLP Supplementary Planning Document. They are therefore considered to be of an acceptable design, and would preserve the Conservation Area setting.
- 1.6. The building has retained its original Edwardian character. Whilst the proposed works would alter the original roof form, the proposed pitched roof and dormers would retain the symmetry and overall proportions of the building, and on balance, Officers consider the impact of the proposal on the character of the building to be acceptable.
- 1.7. The Town Council and third-party representations have objected to the proposal, in part due to its impact on the Conservation Area. However, for the reasons above, the proposed development is considered to preserve the character and appearance of the identified heritage assets, as required by Section 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990, as well as policy DEV21 of the Joint Local Plan, and policy SALC B1 of the Salcombe Neighbourhood Plan.
- 1.8. The site is also within the South Devon AONB. Given the small scale of the works, which would neither increase the footprint nor the height of dwelling, and the location with a residential part of the town, the proposal is not considered to impact upon the wider AONB setting and would maintain the character of the area. It therefore accords with policy DEV25 of the JLP and SALC Env1 of the neighbourhood plan.

Scale:

- 2.1. Objections have been received in relation to the scale of the development, considering it to be overdevelopment and excessive in scale and dominating the street scene.
- 2.2. Officers would reiterate that the footprint and height of the dwelling would remain the same as a result of the development. Although the roof ridge would be extended, the increased roof volume is not considered to be so significant that it would alter the character of the site, or increase its dominance within the street scene, particularly when considered against the extant permission to increase the height of the property next door (Eastone Grey, application reference 1345/18/FUL). Despite the sloping topography of the road, the neighbouring dwelling to the north is higher than Lealholme, and Officers therefore cannot agree that Lealholme would be overly dominant within the street scene.
- 2.3. In relation to the comments about turning the house into a three-storey dwelling, Officers would note that the property is not listed, and that internal works to create additional living space in the roof would not require planning permission, and could be undertaken regardless of the outcome of this application.
- 2.4. The roof to Lealholme would remain proportionate to the dwelling and neighbouring properties following the proposed works, and subsequently Officers would not consider the proposed works to result in overdevelopment of the site, or an overly-intrusive or domineering addition to the street scene.

Neighbour Amenity:

- 3.1. Neighbours have stated that the proposed dormers would impact on their amenity by potential overlooking. Policy DEV1 requires amenity to be considered against the existing levels of amenity in the locality. The topography of this part of the town slopes up, away from the water meaning the dwellings are more elevated the further they are away from the coast. Mutual overlooking is therefore common, with properties able to look down into the dwellings in front of them to some extent.
- 3.2. With regard to the impact of the front dormer on Combehaven opposite the site, Officers note that Lealholme is elevated above this building, on the opposite side of the road, and there are already views between the properties. Given the difference in ground levels, it is likely that the dormer windows would look out over Combehaven, rather than down into it. Given the distance between the sites (approximately 20m), the relatively small size of the dormer windows, and the elevated position of Lealholme above Combehaven, Officers conclude that, on balance, that the impact to the neighbours opposite would not be so significant as to be harmful, when considered against the existing situation.
- 3.3. An objection to the rear dormer has also been received from a property behind the site, in Bonaventure Road. However, as previously mentioned, the topography of the area means that the properties behind are significantly higher than those in Allenhayes Road, and would look over Lealholme rather than down into it. The property in question is not immediately behind Lealholme, and is over 30m from the proposed dormer.
- 3.4. Given the existing level of amenity between properties locally, and the separation distance between the site and neighbouring residents, it is not considered that the rear dormer would impact upon neighbours to a harmful extent, when judged against policy DEV1 of the JLP.

Other matters:

- 4.1. The concerns from the Town Council that the proposal would turn a two-storey house into a three-storey house are not considered to warrant a refusal of the application. The property is not listed, and so internal works, such as turning roofspace into living accommodation, is not a matter for Officers to consider. Similarly, whether or not the house is a permanent residence or a holiday home is not a material planning consideration.
- 4.2. Concern has been raised about the parking issues in Allenhayes Road. The proposal would not increase the number of dwellings within the site, and does not remove any parking facilities, either off-street or on-street, and it would therefore not be reasonable to refuse the application for reasons of parking.
- 4.3. One objection states that the proposed rooflight is too large to be a conservation-style rooflight. Conservation-style does not refer to the size of the rooflight, but the slim frame and lower profile of the design, which is less bulky and intrusive than typical rooflights. The proposed rooflight is therefore accurately described as a conservation-style rooflight.

Summary:

- 5.1. The proposed works would alter the appearance of the dwelling, although in a manner which would reflect the local vernacular in terms of design and materials used. It is therefore considered to be of an acceptable scale and design, which preserves the setting of the Conservation Area, and does not harm the amenity of neighbouring dwellings. For these reasons, the application is recommended for conditional approval.

This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004 and with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Planning Policy

Relevant policy framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts of South Hams and West Devon within Dartmoor National Park).

The relevant development plan policies are set out below:

The Plymouth & South West Devon Joint Local Plan was adopted by South Hams District Council on March 21st 2019 and West Devon Borough Council on March 26th 2019.

SPT1 Delivering sustainable development
DEV1 Protecting health and amenity
DEV2 Air, water, soil, noise, land and light
DEV10 Delivering high quality housing
DEV20 Place shaping and the quality of the built environment
DEV21 Development affecting the historic environment
DEV23 Landscape character
DEV25 Nationally protected landscapes
DEV26 Protecting and enhancing biodiversity and geological conservation
DEV35 Managing flood risk and Water Quality Impacts

Neighbourhood Plan

The site is within the Salcombe Neighbourhood Plan area, which has been passed through referendum and therefore forms part of the development plan. The application has been considered against the relevant policies and is considered acceptable:

SALC ENV1 Impact on the South Devon AONB
SALC B1 Design Quality and Safeguarding Heritage Assets

Other material considerations include the policies of the National Planning Policy Framework (NPPF) and guidance in Planning Practice Guidance (PPG). Additionally, the following planning documents are also material considerations in the determination of the application:

South Devon AONB Management Plan (2019-2024)
Salcombe Conservation Area Appraisal (2010)
Plymouth & South West Devon JLP Supplementary Planning Document (2020)
Section 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990

Considerations under Human Rights Act 1998 and Equalities Act 2010

The provisions of the Human Rights Act 1998 and Equalities Act 2010 have been taken into account in reaching the recommendation contained in this report.

Recommended conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

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 approved shall in all respects accord strictly with drawing numbers 3738.10.A, 3738.11, 3738.20.C, 3738.30.C, received by the Local Planning Authority on 2nd February 2021.

