

South Hams Development Management Committee



Title:	Agenda										
Date:	Wednesday, 4th November, 2020										
Time:	11.00 am and 2.00 pm										
Venue:	Via Skype										
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="width: 100%; border: none;"> <tr> <td style="width: 33%;">Cllr Abbott</td> <td style="width: 33%;">Cllr Hodgson</td> </tr> <tr> <td>Cllr Holway</td> <td>Cllr Kemp</td> </tr> <tr> <td>Cllr Long</td> <td>Cllr Pannell</td> </tr> <tr> <td>Cllr Pringle</td> <td>Cllr Reeve*</td> </tr> <tr> <td>Cllr Rowe</td> <td>Cllr Taylor</td> </tr> </table> <p style="text-align: center;">* Substituting for Cllr Brown</p>	Cllr Abbott	Cllr Hodgson	Cllr Holway	Cllr Kemp	Cllr Long	Cllr Pannell	Cllr Pringle	Cllr Reeve*	Cllr Rowe	Cllr Taylor
Cllr Abbott	Cllr Hodgson										
Cllr Holway	Cllr Kemp										
Cllr Long	Cllr Pannell										
Cllr Pringle	Cllr Reeve*										
Cllr Rowe	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 - 8**

To approve as a correct record the minutes of the meeting of the Committee held on 7 October 2020;
- 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) 0704/20/FUL** **9 - 32**

Higher Venice Barn, Allaleigh, Blackawton, Totnes, TQ9 7DL

Conversion of barn to dwelling and associated landscaping
 - (b) 2116/20/HHO** **33 - 38**

1 Barrack Road, Modbury, PL21 0RB

Householder application for proposed parking bay
- 7. Planning Appeals Update** **39 - 40**

8. Planning Performance Indicators 41 - 44

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

9. Planning Applications continued

(a) 2312/20/HHO 45 - 50

1 Paper Makers Lane, Ivybridge, PL21 0JZ

Householder application for alteration and extension to existing porch, installation of board over-cladding on first floor elevations, adaption of ground floor openings on East elevation including new stepped arrangement to garden and adjustment of section of garden wall.

(b) 1751/20/HHO 51 - 58

Bulland Farm, Bulland, Ashburton, TQ13 7NG

Householder application for replacement single storey side extension and internal and external alterations

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**MINUTES OF THE MEETING OF THE DEVELOPMENT MANAGEMENT
COMMITTEE HELD via SKYPE, ON WEDNESDAY,
7 OCTOBER 2020**

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
*	Cllr D O'Callaghan (substitute for Cllr Pannell)		

Other Members also in attendance and participating:

Cllrs H Bastone, J A Pearce and H Reeve

Officers in attendance and participating:

Item No:	Application No:	Officers:
All agenda items		Head of Planning; Senior Planning Specialist; Deputy Monitoring Officer; Democratic Services Manager; Specialist (Democratic Services); and Highways Officer (Devon County Council)
DM.24/20 - 9		Drainage Officer (Devon County Council)

DM.21/20 MINUTES

The minutes of the meeting of the Committee held on 9th September 2020 were confirmed as a correct record by the Chairman.

DM.22/20 DECLARATIONS OF INTEREST

Members and officers were invited to declare any interests in the items of business to be considered and the following were made:

Cllrs R Rowe and B Taylor both declared a personal interest in application 0857/20/HHO as she they were Members of the South Devon AONB Partnership Committee. Both Members remained in the meeting and took part in the debate and vote thereon;

Cllr J Brazil declared a personal interest in application 0265/20/ARM as he was the Local Ward Member. Therefore Cllr Brazil stood down as Chair for the afternoon session (during which this application was presented) and the Vice

Chair, Cllr R. Foss chaired the afternoon session. Cllr Brazil remained in the meeting and took part in the debate and vote thereon.

DM.23/20 **PUBLIC PARTICIPATION**

The Chairman announced the list of members of the public and town and parish council representatives, who had registered their wish to speak at the meeting.

DM.24/20 **PLANNING APPLICATIONS**

The Committee considered the details of the planning application 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) 2545/19/FUL “Land at Venn Lane”, Norton

Parish: Stoke Fleming

Development: Retrospective application for change of use of land to provide site for the Stagecoach bus depot and highway improvements.

Case Officer Update: There were no updates

Speakers included: Supporter – Ms A Burden; Parish Council – Cllr S Coupar; Ward Member – Cllr H Reeve; Neighbouring Ward Member – Cllr H Bastone

Recommendation: Conditional approval

During questions with the Case Officer, it was clarified that, should this application be approved, Condition 4 would be updated to reflect that the application is retrospective; a new condition would be applied to move the gates in by six metres to allow vehicles to pull off the road before the gates were opened; condition of hedge planting would involve Members; and an additional condition would be added to ensure that, if the site were vacated in the future, then it would be returned to its original condition and for agricultural use.

During the discussion Members noted that the site was outside of the development boundary as defined in the Joint Local Plan (JLP) and the agreement made during the Baker Estates application that Venn Lane would form the boundary with no further development beyond this lane. Some Members felt that approval would set a precedent and potentially allow increased development in the countryside.

It was also noted that while the Case Officer’s report made mention of the 260 chalets nearby, no mention was made of the houses right next to this site, which

would be affected by noise and fumes, and overlooking, and no mention was made of Environmental Health consultation.

Although the Case Officer had stated there were no traffic problems as the site and the field behind had been used for park and ride for the Dartmouth Royal Regatta, the Ward Member clarified that Highways had been so concerned about traffic that the Regatta had had to install traffic lights on this road. In addition, this park and ride facility had not been used for the last two regattas. It was felt that screening was very poor and that there had been no photograph supplied during the report that looked towards Venn Road. Members also felt that alternative sites had not been explored enough and that the industrial area in the Bakers Estate could be one such potential site.

Members acknowledged the importance of public transport and that a suitable site for Stage Coach was needed, however, due to access issues, visual amenity, and development outside of the JLP boundary, this site was not appropriate.

In the event of the recommendation for refusal being approved, the Head of Development Management informed Members that, as a retrospective application, there would then be a need to take enforcement action which was suggested to be delegated to him, in consultation with the Ward Member and the neighbouring Ward Members.

Committee decision: Refusal, with the Head of Development Management being given delegated authority, in consultation with the Chair, and Cllrs Foss and Long to take enforcement action.

Reasons: The proposed change of use at the site will result in an unacceptable visual incursion into the open countryside which will cause harm to the surrounding landscape and visual amenity, in conflict with policies DEV23 and TTV26 of the Joint Local Plan.

6b) 0857/20/HHO 3 Edwards Close, Thurlestone, TQ7 3BP

Parish: Thurlestone

Development: Householder application for first floor extension

Case Officer Update: In the 'Other Relevant History' on page 21, Members were requested to note the approved application for 7 Edwards Close (55/1292/15/F) is also - like 55/0092/12/ allowed at appeal at 11 Edwards Close - unimplemented and time expired. As such there is only one extant permission for an extension in Edwards Close (No.2).

Speakers included: Objector – Ms J. Munn; Supporter – Mr D. Gibby;

Parish Council – Cllr S. Crowther; Ward Members –
Cllrs J. Pearce and M. Long

Recommendation: Conditional Approval

During the debate for this application, discussions centred on the Joint Local Plan (JLP), Thurlestone's adopted Local Neighbourhood Plan (NP), JLP SDP Guidance for extensions and on the Development Brief, Master Plan and Design & Access Statement documents for the initial Reserved Matters application for the estate (which outlined that two storey buildings in the estate were aligned north to south). JLP Policy TP7 requires extensions should be subordinate in form and scale. Members felt that this application would not be subordinate in form to the host dwelling as required by NP policy, would involve a substantial 2-storey element of some scale and bulk running east to west and would be inappropriate development, having an adverse impact on the appearance of the dwelling, and the character and pattern of development locally, out of keeping with this sensitive area. Approval would undermine NP Policy thereby potentially setting a precedent. Members reiterated that the point of NPs being adopted was to give voice and control to local residents so disregarding the policies of the NP would be contrary to localism.

It was agreed it was not appropriate to specifically reference the Development Brief, Master Plan and Design & Access Statement documents for the initial Reserved Matters application in the reason for refusal but could be expanded upon in the event of an appeal.

Committee Decision: Refusal

Reasons: The proposed extension is not subordinate in form and is therefore an inappropriate form of development on Edwards Close, not locally distinct, out of keeping with the original design ethos and established character and pattern of development locally, contrary to Thurlestone Neighbourhood Plan Policies TP7 2.i, TP1 1 and TP1 2 and JLP Policy DEV 20 1, 2, 3 & 4.

9) 0265/20/ARM Field to Rear of 15 Green Park Way, Port Lane, Chillington

Parish: Stokenham

Development: Application for approval of reserved matters following outline approval 0771/16/OPA (Resubmission of 3193/18/ARM)

Case Officer Update: Officers had received several late objections over the last few days, including one that morning. The Case Officer understood that Members had also received some of these direct. Majority of issues raised had already been covered in the report with the exception

of the following updates:- Condition 18 (details for a pump) was no longer needed as current scheme no longer required a pump. Case Officer confirmed that density was 20 to 21 houses per hectare, lower than that stated in the report. Re the potential impacts of water discharge into SSSI (Site of Special Scientific Interest), the Environment Agency (EA) had stated they wanted more information, but given they were satisfied on the previous application that this was covered in the LEMP and conditions 15 and 16 on this current application required further details to demonstrate no impacts on the SSSI, Officers proposed the recommendation be changed to delegated approval subject to the EA confirming they were satisfied. Case officer confirmed that there would now be pavements on both sides of the access road in line with the drawings approved at outline stage.

Speakers included: Objector – Ms A Cadd-Harlington; Supporter – Mr E Lewis; Ward Member – Cllr J. Brazil

Recommendation: Conditional approval subject to the Environment Agency being satisfied with potential impacts on the SSSI, delegated approval with Chair, Ward Members and Head of Planning

During the debate, a great deal of time was given to the suggested drainage scheme with Members feeling that individual soakaways for each plot was a better way forward, although the Drainage Officer from Devon County Council (DCC) reiterated that both DCC and South West Water were happy with the proposed scheme. Some Members had concerns that the proposed root barrier membrane along the bund would guide tree and hedge roots down towards the houses on Green Park Way with potential structural damage. Following concerns that fences may impede flood water, the Case Officer confirmed that, if approved, a condition could be added to secure details of the fencing near the bund. The applicant confirmed that they would be happy to review bee, bat, and bird box deployment on the estate and the Case Officer confirmed this could be secured as part of the LEMP. Members made reference to the severe nature of flooding in the local area which most felt would be exacerbated by the scheme presented.

Committee decision: Refused

Reasons: The proposed layout does not facilitate a satisfactory scheme of surface water drainage to adequately manage flood risk. As such the proposal is contrary to DEV35 of the Plymouth and South West Devon Joint Local Plan; Paragraph 9.82 of the Supplementary Planning Document, with

particular reference to the proposal failing to demonstrate it does not increase flood risk elsewhere; and the National planning Policy Framework 2019, in particular paragraphs 149, 150 and 165.

DM.25/20 PLANNING PERFORMANCE INDICATORS

Members reviewed the performance indicators as outlined in the presented agenda report.

In discussion, particular reference was made to:

- (a) Quarter 1 dropped significantly because of the delays due to lockdown resultant from the Covid-19 Pandemic
- (b) Figures during May were relatively normal for that month, but June had seen exceptionally high numbers in terms of new planning applications received. Fee income is down compared to last year due to a drop in Major Applications.
- (c) Pg 32, enforcement – in Q1 larger amount than previous Quarter, number of cases closed still more than new ones being opening so workload was still coming down even although some staff were diverted onto covid duties earlier in the year, reducing resources.

DM.26/20 PLANNING APPEALS UPDATE

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

The Head of Development Management provided further details on specific recent appeal decisions.

(Meeting commenced at 11:00 am and was suspended at 1:55 pm; restarted at 2:40 pm and concluded at 4:35 pm)

Chairman

Voting Analysis for Planning Applications – DM Committee 7th October 2020

<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>
2545/19/FUL	“Land at Venn Lane”, Norton	Conditional approval	Cllrs Brazil, Hodgson, Holway, Rowe (4)	Cllrs Abbott, Foss, Kemp, Long, O’Callaghan, Pringle, Taylor (7)	(0)	Cllr Brown (1)
2545/19/FUL	“Land at Venn Lane”, Norton	Refusal	Cllrs Abbott, Foss, Kemp, Long, O’Callaghan, Pringle, Taylor (7)	Cllrs Brazil, Hodgson, Holway, Rowe (4)	(0)	Cllr Brown (1)
0857/20/HHO	3 Edwards Close, Thurlestone	Refusal	Cllrs Hodgson, Holway, Kemp, Long, O’Callaghan, Pringle, Taylor (7)	Cllr Abbott and Brazil (2)	Cllrs Foss and Rowe (2)	Cllr Brown (1)
0265/20/ARM	“Field to rear of 15 Green Park Way”, Port Lane, Chillington	Refusal	Cllrs Abbott, Brazil, Hodgson, Kemp, Long, O’Callaghan, Pringle, Rowe, Taylor (9)	Cllr Holway (1)	Cllr Foss (1)	Cllr Brown (1)
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PLANNING APPLICATION REPORT

Case Officer: Jeffrey Penfold

Parish: Cornworthy **Ward:** West Dart

Application No: 0704/20/FUL

Agent/Applicant:

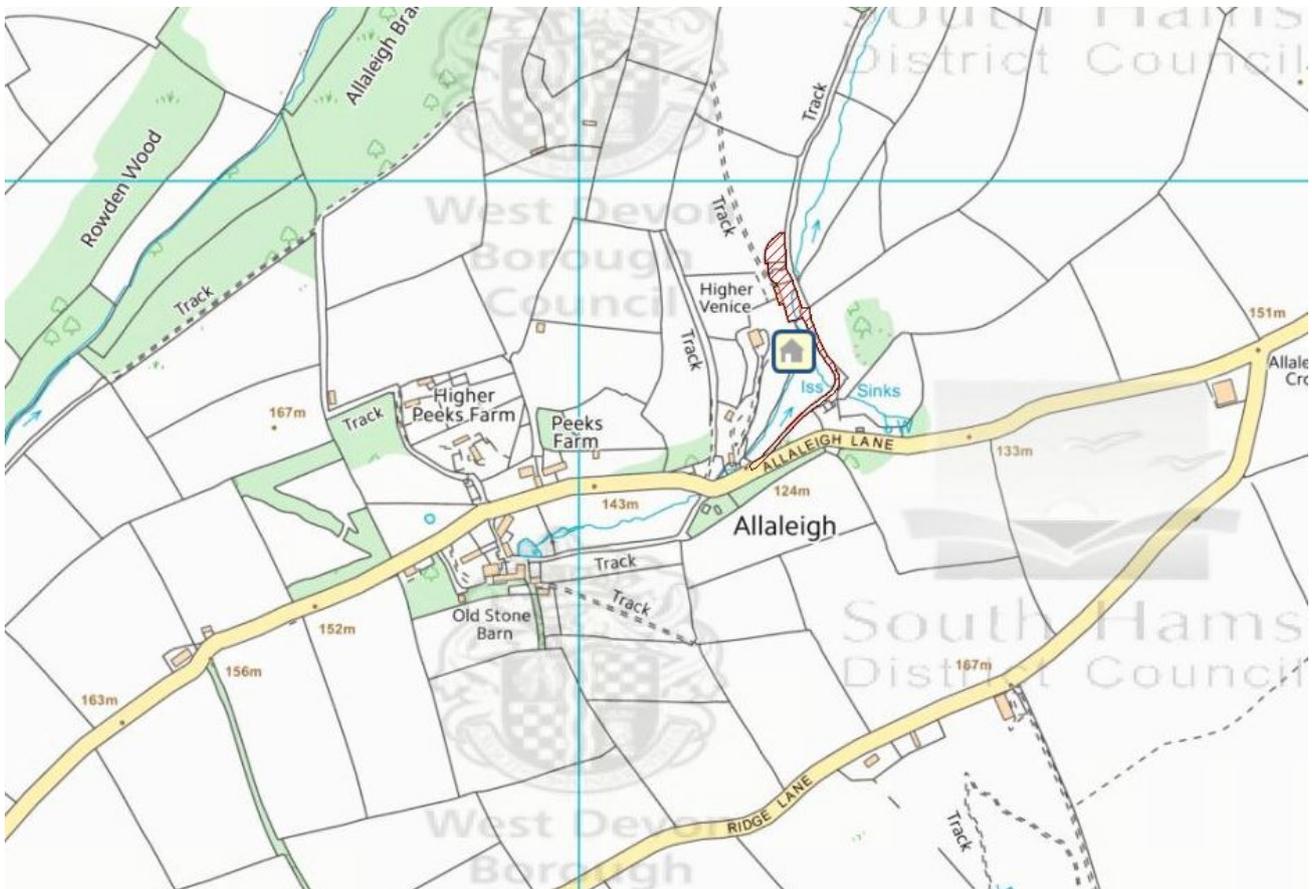
Mr Mark Evans - Mark Evans Planning
Limited
Cedar House
Membland
Newton Ferrers, Plymouth
PL8 1HP

Applicant:

Mr Mark Watson
Mallards
Gracious Pond Road
Chobham
GU24 8EX

Site Address: Higher Venice Barn, Allaleigh, Blackawton, Totnes, TQ9 7DL

Development: Conversion of barn to dwelling and associated landscaping
(READVERTISED)



Reason item is being put before Committee: *“The reason I am calling this application in is because I share the view of the many objectors to this applicant that there is a perfectly viable alternative route to the barn over the applicant’s own land. Green lanes are a unique and valuable resource as well as being wildlife corridors and need to be protected and should only be developed where there exists no alternative” – Cllr J McKay 30/09/2020.*

Recommendation: Conditional Approval

Conditions (see Annexe 1 for list in full):

Time Limit
Approved Plans
Unexpected Land Contamination
Site Access
Off-site Highways Works
Car Parking
Foul
Surface Water Drainage
Enhancements (Pre-commencement)
Bat Emergence Survey Report Adherence
Barn Owl Survey (Pre-commencement)
Evidence of Barn Owl Nesting (Pre-commencement)
CMP (Pre-commencement)
Conservation Style Rooflights
Details / Samples
Natural Stone
Natural Slate
803 Material
Remove PD Rights.

Legal Agreements:

S278 Legal Agreement – Highways
S106 – Local Connection Restriction in perpetuity restricted to the JLP Area.

Informatives:

Temporary Traffic Regulation Order to temporarily close this public highway via DCC's PRow form, available on the DCC website under Roads & Transport – Public Rights of Way.

Access during works.

Key issues for consideration:

Principle / Sustainable Development
Design, Visual Impacts and the Historic Environment
Neighbouring Amenity
Drainage / Flooding
Highways / Access
Ecology / Biodiversity
Trees
Waste / Recycling
Low-Carbon Development.

Site Description:

The application site comprises an existing traditional historic barn, previously used as an agricultural barn serving the surrounding land. The barn is traditionally constructed with natural

stone walls, natural slate roof and with timber windows and doors. The barn is deemed a non-designated heritage asset. The site is currently accessed via an existing track / PRow (public highway is Cornworthy uOCR 305), managed by DCC.

The site is located within a Landscape Character Area (3G), is within the Cornworthy Parish Area, an identified Barn Owl Nest Site, the Countryside and a SSSI Impact Risk Zone. The site is not located within a flood risk zone as identified by the Environment Agency nor is it located near to any listed buildings.

The Proposal:

The application proposes to convert the existing barn into a single 3 bedroomed dwelling along with associated landscaping and car parking at Higher Venice Barn.

The proposal would seek to maintain the existing window and door openings with very little external façade changes deemed necessary to achieve a residential conversion of the building.

A new access route is also proposed to serve the barn and the application has been revised since submission to reflect this. Said access route would utilise an existing PRow managed by DCC.

Other changes include:

- Change of surface to compacted road planings
- Unspecified tree pruning / felling prescriptions
- Creation of a passing bay
- Installation of larger culverts within unspecified RPA's
- Track to be widened and levelled.

Consultations / Representations:

Representations from Residents

7 objections have been received in response to the public consultation exercise, raising the following concerns:

- Proposed 'Green Lane' access unsuitable for residential use / ensures full view and public appreciation of the site's environmental value
- Current surface and dimensions of the Green Land would not support the motor vehicles or construction traffic to access the barn.
- Widening of the lane impact upon natural and heritage environment
- Flooding / Drainage risks as a result of the track being metalled
- Planning History
- Private use of Green Lane
- Increased Traffic / Highway Safety concerns
- Conservation (SSSI, AONB and nearby Ancient Woodland)
- Ecology Report (Bird and Bat surveys to be completed and published)
- Impacts upon biodiversity
- Loss of amenity
- Impacts on Trees
- Impacts upon farmers / other wider land owners / fire & rescue as a result of the proposal

- Issues concerning land ownership / Trees and felling / pruning.

Since submission and in response to objections / officer's recommendations, the application has been revised, now proposing improvements to the proposed access track / PRow / Trees following that originally submitted. The application has since been re-published for public consultation and 10 objections have been received in response to the revised consultation and no new matters have been received in addition to the above.

Officer's Response: The above matters are discussed within the relevant sections of this report.

Representations from Internal Consultees:

Landscape: see relevant section of this report.

Trees: see relevant section of this report.

Drainage: Recommendations – No objection

Based on the information provided we would support the current proposal. Sufficient information has been provided to demonstrate a workable scheme, the final design will need to be agreed with the LPA. Therefore if permission is granted please include the following conditions to finalise the drainage design.

Observations and comments

This is a small scale minor development for the barn conversion to a dwelling with associated works. A development of this scale requires a workable drainage scheme that prioritises the use of infiltration drainage in accordance with best practice SuDS design, (CIRIA C753). SuDS should be designed to reduce or manage the surface water as close to the source as possible. The drainage hierarchy should be followed with the top of the list as first choice. Evidence will be required to show each option has been explored and discounted.