Reason: To ensure that the proposed development is carried out in accordance with the drawings forming part of the application to which this approval relates.

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those of the existing building, unless amendments have been agreed in writing with the Local Planning Authority.

Reason: In the interests of visual amenity.

4. The rooflights hereby approved shall be of a conservation type, as detailed in Section 3.1 of the Design & Access Statement, received on 2nd February 2021.

Reason: To ensure that the development preserves the Conservation Area setting of the site.

5. The recommendations, mitigation and enhancement measures of the Ecological Appraisal (Bats & Nesting Birds) by David F Wills, dated 24th October 2020, shall be fully implemented prior to the commencement of the use hereby approved and adhered to at all times. In the event that it is not possible to do so all work shall immediately cease and not recommence until such time as an alternative strategy has been agreed in writing with the Local Planning Authority.

Reason: To safeguard the interests of protected species

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PLANNING APPLICATION REPORT

Case Officer: Oliver Gibbins

Parish: Harberton **Ward:** West Dart

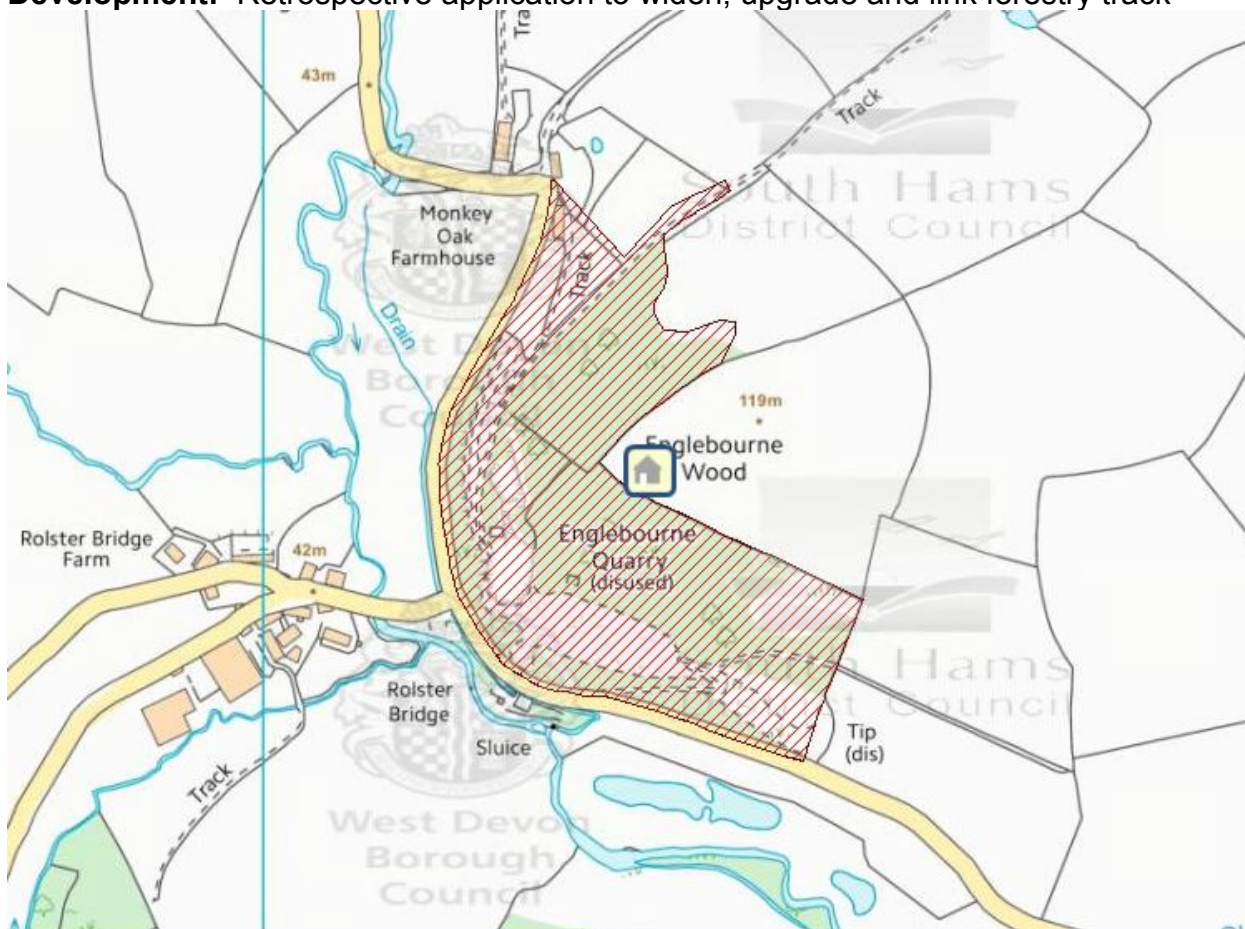
Application No: 2151/20/FUL

Agent/Applicant:
Mr A McGuinness
Monkey Oak Barn
Harberton
Totnes
TQ97SS

Applicant:
Mr A McGuinness
Monkey Oak Barn
Harberton
Totnes
TQ97SS

Site Address: Land At Sx 772 562, Englebourne Woods, Harberton, Totnes, TQ9 7SS

Development: Retrospective application to widen, upgrade and link forestry track



Reason item is being put before Committee:

Cllr McKay has requested this is called to committee for the following reason:

This development poses a substantial risk to protected species and habitats.

Recommendation: Approval

Conditions

Approved plans
Forestry Commission Management Plan
Surface treatment.

Key issues for consideration:

The principle of the development and the impact of the track on the character and appearance of the area.

Site Description:

The application site is an existing woodland known as Englebourne Woods, which is located approximately 1.5km west of Harberton Ford.

The site is not in the South Devon AONB or Ancient Woodland.

The site was historically a quarry but had not been actively managed for many years.

The Proposal:

The application is for retrospective planning permission for forestry tracks, to enable the applicant to actively manage the land. The works would most likely have been permitted development under Part 6 of the General Permitted Development Order 2015 had the applicant submitted an application for Prior Approval.

The historic layout of the site provided for a number of forestry/mineral working tracks for the historic use of the site as quarry. This application has sought to increase the width of the tracks in places as well as the provision of a new section of track to provide access to the highway.

Consultations:

- County Highways Authority – None
- Forestry Commission - I can confirm that the land shown in the planning application is covered by the current Felling License which was issued 25/7/19 which covers the entirety of the wood. It is linked to a 10 year Management Plan and will expire 25/7/29.
- Town/Parish Council - It was RESOLVED that the Parish Council STRONGLY OBJECT to the application on the grounds that the application is incomplete due to the wildlife trigger table not been completed correctly, concerns about the lack of geology report and potential landslips. The Parish Council has no knowledge of 20 car parking spaces on the site and would object to 20 car parking spaces being added. A full landscaping report should be required for the site. The Parish Council hasn't seen the report to require the felling of any ash trees and question the rationale for felling healthy oak and beech in the same vicinity. The necessity in seeing the full paperwork before any work continues is relevant if not prudent. The Parish Council would like the applicant to confirm that the work is not part of

any commercial operation. The Parish Council would like to request Natural England be consulted.

- Tree Specialist - No objection on arboricultural merit noting a requirement for consultation response from the Forestry Commission.
- Landscape - No objection in landscape and visual terms subject to confirmation that no more remedial works will be necessary as outlined above.

Representations:

16 letters of objection are reported which identify the following objections:

Impact on ecology concern in relation to the loss of the trees and habitat.
Retrospective nature, as this is seen as not complying with the rules.
Loss of trees and the impact that this has on the landscape and the environment.
Provision of car parking spaces, there is a concern that this is to do with future development.
Impact of works on the lane in terms of mud etc, as the works are extensive and give rise to safety concerns,
Land stability and drainage.
Suitability of access.

Relevant Planning History

None

ANALYSIS

Principle of Development/Sustainability:

The site is located in the countryside outside of any defined settlement within the Joint Local Plan. The site is therefore in the Countryside, where Policy TTV1 (4) identifies that development will only be permitted to support the principles of sustainable development, including as provided for under Policy TTV26 and 27. TTV27 is not relevant to this application.

In terms of Policy TTV26 the applicant has a Tree Felling License from the Forestry Commission to fell trees on the site. This is outside the scope of this application meaning that permission is not required to fell any trees. The track which is the subject of this application clearly does respond to a proven forestry need that requires this countryside location.

As a result it can be concluded that this development can be supported in principle through Policy TTV26 (2iv), as this development responds to a proven forestry need that requires this specific location.

Design/Landscape:

The site is a large piece of land which is on steeply sloping land above the road. The topography makes the site highly visible in the local landscape. The site has an historic use as a quarry and this is evident from the site visit and the rock material on the site as well as

the historic rock faces. It is understood that the site has lied dormant for a significant period of time until the current owners brought the site 4 years ago.

Since purchasing the site the applicants have sought to manage the wood land and take over the responsibilities for the stewardship of the site. From the site visit it was clear that this is a significant undertaking and much of the wood land needed to be cleared for safety purposes. The trees where dead or dying, many from Ash Dieback, and this presented a risk to highway users. The site had also been unmanaged and this resulted in site becoming over grown and an established landscape feature.

The felling of the trees has had the greatest impact on the landscape. This has been applied for separately and is outside the planning legislation. Instead the Forestry Commission has granted a Felling License and a 10 year Management Plan. The Forestry Commission have been consulted on this application and advised:

I can confirm that the land shown in the planning application is covered by the current Felling License which was issued 25/7/19 which covers the entirety of the wood. It is linked to a 10 year Management Plan and will expire 25/7/29.

At the time of application the Management Plan identified an issue with roadside safety posed by Ash Die Back and indicated that a clearfell of trees on the roadside would be part of the work. The plan also highlights the requirement for improvement to the infrastructure to undertake the associated forestry activity.

The Felling License requires that the area will be restocked with tree species by 30/6/25 and these trees will be tended to ensure successful establishment.

As a result the loss of the trees are not part of this application and have been permitted and this is an accepted impact on the landscape and part of active wood land management. However there is clearly a Management Plan and this will introduce replacement planting which will soften the impact of the development.

The retrospective nature of the application means that changes to the character and form of the landscape have already taken place. The widening, upgrading and the link of the forest track is considered to be a permanent change to the landscape.

Within the context of the working woodland, the widened forest track is considered to be consistent with the character of the local landscape. The currently stark appearance of the tracks appears to be reflective of the local underlying geology with thin soils above. The site has historically been partially quarried. The removal of significant areas of Ash is a consequence of Ash Dieback. The removal of Ash from the landscape as a response to the Chalara pathogen is now sadly common. There is no expectation that Ash should be replanted. Confirmation has been sought that no further works are required at this stage to the access.

Furthermore the Council's Tree Specialist has raised no objection to this development.

In terms of the track parts of this are plainly visible from the highway. However once the new planting and rewilding establishes this will ensure that the impact on the landscape is mitigated. As a result it is considered that the works will conserve and enhance the landscape character and visual qualities of the landscape character and will comply with Policy DEV23 of the Joint Local Plan.

Neighbour Amenity:

The closet residential property is located approximately 150m to the west of the woodland. Given the location of the site away from residential properties it is not considered that the development will give rise to a significant loss of residential amenity.

Highways/Access:

The works to the track are away from the public highway. But it is noted that the new track will improve the accessibility and visibility of the site for access. It is also noted that the removal of the trees has improved highway safety as many of the trees were over hanging the highway.

Clarification has been sought by the applicant on the car parking provision. This development is not proposing 20 car parking spaces, it refers to the area of land at the entrance to the track. Whilst it will provide a compound for the works the management of the woodland it will not provide public car parking.

Other Matters:

A number of the letters of representation have highlighted that the application was not submitted with an Ecology Report. The majority of the works have been undertaken in accordance with the Management Plan and this is accepted, the felling of the trees and any resultant ecological impact is not a material planning consideration. It is not considered that the works to the track will impact on protected species and an informative will be used to advise the applicant of their duties in terms of protected species.

In terms of stability the works are sited on private land with no public access. The historic nature of the quarry does pose some management issues that need to be monitored by the land owner but this is not considered to be a material planning consideration in this instance. It is also noted that the Ash Trees above the road were posing a roadside safety issue as identified by the Forestry Commission and their removal has improved the situation.

This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004
Planning Policy

Relevant policy framework

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, as of March 26th 2019, the Plymouth & South West Devon Joint Local Plan 2014 - 2034 is now part of the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts of South Hams and West Devon within Dartmoor National Park).

The relevant development plan policies are set out below:

The Plymouth & South West Devon Joint Local Plan was adopted by South Hams District Council on March 21st 2019 and West Devon Borough Council on March 26th 2019.