- 1. By infiltration, soakaway.*
- 2. Discharge to a water course, attenuation maybe required.*
- 3. Discharge to the public sewer, attenuation will be required and permission from SWW.*

The proposed surface water drainage scheme is for a direct discharge to the watercourse which cannot be supported. An attenuated offsite discharge can only be considered once use of the soakaway, as a first choice, has been fully explored and discounted. This is a redevelopment of the site which requires drainage situation to be improved to bring it up to the current standards. Therefore a drainage assessment will be required to ensure a workable drainage solution, in line with current standards, is possible.

Suggested conditions:

Foul Drainage:

The foul drainage scheme shall be installed in strict accordance with the approved plans, maintained and retained in accordance with the agreed details for the life of the development. Reason: In the interests of the prevention of pollution.

Surface water:

Notwithstanding the submitted details, prior to the installation of any part of the surface water management scheme or before development continues above slab level, whichever is the sooner, full details of the most sustainable drainage option shall be submitted to and approved in writing by the Local Planning Authority (LPA). Design steps as below:

- 1. Soakaway testing to DG 365 to confirm the use of soakaways or to support an alternative option. Three full tests must be carried out and the depth must be representative of the proposed soakaway. Test results and the infiltration rate to be included in the report.*
- 2. If infiltration is suitable then the soakaway should be designed for a 1:100 year return period plus an allowance for Climate change (currently 40%).*
- 3. If infiltration is not suitable then an offsite discharge can be considered. Attenuation should be designed for a 1:100 year return period plus an allowance for Climate change (currently 40%). Please note a pumping system for surface water drainage cannot be accepted, therefore the scheme should rely solely on gravity.*
- 4. The offsite discharge will need to be limited to the Greenfield runoff rate. This must be calculated in accordance with CIRIA C753. The discharge must meet each of the critical return periods. Full details of the flow control device will be required.*
- 5. The drainage details of the car park and access will be required. If it is proposed to be permeable then it should be designed in accordance with CIRIA C753. Full design details and sectional drawing showing the specification and make up will be required.*
- 6. A scaled plan showing full drainage scheme, including design dimensions and invert/cover levels of the soakaways/attenuation features, within the private ownership. The soakaways should be sited 5m away from all buildings and highways to accord with Building Regulations and 2.5m from all other site boundaries for best practice.*
- 7. The drainage scheme shall be installed in strict accordance with the approved plans, maintained and retained in accordance with the agreed details for the life of the development.*

Reason: To ensure surface water runoff does not increase to the detriment of the public highway or other local properties as a result of the development.

No further comments made to the latest consultation exercise.

Representations from Statutory Consultees:

DCC Highways: See relevant section of this report.

Natural England – No comments.

Environment Agency – No response.

Cornworthy Parish Council: *Please see the comments of Cornworthy Parish Council following a site meeting to the location for this planning application. Cornworthy Parish Council are concerned about the access to this property which is down an unmetalled road seemingly unfit for most general vehicles. The road is in poor condition and suffers from flooding during the winter period. This is more of a pathway for walkers and possibly cyclists and does not constitute a good means of access to the property.*

Comments in response to the revised application confirm the parish maintain its objection:

Cornworthy Parish Council remain concerned about the use of the DCC lane as access to Venice Barn. We would like to see the county road preserved in its present state. This road/lane is unsuitable for larger vehicles, especially wide construction vehicles which are liable to cause damage to the ancient walls here. The lane also regularly holds water especially during the winter and the water run-off from the main highway is likely to undermine the new surfacing as proposed.

DCC PRow Team: Confirmed approval with latest submission and confirmed: “A reminder that, when the time comes to undertake these works, the developer will need to apply for a Temporary Traffic Regulation Order to temporarily close this public highway. This should be done through PRow’s own form, available on the DCC website under Roads & Transport – Public Rights of Way. FYI, the PRow Label for this public highway is Cornworthy uUCR 305”.

Re: “Encroaching vegetation - The owner of land from which it arises has a legal responsibility to ensure it does not interfere with the use of the Public Highway/Right of Way. In this case, as the route is a Public Highway (albeit unsealed) and therefore the public enjoy vehicular access as well as access on foot and horseback, the owners of adjacent land should ensure that their vegetation is cut back to the full limits of the Highway, to a height commensurate with the normal uses of the lane, which would certainly include tractors”.

Relevant Planning History:

None.

ANALYSIS:

Principle / Sustainable Development:

Policy TTV1 of the JLP sets out the Council’s development strategy across the Thriving Towns and Villages Policy Area. The policy describes how the settlement hierarchy of (1) Main Towns, (2) Smaller Towns and Key Villages, (3) Sustainable Villages and (4) Smaller Villages, Hamlets and the Countryside will be used to inform whether a development proposal can be considered sustainable or not.

Paragraphs 5.8-5.10 of the supporting text to Policy TTV1 of the JLP identify the ‘Main Towns’, ‘Smaller Towns and Key Villages’ and ‘Sustainable Villages’ within the Thriving Towns and Villages Policy Area. However, ‘Smaller Villages’ and ‘Hamlets’ are not identified as part of the Policy TTV1.

Paragraph 5.5 of the JLP explains that policy TTV26 - Development in the Countryside will be applied 'outside built up areas'. Allaleigh is not identified as a ‘Main Town’, ‘Smaller Town’, ‘Key Village’ or ‘Sustainable Village’ within the Council’s Thriving Towns and Villages Policy Area. Consequently, for the purposes of Policy TTV1 of the JLP, the proposal site is considered to be located within the fourth tier of the Council’s settlement hierarchy, which relates to Smaller Villages, Hamlets and the Countryside.

Policy TTV26 of the JLP relates to development in the countryside. The aim of the policy, as articulated in the first line, is to protect the role and character of the countryside. The policy is divided into two different sets of policy requirement, and only part 1 applies to development proposals considered to be in isolated locations. The second part of the policy is applied to all development proposals that are considered to be in countryside location.

Paragraph 5.169 of the JLP provides reasoned justification for TTV26 in general, and explains how the policy works in conjunction with TTV1 and the settlement hierarchy, in particular 'the delivery of new homes that are distant from existing services and amenities do not represent a sustainable solution to the need for new homes in rural areas.' This accords with the wider spatial strategy for meeting housing and employment needs in the TTV policy area, which seeks to direct the vast majority of development towards the named sustainable settlements identified in paragraphs 5.8 - 5.10 of the JLP.

The application site forms part of a wider residential unit with an existing residential unit located to the immediate south west. The site at present is only accessible via an existing PRoW: Green Lane and is somewhat detached from the built up area of the nearest settlement yet is in relatively close proximity to the settlement of Allaleigh (approximately 335m) but is accessible only via an unlit single carriageway. The settlement of Allaleigh is not therefore considered to be sited within a sustainable location, however, the proposal would seek to utilise an existing traditional agricultural building which would accord with JLP Policy TTV26 (2) (ii).

The Local Planning Authority is applying the Braintree Ruling (Braintree District Council v Secretary of State for Communities and Local Government & Ors (2017) EWHC 2743 (Admin) and the subsequent Court of Appeal Judgement) when considering whether a proposal site should be described as 'isolated' in planning terms. Para 5.169 of the JLP should not be read as an alternative interpretation to the Braintree ruling in terms of isolation. The JLP establishes a settlement hierarchy and a spatial strategy that are considered robust basis from which to assess the suitability of development proposals across the TTV policy area; a proposal site in the countryside will not be considered suitable for development if it does not accord with the wider aims of TTV26 and paragraph 5.169. In terms of isolation, in applying the Braintree ruling, the LPA will consider if the proposal site 'is far away from other places, buildings or people' as required by case law.