SPT1 Delivering sustainable development
SPT2 Sustainable linked neighbourhoods and sustainable rural communities
TTV1 Prioritising growth through a hierarchy of sustainable settlements
TTV2 Delivering sustainable development in the Thriving Towns and Villages Policy Area
TTV26 Development in the Countryside
TTV27 Meeting local housing needs in rural areas
DEV1 Protecting health and amenity
DEV2 Air, water, soil, noise, land and light
DEV15 Supporting the rural economy
DEV20 Place shaping and the quality of the built environment
DEV23 Landscape character
DEV26 Protecting and enhancing biodiversity and geological conservation
DEV28 Trees, woodlands and hedgerows
DEV29 Specific provisions relating to transport

Neighbourhood Plan

None

Other material considerations include the policies of the National Planning Policy Framework (NPPF) including but not limited to paragraphs 11 and guidance in Planning Practice Guidance (PPG). Additionally, the following planning documents are also material considerations in the determination of the application: JLP SPD.

Considerations under Human Rights Act 1998 and Equalities Act 2010

The provisions of the Human Rights Act 1998 and Equalities Act 2010 have been taken into account in reaching the recommendation contained in this report.

Schedule of conditions

The development hereby approved shall be carried out in accordance with Site Location Plan received 07/08/2020 and AMG S7 Received 12/2/21.

The development hereby approved shall be carried out in accordance with the Forestry Commission Tree License issued 25/07/2019 and Management Plan.

Reason: To ensure that the development replaces planting so that the developments impact on the landscape is mitigated.

The surfacing of the tracks hereby permitted shall be retained as a compressed stone.

Reason: To minimise the visual impact of the track.

South Hams District Council Agenda Item 7

DEVELOPMENT MANAGEMENT COMMITTEE 28-Apr-21

Appeals Update from 18-Mar-21 to 15-Apr-21

Ward Bickleigh & Cornwood

APPLICATION NUMBER: **0379/19/FUL** APP/K1128/W/20/3253743
APPELLANT NAME: Mr and Mrs R Hill
PROPOSAL: Erection of new dwelling, landscape enhancements and associated works
LOCATION: bickleigh **Committee**
APPEAL STATUS: Appeal decided
APPEAL START DATE: 28-January-2021
APPEAL DECISION: Dismissed (Refusal)
APPEAL DECISION DATE: 13-April-2021

Ward Dartmouth and East Dart

APPLICATION NUMBER: **2335/20/HHO** APP/K1128/D/20/3264536
APPELLANT NAME: Mr & Mrs L Barnes
PROPOSAL: Householder application for formation of roof terrace
LOCATION: Silly Cottage 13 Sandquay Road Dartmouth TQ6 **Officer member delegated**
9PH
APPEAL STATUS: Appeal decided
APPEAL START DATE: 22-February-2021
APPEAL DECISION: Upheld
APPEAL DECISION DATE: 12-April-2021

APPLICATION NUMBER: **3387/19/PIP** APP/K1128/W/20/3251330
APPELLANT NAME: Jawbones Hill Ltd
PROPOSAL: Application for Permission in Principle for the erection of one dwelling
LOCATION: Land At Sx 875 511 Jawbones Hill Dartmouth **Officer delegated**
APPEAL STATUS: Appeal decided
APPEAL START DATE: 26-January-2021
APPEAL DECISION: Dismissed (Refusal)
APPEAL DECISION DATE: 09-April-2021

APPLICATION NUMBER: **3538/19/FUL** APP/K1128/W/20/3261020
APPELLANT NAME: Mr & Mrs C Moore
PROPOSAL: Demolition of garage and construction of dwelling
LOCATION: Hayes Barton Vicarage Road Stoke Gabriel TQ9 6QP **Officer member delegated**
APPEAL STATUS: Appeal decided
APPEAL START DATE: 25-November-2020
APPEAL DECISION: Upheld
APPEAL DECISION DATE: 15-April-2021

Ward Newton and Yealmpton

APPLICATION NUMBER: **1624/20/FUL** APP/K1128/W/20/3262724
APPELLANT NAME: Mrs Beryl Booth
PROPOSAL: Revised scheme to replace bungalow with three-bedroom house
incorporating double garage and associated landscaping
LOCATION: Woodville Pillory Hill Noss Mayo PL8 1ED **Officer delegated**
APPEAL STATUS: Appeal decided
APPEAL START DATE: 20-January-2021
APPEAL DECISION: Upheld
APPEAL DECISION DATE: 31-March-2021

APPLICATION NUMBER: **1978/20/FUL** APP/K1128/W/21/3269800
APPELLANT NAME: Vincent Tractors and Plant
PROPOSAL: Retrospective change of use of building/yard (agricultural contracting use) to use for
agricultural engineering business (resubmission of 2447/19/FUL)
LOCATION: Land at Choakford Corner Plympton Plymouth **Officer member delegated**
APPEAL STATUS: Appeal Lodged
APPEAL START DATE: 12-April-2021
APPEAL DECISION:

Ward Salcombe and Thurlestone

APPLICATION NUMBER: **1111/20/FUL** APP/K1128/W/20/3262333
 APPELLANT NAME: Mr John Sampson
 PROPOSAL: Change of use of agricultural building to residential dwelling
 (Resubmission of 1978/19/FUL)
 LOCATION: Barn at Higher Soar Farm Malborough TQ7 3DS **Officer member delegated**
 APPEAL STATUS: Appeal decided
 APPEAL START DATE: 04-December-2020
 APPEAL DECISION: Dismissed (Refusal)
 APPEAL DECISION DATE: 18-March-2021

APPLICATION NUMBER: **4175/19/PIP** APP/K1128/W/20/3264409
 APPELLANT NAME: P Hibbert & Tenby London Ltd
 PROPOSAL: Permission in principle application for new 2 bedroom dwelling
 LOCATION: Land adjacent to 40 Weymouth Park & rear of Lothlorien **Officer member delegated**
 Hope Cove Kingsbridge TQ7 3HD
 APPEAL STATUS: Appeal decided
 APPEAL START DATE: 25-January-2021
 APPEAL DECISION: Upheld
 APPEAL DECISION DATE: 06-April-2021

Ward Totnes

APPLICATION NUMBER: **1974/20/TPO** APP/TPO/K1128/8117
 APPELLANT NAME: Dr John Stanley
 PROPOSAL: T1: Ash - Crown reduction by up to 2m on all sides. To reduce wind
 resistance and stress to base of tree showing signs of decay, and reduce risk of
 striking neighbouring property if tree were to fall.
 LOCATION: 1 Southcote Orchard Totnes TQ9 5PA **Officer delegated**
 APPEAL STATUS: Appeal Withdrawn
 APPEAL START DATE: 25-February-2021
 APPEAL DECISION: Withdrawn
 APPEAL DECISION DATE: 24-March-2021

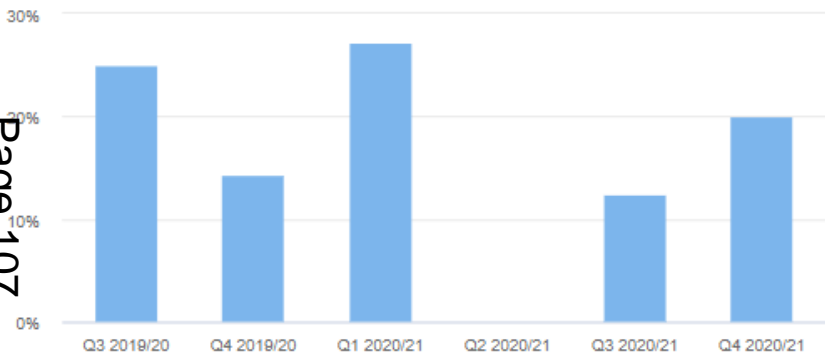
SH-P1 Major apps on target



SH-P2 Non-Major apps on target



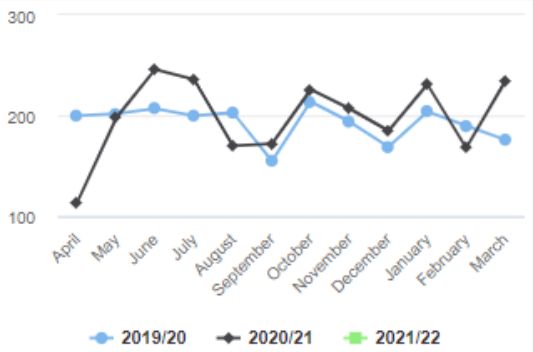
SH-P4 Major on target without eot



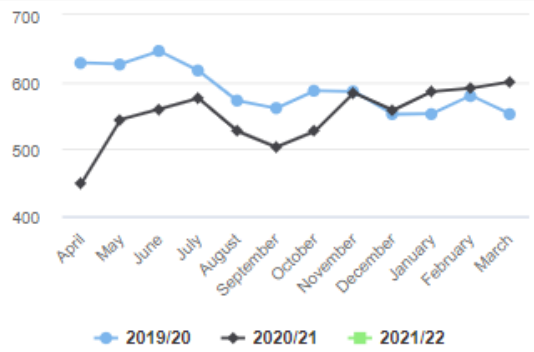
SH-P5 Non-Major apps on target without eot



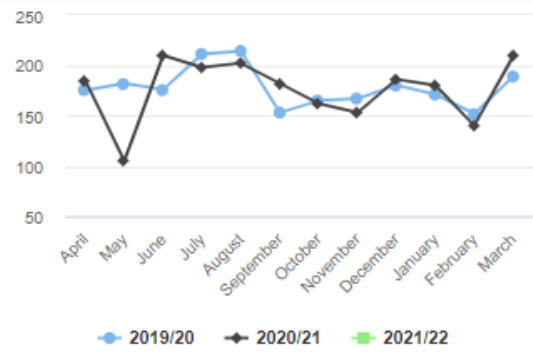
SH-P7 No of applications registered



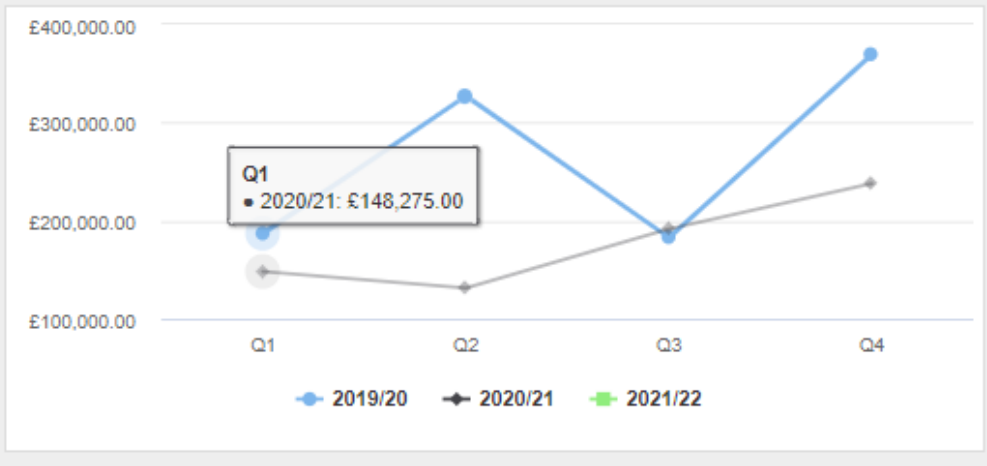
SH-P8 Planning Workload



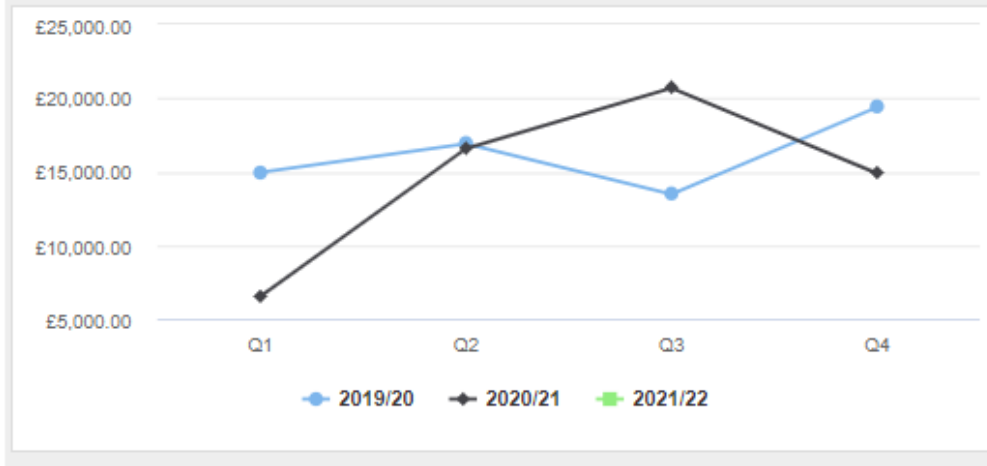
SH-P9 No of applications determined



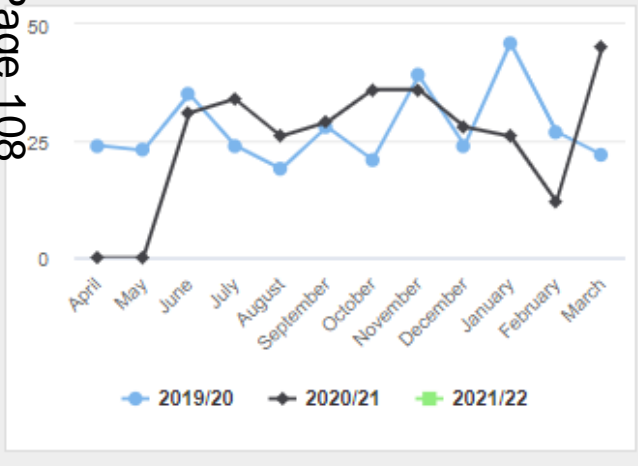
SH-P10 Fee Income from Planning Applications