Given the site's location and proximity to other existing and occupied residential dwellings and the settlement of Allaleigh, the proposal is not considered to constitute isolated development.

As such, the LPA are considering the proposal against the policies of SPT1, SPT2, TTV1, TTV2 and TTV26.2.

The starting point for this application is that of JLP Policy TTV26, which states:

Development in the countryside:

The LPAs will protect the special characteristics and role of the countryside. The following provisions will apply to the consideration of development proposals:

1. Isolated development in the countryside will be avoided and only permitted in exceptional circumstances, such as where it would:

- i. Meet an essential need for a rural worker to live permanently at or near their place of work in the countryside and maintain that role for the development in perpetuity; or*
- ii. Secure the long term future and viable use of a significant heritage asset; or*

iii. Secure the re-use of redundant or disused buildings and brownfield sites for an appropriate use; or

iv. Secure a development of truly outstanding or innovative sustainability and design, which helps to raise standards of design more generally in the rural area, significantly enhances its immediate setting, and is sensitive to the defining characteristics of the local area; or

v. Protect or enhance the character of historic assets and their settings.

2. Development proposals should, where appropriate:

i. Protect and improve public rights of way and bridleways.

ii. Re-use traditional buildings that are structurally sound enough for renovation without significant enhancement or alteration.

iii. Be complementary to and not prejudice any viable agricultural operations on a farm and other existing viable uses.

iv. Respond to a proven agricultural, forestry and other occupational need that requires a countryside location.

v. Avoid the use of Best and Most Versatile Agricultural Land.

vi. Help enhance the immediate setting of the site and include a management plan and exit strategy that demonstrates how long term degradation of the landscape and natural environment will be avoided.

With regard to TTV26 (2) (i), the proposal has since been revised so as to now incorporate the existing PRoW serving the building as a dedicated access route. Full details of this assessment is provided for in the highways / access section of this report, yet for convenience is deemed acceptable.

The proposal seeks to re-use a traditional barn building which is considered structurally sound for re-development. The proposal would not require significant enhancement or alteration and this is reflect in the proposed design brief.

No other concerns are raised in response to JLP Policy TTV26 and the proposal is considered acceptable in principle. As such, the proposal accords with JLP Policy TTV26 (2).

The application would seek to provide for a 3-bedroomed, detached property in a countryside location. In response to the housing market data for the Cornworthy Parish Area, the introduction of a 3-bedroomed property would be acceptable in respect of the housing needs for the parish and although the area is over provisioned for detached dwellings, on-balance, it is not considered that the proposal would represent an unacceptable development in this location.

In order to ensure that the proposal responds to local needs, the applicant has agreed to enter into a s106 agreement restricting occupancy, in perpetuity to persons from the plan area.

In light of the above, the proposal accords with JLP Policy DEV8 and the introduction of a residential dwelling in this countryside location is suitably mitigated through the means of an s106 agreement restricting its occupancy.

As such, the proposal accords with JLP Policy DEV8.

Design, Visual Impacts, The SWD Landscape Character Area (3G) and the Historic Environment:

The existing barn is deemed a non-designated heritage asset given its original character and form and is noted as not being redeveloped in recent years. The barn is constructed traditionally of natural stone walls, natural slate roof and timber windows and doors.

The application seeks to convert the existing barn into residential use, utilising existing windows and doors openings with limited external façade changes.

No concerns are raised in respect of the proposed design which is considered an effective and acceptable response in conserving the historic character / significance of the building.

The proposal would maintain the existing openings to an acceptable degree and the amount of glazing would also be acceptable. A number of rooflights are proposed and should planning permission be achieved then a condition shall be attached to said permission requiring the installation of conservation style rooflights.

The proposed materials include:

- Natural Slate Roof Tiles
- Natural Stone Walls
- Painted Timber Walls
- Stainless Steel Flue.

Overall, the above materials are considered acceptable when considering the existing situation. A suitable condition shall be attached requiring the submission of samples / details of all external materials.

The guidelines for the SWD Landscape Character Area 3G state:

*“Protect the **strong perceptions of tranquillity, remoteness and seclusion** in the landscape, with its well managed woodlands and fields enclosed by an intact network of species-rich Devon hedges and dark night skies, and ensure the area remains valued for informal recreation.*

*Manage and enhance **semi-natural woodlands** through traditional woodland management, and explore new incentives for good woodland management practices. Promote natural regeneration to enhance longevity whilst using extensive grazing to promote the species diversity of woodland ground flora.*

*Manage and extend areas of **wet woodland and grassland**, through appropriate grazing and traditional land management regimes – both to enhance their wildlife value and functions in flood prevention.*

*Manage **existing plantations for sustainable timber production** and wildlife interest, creating new green links to surrounding semi-natural habitats. Plan for the long-term restoration of the more prominent conifer plantations to open habitats and broadleaved woodlands (where their role in timber production has ceased).*

*Restore and manage areas of relict **traditional orchards** and explore opportunities for the creation of new ones, including community orchards to promote local food and drink production.*

*Manage species-rich **Devon hedges** through regular coppicing, laying, and replanting of gappy sections, strengthening irregular medieval field patterns. Reinstate lost lengths of hedgerow and replacement fencing, respecting traditional bank styles and species composition, particularly where at right angles to slopes, to help reduce soil erosion and run-off into watercourses.*

*Protect the **sparsely settled character** of the LCT ensuring that new development on the edges of nearby settlements does not encroach into the area (including related lighting schemes) and avoiding vertical structures in places such as Paignton and Salcombe where there are already extensive urban views.*

*Protect **traditional building styles and materials**, particularly cream or whitewashed thatched cottages, as well as exposed stone and slate. Any new development or extensions should utilise the same materials and building styles, and be sited to avoid the need for excessive ground engineering.*

*Protect the **narrow rural character of the lanes**, and manage roadside verges to maximise their biodiversity potential”.*

Landscape Officer’s Comments:

“The application site is not within any protected landscape designation.

The application site is located within landscape character type (LCT) 3G River Valley Slopes and Combes. Among the key characteristics of the LCT is a specific reference to the ‘sparse network of narrow sunken lanes bounded by high Devon hedges and hedgerow trees which often create tunnels in the landscape.’ A noted valued attribute of the LCT are the ‘intimate winding roads and sunken lanes’. Their enclosed nature is identified as contributing to the ‘hidden, secluded and historic character’ of the landscape.

*With reference to drawings:
Proposed site plan OHH113/06/Rev A and,
Access track OHH113/101/A*

It is considered that the proposed conversion of the barn would have only a limited effect on the existing elements and features of the application site and surrounding landscape. However, there would be the loss of some existing vegetation to the south of the existing building that would be visible from the adjacent access track.

The route of the proposed access track is publicly accessible and connects, to the north of the application site, with the wider public right of way network. The composition of the access track, as shown on the submitted plan, correlates with the description of the lanes that form a valued attribute within the local landscape - as outlined above.

As currently shown, the proposed works to the existing track, including the loss and crown working of the existing trees would have a detrimental effect on the nature of the track and the character of the local landscape. Such a change and adverse effect would be appreciable by members of the public using the route. Policy DEV23 of the JLP looks to conserve and enhance valued attributes and existing features. Similarly, Policy TTV26 seeks to protect and improve public rights of way.

Beyond the general arrangement, no details are yet provided for the proposed hard and soft landscape treatments associated with the proposed development. No mitigation or enhancement measures are currently proposed. Such information is required prior to further officer response.

Recommendation: *Holding Objection on landscape and visual grounds prior to satisfactory review and commentary upon requested supporting information.*

Following submission of further plans (Received 17/09/2020) the following comments have been received from the council's landscape officer:

The revised plan appears an improvement on the previous submission in that no trees are proposed to be removed entirely. In landscape terms, management of the existing vegetation through coppicing or pollard is often a positive action as it rejuvenates specimens and provides a more varied structure to the particular hedge or tree belt.

Compact 803 gravel is a specification i.e. 40mm to dust (former MOT type 1 from memory) but as a surface, the source of the gravel should ideally be local and not of a different pH to the existing area to avoid altering/damaging the existing flora that characterises the track at the moment.

A suitable condition shall be attached to any planning permission granted requiring the gravel surface material atop of the Compact 803 be local and not of a different PH to the existing area.

Reason: To avoid altering / damaging the existing flora that charcaterises the track at the moment.

As there is no proposed removal or planting of vegetation, and all the operations are described, officer's are happy that in respect of the track, the submitted plan provides sufficient detail as a landscape submission to use for enforcement purposes if that was ever required".

As such, subject to conditions, the proposal accords with JLP Policies DEV20 and DEV23.

With regard to the historic character of the barn, JLP Policy DEV21 is considered relevant in this instance and given the proposal sympathetic use of materials and limitation of extensions / additions, it is not considered that the proposal would give rise to any significant harm upon the significance of the locally important non-designated heritage asset nor its contribution to the character of the immediate context.

Any loss or harm that is experience is considered minimal and likely outweighed by the re-use of the barn as a dwelling and restriction to local occupancy in perpetuity. As such, the

proposal is considered acceptable with regard to its impacts upon the historic environment and in accordance with DEV21.

With regard to the alterations to the proposed PRow, it is considered that the re-use of this element is the best considered method to propose access to the barn. Discussions have taken place between DCC concerning the viability of a cross-land option which was considered un-viable and from the officer's perspective, specifically by virtue of the introduction of more, additional built form in this area, which would not only result in substantial engineering works, but would effectively alter the rural character of the application site and likely cause detriment to the rural context, resulting in an excessive number of road-like structures.

In addition, DCC Highways considered that the use of an additional road / access serving the application site would conflict with an existing watercourse which exists on site (EA flood risk mapping: <https://flood-map-for-planning.service.gov.uk/confirm-location?easting=280897&northing=53642&placeOrPostcode=TQ9%207DL>) and any new track would need to be positioned and therefore require the use of bridges.

Although not a material consideration for this application, there is concerns shared between officers that the implementation of such a track would render the proposal unviable.

In utilising the existing PRow / Green Lane, the applicant has taken on-board DCC's comments in avoiding a 'metalled' road and instead using compacted 803 material which is suitable for both vehicles, horses and off-road / ATVs. The proposal would also include some alterations to the existing trees on-site and the council's trees officer supports the proposed works (see later section of this report).

From a landscape a visual impact perspective, it is noted that the applications site is not in a highly sensitive area such as an AONB, Heritage Coast and / or Undeveloped Coast. In essence, the existing PRow would not be removed of its current and well-valued use as a Green Path for the use of a variety of vehicles and animals enjoyed by the residents of the area.

The proposed works to the PRow would also see a number of passing spaces included into the final design and a speed bump, which address safety concerns raised via objections.

When compared to the other alternative of a new access road across the entire site which would likely result in a detrimental loss of the rural feel of the site, instead being altered to an over-connected area of land, the proposed works to the PRow are considered acceptable in grounds of landscape and visual impacts and an array of suitable conditions shall be attached to ensure this is the case.

As such, the proposal is considered acceptable in response to JLP Policies DEV20, DEV21 and DEV23.

Neighbouring Amenity:

It is always necessary for developments to take into account the residential amenity of neighbours and impact on the environment. In this case, the proposal complies with the principles of good neighbourliness and the protection of existing residential amenities.

As such, the proposal would not lead to any materially harmful impact on residential amenity by way of loss of light, loss of outlook, loss of privacy or overbearing impact. It would therefore accord with JLP Policies DEV1 and DEV2 and the requirements of the NPPF.

The proposal would provide for at least 100sqm of external amenity space and would provide for 3-bedroomed, 6-person property (3B6P) over two floors which requires a minimum of 102sqm GIA and the proposal comfortably provides for this provision.

As such, the proposal accords with JLP Policy DEV10.

Drainage / Flooding:

The council's drainage officer maintains no objections to the revised proposal. As such, subject to conditions, the proposal accords with JLP Policy DEV35.

Highways / Access:

Discussions have taken place with DCC's highways / PRow team with regard to the proposed highways / access works to the PRow. From an officer's perspective, it is not considered that the proposal would give rise to a significant increase in the number of trips per day (likely no greater than 5) and the proposed works are considered an improvement upon the existing situation allowing for an improved and safer PRow for the use by a variety of users.

The change in building use would attract domestic traffic and therefore the condition of the track needs to practically be useable for all vehicles or it is likely the Council / highway Authority would receive complaints in the future if it is not suitable. As such, DCC Highways insist on the improvements provided as per the agreed access track works plan.

The applicant is slightly widening the track to accommodate domestic vehicle movements and there are some points where users of the lane can wait should on the off occasion they come across an opposing vehicle. Speeds are incredibly low in this setting.

The Highway Authority notes the barn conversion will generate a consistent level of domestic traffic on the existing highway lane, which is also a public right of way (Cornworthy UCR 305).

Currently the lane has issues with width, drainage, surface quality and the ability to turn around upon reaching the barn. The applicant has been in discussions with the Highway Authority and Public Rights of Way Warden for the area to discuss potential improvements which would satisfy the Highway Authority if permission was to be granted for the conversion.

Improvements have been agreed and are shown on drawing OHH113/101A. It is recommended these works are conditioned to be completed prior to occupation of the barn conversion.

Note - A reminder that, when the time comes to undertake these works, the developer will need to apply for a Temporary Traffic Regulation Order to temporarily close this public highway. This should be done through PRow's own form, available on the DCC website under Roads & Transport – Public Rights of Way.

A Section 278 legal agreement will be required prior to commencement to alter the existing

public highway.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, RECOMMENDS THAT THE FOLLOWING CONDITIONS SHALL BE INCORPORATED IN ANY GRANT OF PERMISSION:

1. Prior to occupation of the residential barn conversion, the site access shall be constructed, laid out and maintained thereafter in accordance with the attached drawing OHH113/101A.

REASON: To provide a satisfactory access to the site and to protect the pedestrian priority on the footway

2. The off site highway works, verges, sewers, drains, service routes, surface water outfall, embankments and tree works 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: To ensure that adequate information is available for the proper consideration of the detailed proposals.

3. The occupation of the dwelling in an agreed phase of the development shall not take place until the following works have been carried out to the written satisfaction of the Local Planning Authority:

A) The car parking and any other vehicular access facility required for the dwelling by this permission has/have been completed;

REASON: To ensure that adequate access and associated facilities are available for the traffic attracted to the site

4. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:

(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;

DCC PRow – support of revised plans and above highways comments. “A reminder that, when the time comes to undertake these works, the developer will need to apply for a Temporary Traffic Regulation Order to temporarily close this public highway. This should be done through PRow’s own form, available on the DCC website under Roads & Transport – Public Rights of Way. FYI, the PRow Label for this public highway is Cornworthy uUCR 305”.