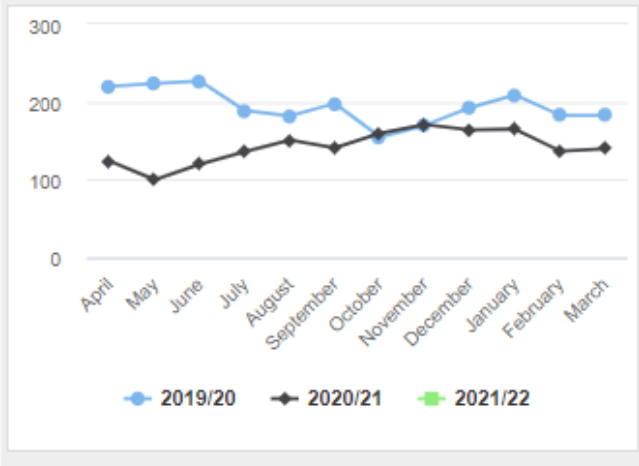
SH-P11 Fee Income from Pre-Apps



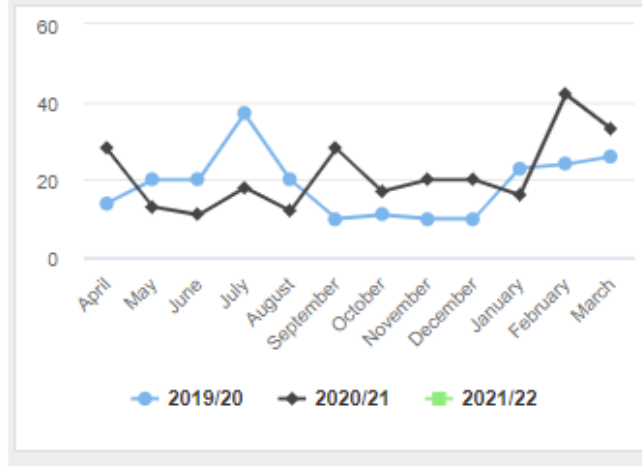
SH-P12 Pre-Apps Received

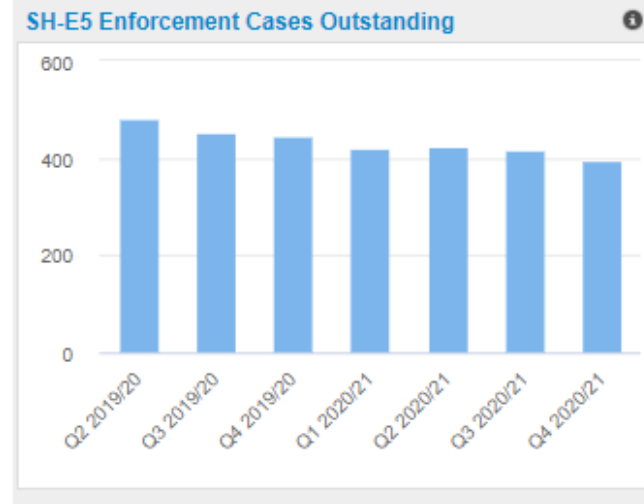
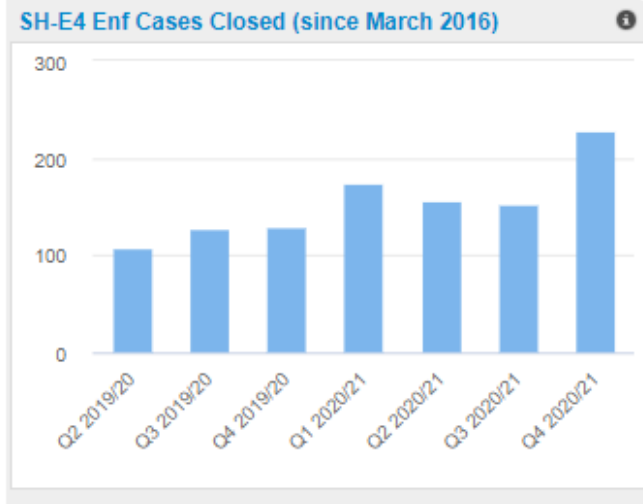
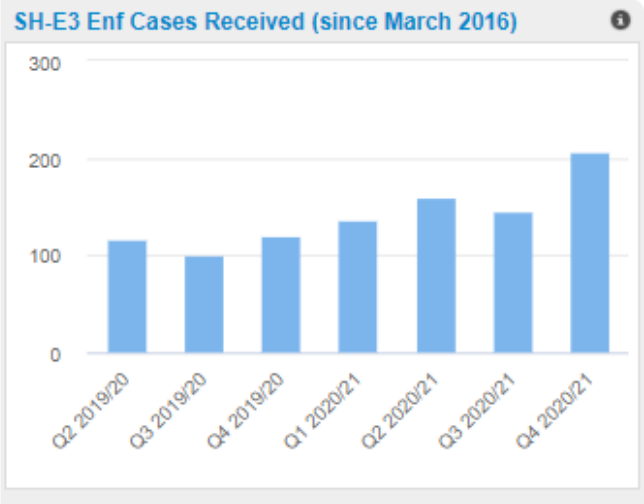


SH-P13 Pre-Application workload



SH-P14 Pre-Apps closed





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Agenda Item 9

Development Management Committee 28 Apr 2021 Undetermined Major applications as at 12-Apr-21

	Valid Date	Target Date	EoT Date
0612/16/OPA Patrick Whymer	8-Aug-16	7-Nov-16	
Brimhay Bungalows Road Past Forder Lane House Dartington Devon TQ9 6HQ		Outline planning application with all matters reserved for redevelopment of Brimhay Bungalows. Demolition of 18 Bungalows to construct 12 Apartments, 8 units of specialist housing for Robert Owens Community Clients and up to 10 open market homes.	

Comment: This Application was approved by Committee subject to a Section 106 Agreement. The Section 106 Agreement has not progressed.