NB: With regard to the closure of the route to allow the improvement works to be undertaken, it should be noted that a TTRO only applies to the public use of the highway – where landowners/occupiers have legitimate private access rights along a Public Highway, their rights remain, and therefore it is incumbent upon the TTRO applicant to seek out and manage the concerns of private users as an additional exercise.

As such, subject to conditions, the proposal accords with JLP Policy DEV29.

Ecology / Biodiversity:

The application is accompanied by an Ecology Report, the conclusions of which recommend that it is reasonable to conclude that the proposed development will not have a significant negative impact upon any designated wildlife sites. The curtilage is not considered suitable for protected species and should continue to be managed as it is prior to any new landscaping.

As bat droppings were observed inside the barn it is considered to have medium-high potential for roosting bats, following good practice guidelines at least as single dusk emergence and a single dawn re-entry survey are required from May-August when bats are most likely to be present to ascertain whether they are using the barn as a roost. Each survey

should be spaced two weeks apart and two bat surveyors will be required to survey the barn adequately. If bats are using the barn a further dusk or dawn survey will be required to classify the roost.

As the barn has been used by nesting birds they will need to be considered against disturbances during nest building and nesting; generally from March – August inclusive to avoid contravening the legislation which protects all nesting wild birds. It should be a condition of planning consent that bird boxes of the open fronted kind are provided elsewhere during the building phase to compensate for the loss.

Particular attention should be paid to the owl box during this period and if work is carried out in this area during the nesting season then it should be observed to see if any birds are flushed out. If birds are flushed out work in this area should stop immediately and the author of this report contacted for advice on how to proceed legally.

Bat and bird boxes should be installed to the barn, adjacent stone walls or suitable trees within the curtilage to address this requirement.

No work to the barn should proceed until the bat surveys have been conducted and reported on; failure to carry out the bat surveys may result in contravening the legislation which protects bats resulting in the prosecution of the applicant.

If the recommendations in this report are followed it is reasonable to conclude that no wildlife legislation will be contravened by the proposed development and no further surveys are required.

The applicant has since submitted Bat Emergence Surveys which are deemed acceptable, subject to the inclusion of a condition requiring adherence to Section 5 of said report. This will require the pre-inspection checks by an ecologist and supervision of some of the works.

A suitable condition shall be attached to any planning permission granted to ensure the ecology report recommendations are also adhered to. In addition, the council's ecologist has requested the following conditions are attached to any planning permission granted:

- A condition requirement for a pre-commencement survey (as there will have been 2019 and 2020 nesting seasons since within which time Barn Owls may have taken up residence)
- Include a condition, that if the pre-commencement survey finds evidence of barn owl nesting, that works must not commence and disturbance must not increase between 1st March and 31st August.
- If a pre-commencement survey records evidence of barn owl nesting, and they are still before bird nesting season (say they did a survey in Dec 2020), then they could potentially provide a temporary nesting box elsewhere on site during construction (and close the access to the existing permanent and retained nesting box).

The submitted Bird Method Statement submitted has also been agreed as acceptable and a suitable condition shall be attached to any planning permission granted so as to ensure adherence with this document.

As such, subject to conditions, the proposal accords with JLP Policy DEV26.

Trees: Appraisal:

1. *The submitted information has been principally reviewed in accordance with the Plymouth & South West Devon Joint Local Plan 2014-2034, BS5837:2012 Trees in relation to Design, Demolition & Construction & further additional industry best practise guidance, policies and legislation as required.*
2. *An assessment of the application has been undertaken by way of a desktop 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.*

Recommendation: *No objection on arboricultural merit.*

Following submission of the revised plans, the following comments have been made:

Appraisal:

1. *Prior to submission of this revised scheme there were considered to be no significant arboricultural constraints.*
2. *Study of the proposed access driveway notes a number of points of concern as below, outlines but not limited to-*
 - a. *Change of surface to compacted road planings*
 - b. *Unspecified tree pruning/ felling prescriptions*
 - c. *Creation of a passing bay*
 - d. *Installation of larger culverts within unspecified RPA's*
 - e. *Track to be widened and levelled.*
3. *No supporting arboricultural information in accordance with BS5837 accompanies the application therefore the level of constraint posed, protection methodologies as proposed, mitigation planting and so on cannot be considered.*
4. *No concerns arise in respect of the dwelling element of the application.*
5. *The following information is required prior to further officer response.*
 - a. *Baseline Tree Survey, Arboricultural Impact Assessment, Tree Protection Methodologies, Tree Constraints Plan*

Recommendation; *Holding Objection on Arboricultural merit prior to satisfactory review and commentary upon requested supporting information.*

Following submission of further plans (Received 17/09/2020) the trees officer maintains no concerns with regard to trees.

Waste / Recycling:

The proposal would be sited in suitable proximity to the nearby highway and no concerns are raised in respect of the proposal's ability to provide storage for the housing of waste and recycling containers. As such, the proposal accords with JLP Policy DEV31.

Low-Carbon Development:

A suitable condition shall be attached to any planning permission granted requiring the submission of a low-carbon development plan to ensure compliance with JLP Policy DEV32.

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

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 development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts South Hams and West Devon within Dartmoor National Park) comprises the Plymouth & South West Devon Joint Local Plan 2014 - 2034.

Following adoption of the Plymouth & South West Devon Joint Local Plan by all three of the component authorities, monitoring will be undertaken at a whole plan level. At the whole plan level, the combined authorities have a Housing Delivery Test percentage of 166%. This requires a 5% buffer to be 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 6.5 years at the point of adoption.

Adopted policy names and numbers may have changed since the publication of the Main Modifications version of the JLP.

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
DEV1 Protecting health and amenity
DEV2 Air, water, soil, noise, land and light
DEV8 Meeting local housing need in the Thriving Towns and Villages Policy 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
DEV28 Trees, woodlands and hedgerows
DEV29 Specific provisions relating to transport
DEV31 Waste management
DEV32 Delivering low carbon development

DEV35 Managing flood risk and Water Quality Impacts.

The SWD Landscape Character Area – Chapter 3.

Neighbourhood Plan: None.

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.

Annexe 1 – List of Conditions in full:

Time Limit:

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.

Approved Plans:

The development hereby approved shall in all respects accord strictly with drawing number(s)received by the Local Planning Authority on

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.

Unexpected Land Contamination:

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, and obtained written approval from the Local Planning Authority for, an investigation and risk assessment and, where necessary, a remediation strategy and verification plan detailing how this unsuspected contamination shall be dealt with.

Following completion of measures identified in the approved remediation strategy and verification plan and prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

Reason: No site investigation can completely characterise a site. This condition is required to ensure that any unexpected contamination that is uncovered during remediation or other site works is dealt with appropriately.

Site Access:

Prior to occupation of the residential barn conversion, the site access shall be constructed, laid out and maintained thereafter in accordance with the attached drawing Ref: OHH113/101B.

REASON: To provide a satisfactory access to the site and to protect the pedestrian priority on the footway.

Off-site Highways Works:

The off site highway works, verges, sewers, drains, service routes, surface water outfall, embankments and tree works 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: To ensure that adequate information is available for the proper consideration of the detailed proposals.

Car Parking:

The occupation of the dwelling in an agreed phase of the development shall not take place until the following works have been carried out to the written satisfaction of the Local Planning Authority:

A) The car parking and any other vehicular access facility required for the dwelling by this permission has/have been completed;

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

Foul:

The foul drainage scheme shall be installed in strict accordance with the approved plans, maintained and retained in accordance with the agreed details for the life of the development.