	Valid Date	Target Date	EoT Date
3704/16/FUL Charlotte Howrihane	22-Nov-16	21-Feb-17	1-Jun-21
Creek Close Frogmore Kingsbridge TQ7 2FG		Retrospective application to alter boundary and new site layout (following planning approval 43/2855/14/F)	

Comment: Section 106 is with applicant to sign. They are waiting for the S38 agreement to be completed with Highways before signing the S106.

	Valid Date	Target Date	EoT Date
3749/16/VAR Charlotte Howrihane	23-Nov-16	22-Feb-17	1-Jun-21
Development Site Of Sx 7752 4240 Creek Close Frogmore Kingsbridge TQ7 2FG		Variation of condition 2 (revised site layout plan) following grant of planning permission 43/2855/14/F	

Comment: see above for 3704/16/FUL. Agent has confirmed that this application will be withdrawn once the full application has been determined,

	Valid Date	Target Date	EoT Date
3628/17/FUL Patrick Whymer	20-Nov-17	19-Feb-18	28-Feb-21
Oak Tree Field at SX 778 588 Tristford Road Harberton Devon		Erection of 12 dwellings, workshop/office, associated landscaping and site development works	

Comment: Application approved by committee subject to conditions and S106. The S106 has been agreed by the applicant but are awaiting the land purchase to complete before completing the S106.

	Valid Date	Target Date	EoT Date
3445/18/FUL Gemma Bristow	29-Nov-18	28-Feb-19	4-Jan-21
Land at SX 580 576 Adjoining Seaton Orchard Sparkwell PL7 5HX		Construction of new housing development comprising 20 dwellings.	

Comment: Application approved subject to a S106 which is anticipated to be completed soon.

	Valid Date	Target Date	EoT Date
4180/18/FUL Jacqueline Houslander	20-Dec-18	21-Mar-19	14-Jan-21
Land at SX718512 East of B3196 Loddiswell TQ7 4DU		Creation of an equestrian livery facility including erection of barn, menage, associated works and change of use of land for the grazing and exercising of horses	

Comment: Application has been held in abeyance following a formal complaint. There are ongoing discussions that may lead to this application being withdrawn and a new application submitted.

	Valid Date	Target Date	EoT Date
0936/19/ARM Bryn Kitching	15-Mar-19	14-Jun-19	30-Jun-21
Land at SX 857 508 adjacent to Townstal Road West of Dartmouth			Application for approval of reserved matter following outline approval 15_51/1710/14/O (Appeal APP/K1128/W/15/3039104) for layout, scale, appearance and landscaping for 240 dwellings, public open space, highways, landscaping and associated works and approval of details reserved by conditions 6, 7, 8, 9 & 12 of planning consent 15_51/1710/14/O (Appeal APP/K1128/W/15/3039104)

Comment: Application on hold while layout designs are finalised and submitted for adjoining site and remainder of the allocation. This will allow for comprehensive consideration of reserved matters for the whole of the local plan allocation. As reserved matters consent was granted in February 2020 for 116 dwellings on part of the same site, this application will be amended to the balance of residential which can then be considered alongside the forthcoming reserved matters applications.

	Valid Date	Target Date	EoT Date
2133/19/VAR Cheryl Stansbury	12-Jul-19	11-Oct-19	30-Apr-21
Cottage Hotel Hope Cove TQ7 3HJ			READVERTISEMENT (Revised Plans Received) Application for variation of condition 2 of planning consent 46/2401/14/F

Comment: In discussion with applicant/agent to provide plans showing all levels.

	Valid Date	Target Date	EoT Date
2334/19/FUL Jacqueline Houslander	18-Jul-19	17-Oct-19	30-Jan-21
Totnes Cross Garage Halwell TQ9 7JG			Conversion and extension of shop and commercial premises to create enlarged retail area and cafe. New vehicle repair workshop and MOT bays. Replacement house, associated access and parking.

Comment: We are awaiting revised plans.

	Valid Date	Target Date	EoT Date
3197/19/OPA Cheryl Stansbury	2-Oct-19	1-Jan-20	29-Jan-21
Land adjacent to New Park Road Lee Mill Nr Ivybridge			Outline application with some matters reserved for residential development of up to 25 residential units including vehicular access, estate roads, landscaping, open space, drainage, infrastructure and all associated development (resubmission of 1303/18/OPA)

Comment: Section 106 is progressing and likely to be completed soon.

	Valid Date	Target Date	EoT Date
3886/19/VAR Tom French	28-Nov-19	27-Feb-20	31-Mar-21
Sherford New Community Land South and South West of A38 Deep Lane junction and East of Haye Road Elburton Plymouth			Application for variation of conditions 1, 2, and 4 of planning permission 0490/19/ARM

Comment

	Valid Date	Target Date	EoT Date
4181/19/OPA Ian Lloyd	9-Jan-20	9-Apr-20	18-Dec-20
Land off Towerfield Drive Woolwell Part of the Land at Woolwell JLP Allocation (Policy PLY44)			Outline application for up to 360 dwellings and associated landscaping, new access points from Towerfield Drive and Pick Pie Drive and site infrastructure. All matters reserved except for access.

Comment: Along with 4185/19/OPA a year-long PPA was agreed until end of December 2020. Both parties agree more time is required to resolve transport/delivery/other matters and for a period of re-consultation and a revised programme is under discussion – likely September 2021.

	Valid Date	Target Date	EoT Date
4185/19/OPA Ian Lloyd	9-Jan-20	9-Apr-20	18-Dec-20
Land at Woolwell Part of the Land at Woolwell JLP Allocation (Policy PLY44)			Outline application for provision of up to 1,640 new dwellings; up to 1,200 sqm of commercial, retail and community floorspace (A1-A5, D1 and D2 uses); a new primary school; areas of public open space including a community park; new sport and playing facilities; new access points and vehicular, cycle and pedestrian links; strategic landscaping and attenuation basins; a primary substation and other associated site infrastructure. All matters reserved except for access.

Comment: Along with 4181/19/OPA a year-long PPA was agreed until end of December 2020. Both parties agree more time is required to resolve transport/delivery/other matters and for a period of re-consultation and a revised programme is under discussion – likely September 2021

	Valid Date	Target Date	EoT Date
4158/19/FUL Cheryl Stansbury	17-Jan-20	17-Apr-20	6-Feb-21
Development Site At Sx 734 439, Land to Northwest of junction between Ropewalk and Kingsway Park Ropewalk Kingsbridge Devon			READVERTISEMENT (Revised Plans Received) Residential development comprising of 15 modular built dwellings with associated access, car parking and landscaping

Comment: Applicant is reviewing the proposal.

	Valid Date	Target Date	EoT Date
3752/19/OPA Jacqueline Houslander	11-Feb-20	12-May-20	6-Apr-21
Former School Playing Ground Elmwood Park Loddiswell TQ7 SA			Outline application with some matters reserved for residential development of 20-25 dwellings

Comment – Under consideration by officer

	Valid Date	Target Date	EoT Date
0761/20/OPA Jacqueline Houslander	5-Mar-20	4-Jun-20	22-Jan-21
Vicarage Park Land North of Westentown Kingston TQ7 4LU			Outline application with some matters reserved for 12 new houses. Alterations to existing access and construction of access road. Realignment and creation of new public rights of way, provision of public open space and strategic landscaping (Resubmission of 4068/17/OPA)

Comment: Applicant seeking to resolve as many issues as possible

	Valid Date	Target Date	EoT Date
0995/20/VAR Paul Rossington	1-Apr-20	1-Jul-20	19-Feb-21
Hartford Mews Phase 2 Cornwood Road Ivybridge			Variation of conditions 4 (LEMP) and 13 (Tree Protective Fencing) of planning consent 3954/17/FUL

Comment:

	Valid Date	Target Date	EoT Date
3623/19/FUL Cheryl Stansbury	14-Apr-20	14-Jul-20	5-Jul-21
Land off Godwell Lane Ivybridge			Full planning application for the development of 111 residential dwellings with associated access, parking, landscaping, locally equipped play area and infrastructure

Comment: On-going discussions with applicant

	Valid Date	Target Date	EoT Date
0868/20/ARM Jacqueline Houslander	29-Apr-20	29-Jul-20	28-Feb-21
Development Site at SX 612 502 North Of Church Hill Holbeton		Application for approval of reserved matters following outline approval 25/1720/15/O for the construction of 14no.dwellings, provision of community car park, allotment gardens, access and associated works including access, layout, scale appearance and landscaping (Resubmission of 0127/19/ARM)	

Comment: Revised plans expected by end of April.

	Valid Date	Target Date	EoT Date
1266/20/ARM Jacqueline Houslander	30-Apr-20	30-Jul-20	19-Feb-21
Land At Ngr Sx513609 Pinewood Drive Woolwell		READVERTISEMENT (Revised Plans Received) Application for approval of reserved matters following outline approval 1954/18/OPA	

Comment: Issues with regard to biodiversity, trees landscape being negotiated.

	Valid Date	Target Date	EoT Date
1419/20/FUL Jacqueline Houslander	2-Jun-20	1-Sep-20	15-Jan-21
Land West of Beara Farm Woolston Green Landscope		READVERTISEMENT (revised plans received) Demolition of existing concrete barn and construction of fourteen dwellings including five for shared ownership/affordable rent (resubmission of 2176/18/FUL)	

Comment: Awaiting consultation responses.

	Valid Date	Target Date	EoT Date
1585/20/FUL Jacqueline Houslander	3-Jun-20	2-Sep-20	20-Jan-21
Land adjacent to Dartmouth Park and Ride site Wessex Way Dartmouth		READVERTISEMENT (Revised Plans Received) Construction of new two storey Health and Well-being Centre and associated external works	

Comment: Application approved at Committee subject to S106.

	Valid Date	Target Date	EoT Date
2508/20/OPA Anna Henderson-Smith	12-Aug-20	11-Nov-20	6-Jan-21
Moor View Touring Park Modbury PL21 0SG		Outline application with some matters reserved for proposed development of holiday lodges, leisure facilities and associated works(resubmission of 0482/17/FUL)	

Comment:

	Valid Date	Target Date	EoT Date
3841/20/OPA Bryn Kitching	3-Dec-20		30-April-21
Land At Sawmills North of A385 Dartington		Outline application with all matters reserved, except for access, for up to 40no. residential units and associated public open space and infrastructure	

Comment – Application is on the agenda for consideration today

	Valid Date	Target Date	EoT Date
3842/20/OPA Bryn Kitching	3-Dec-20	4-Mar-21	30-April-21
Land At SX 783 624 Broom Park Dartington		Outline application with all matters reserved, except for access, for up to 80no. residential units and associated public open space and infrastructure	

Comment – Application is on the agenda for consideration today

Valid Date	Target Date	EoT Date
4254/20/FUL Paul Rossington	23-Dec-20	24-Mar-21
Springfield Filham PL21 0DN		Proposed development of redundant nursery to provide 30 new dwellings for affordable and social rent, a new community hub building, conversion of existing barns to provide ancillary spaces and landscaping works providing communal areas and playgrounds

Comment - Recently submitted application within consultation period

Valid Date	Target Date	EoT Date
0100/21/FUL Tom French	13-Jan-21	14-Apr-21
Land at SX 5688 5556, South of Plympton Devon PL7 5HQ	Langage Business Park	Construction of 1no 15000ftsq business unit and 2no 10000ftsq business units (Class uses B1(a)(b)(c), B2 & B8) in place of previously planning approved site layout (reference 1878/19/FUL)

Comment - Recently submitted application within consultation period

Valid Date	Target Date	EoT Date
0479/21/VAR Bryn Kitching	24-Feb-21	26-May-21
Land adjacent to Townstal Road West of Dartmouth		Application for variation of conditions 18, 19 and 20 of planning consent 2609/19/VAR and 15_51/1710/14/O (to allow additional uses of building merchants, retail or hot food takeaway to be constructed on the employment land)

Comment - Recently submitted application within consultation period

Valid Date	Target Date	EoT Date
0636/21/VAR Tom French	5-Mar-21	4-Jun-21
Phase 1a (Linden) Sherford Housing Development Site		Application for variation of conditions 1, 2 & 4 of planning permission 0489/19/ARM

Comment - Recently submitted application within consultation period

Valid Date	Target Date	EoT Date
1118/21/ARM Ian Sosnowski	23-Mar-21	22-Jun-21
Sherford Housing Development Site To Wollaton Cross Zc4 Brixton	East Sherford Cross	Application for approval of Reserved Matters for strategic infrastructure including strategic drainage, highways, landscaping, Phase 2 of the Community Park and open space/play as part of Phase 2D of the Sherford New Community pursuant to approval 0825/18/VAR (which was an EIA development and an Environmental Statement was submitted)

Comment - Recently submitted application within consultation period

Valid Date	Target Date	EoT Date
0544/21/FUL Jacqueline Houslander	29-Mar-21	28-Jun-21
Land at Stowford Mills Station Road Ivybridge PL21 0AW		Construction of 16 dwellings with associated access and landscaping

Comment - Recently submitted application within consultation period

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