Reason: In the interests of the prevention of pollution.

Surface Water Drainage:

Notwithstanding the submitted details, prior to the installation of any part of the surface water management scheme or before development continues above slab level, whichever is the sooner, full details of the most sustainable drainage option shall be submitted to and approved in writing by the Local Planning Authority (LPA). Design steps as below:

- 1. Soakaway testing to DG 365 to confirm the use of soakaways or to support an alternative option. Three full tests must be carried out and the depth must be representative of the proposed soakaway. Test results and the infiltration rate to be included in the report.*
- 2. If infiltration is suitable then the soakaway should be designed for a 1:100 year return period plus an allowance for Climate change (currently 40%).*
- 3. If infiltration is not suitable then an offsite discharge can be considered. Attenuation should be designed for a 1:100 year return period plus an allowance for Climate change (currently 40%). Please note a pumping system for surface water drainage cannot be accepted, therefore the scheme should rely solely on gravity.*
- 4. The offsite discharge will need to be limited to the Greenfield runoff rate. This must be calculated in accordance with CIRIA C753. The discharge must meet each of the critical return periods. Full details of the flow control device will be required.*
- 5. The drainage details of the car park and access will be required. If it is proposed to be permeable then it should be designed in accordance with CIRIA C753. Full design details and sectional drawing showing the specification and make up will be required.*
- 6. A scaled plan showing full drainage scheme, including design dimensions and invert/cover levels of the soakaways/attenuation features, within the private ownership. The soakaways should be sited 5m away from all buildings and highways to accord with Building Regulations and 2.5m from all other site boundaries for best practice.*
- 7. The drainage scheme shall be installed in strict accordance with the approved plans, maintained and retained in accordance with the agreed details for the life of the development.*

Reason: To ensure surface water runoff does not increase to the detriment of the public highway or other local properties as a result of the development.

Enhancements (Pre-commencement):

Prior to commencement of any works taking place details of specific enhancements to be provided for bats and birds (reflecting section 4.5 and Appendix III of the Preliminary Ecological Appraisal (Green Lane Ecology, February 2019, Report #00520/GLE) shall be submitted for approval by the LPA.

Reason: To secure enhancements for biodiversity in accordance with the NPPF, JLP Policy DEV26 and the JLP SPD.

Bat Emergence Survey Report Adherence:

Notwithstanding the details set out on the submitted drawings, the development hereby permitted shall be carried out in accordance with the Mitigation Measures set out in Section 5 of the Bat Emergence Survey Report, by Green Lane Ecology, July 2020 (ref: #06620/GLE).

Reason: To safeguard the welfare of a protected species of wildlife, in the interests of the amenity of the area and The Conservation of Habitats and Species Regulations 2017 and the 1981 Wildlife and Country Act (as amended)

Barn Owl Survey (Pre-commencement):

The approach detailed in the Green Lane Ecology letter (dated 22/10/2020) shall be fully adhered to. Prior to any works taking place, the building shall be inspected by a suitably qualified ecologist to establish barn owl use, if any, of the site. If the presence of barn owls are confirmed within any building on the site, the location of temporary nesting/roosting boxes for the construction period shall be confirmed to the LPA. Regardless of Barn Owl presence, access to the existing Barn Owl nesting box shall be re-established and retained upon completion of works.

Reason: Barn Owls are a protected species under Part 1 of the Wildlife & Countryside Act 1981.

Evidence of Barn Owl Nesting (Pre-commencement):

Should the results of the pre-commencement Barn Owl Survey required as part of this planning permission result in the discovery of evidence of Barn Owl nesting then no works are to commence on-site and disturbance must not increase between 1 March and 31 August.

In the instance that the pre-commencement Barn Owl Survey identify evidence of Barn Owl nesting, and the discovery is still before bird nesting season, then a temporary nesting box (of the open-fronted kind) could be provided elsewhere on site during construction and close the access to the existing permanent retained nesting box in which case works to the building could proceed within nesting season.

Reason: To safeguard the welfare of a protected species of wildlife, in the interests of the amenity of the area and The Conservation of Habitats and Species Regulations 2017 and the 1981 Wildlife and Country Act (as amended).

CMP (Pre-commencement):

Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:

- (a) the timetable of the works;*
- (b) daily hours of construction;*
- (c) any road closure;*

(d) confirmation that the public footpath adjacent to the site will not be blocked or restricted from use by the construction works

(e) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 08:00 and 18.00 Mondays to Fridays inc.; 09.00 to 13.00 Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;

(f) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;

(g) 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;

(h) 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;

(i) hours during which no construction traffic will be present at the site;

(j) the means of enclosure of the site during construction works; and (k) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site 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, and any damage incurred to the highway as a result of construction vehicles to be made good within 3 months of completion of build);

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

Conservation Style Rooflights:

The proposed rooflights shall be fitted so as to be flush with the existing roof profile and conservation style.

Reason: To protect the appearance and character of the area.

Details / Samples:

Details (only) of any external finishing materials to be used for this development that do not match those of the existing building in colour, form, profile, texture and size shall be submitted to and agreed in writing by the Local Planning Authority prior to their use.

Reason: To ensure that the development is in character with the existing building and its surroundings.

Natural Stone:

All alterations and repairs to the existing walls shall be carried out to match the existing stonework with any repairs in lime mortar to match the colour and texture of the existing. New stone walls shall be constructed to match the existing stone walling of the development.

Reason: To ensure that the finishes and colours are appropriate to the locality.

Natural Slate:

The roofs of the buildings shall be clad in natural slates, fixed in the traditional manner with nails rather than slate hooks. Any hips shall be finished with a close mitre or narrow cement fillet rather than hip tiles. Prior to development commencing, a full roofing specification including the types and sizes of natural slates to be used, together with the type, colour and profile of the ridge tiles shall be submitted to and approved in writing by the Local Planning Authority (only details required) .

Reason: To ensure that the development displays good design practice in respect of the age and character of the development and to allow the Local Planning Authority to assess the details of the scheme to ensure that their character is maintained.

803 Material:

The gravel surface material atop of the Compact 803 be local and not of a different PH to the existing area.

Reason: To avoid altering / damaging the existing flora that characterises the track at the moment.

Remove PD Rights:

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) Order, 2015 (and any Order revoking and re-enacting this Order), no development of the types described in the following Classes of Schedule 2 shall be undertaken without the express consent in writing of the Local Planning Authority other than those expressly authorised by this permission:-

(a) Part 1, Class A (extensions and alterations)

(b) Part 1, Classes B and C (roof addition or alteration)

(c) Part 1, Class D (porch)

(d) Part 1, Class E (a) swimming pools and buildings incidental to the enjoyment of the dwellinghouse and; (b) container used for domestic heating purposes/oil or liquid petroleum gas)

(e) Part 1, Class F (hardsurfaces)

(f) Part 1, Class G (chimney, flue or soil and vent pipe)

(g) Part 40 ,class A & B (Installation of domestic Microgeneration Equipment)

(h) Part 1, (h) Including those classes described in Schedule 2 Part 2 of the Town and Country Planning (General Permitted Development) Order 1995 (and any Order revoking and re-enacting this Order)

(i) Part 2, Class A (means of enclosure)

Reason: To enable the Local Planning Authority to exercise control over development which could materially harm the character and visual amenities of the development and locality.

PLANNING APPLICATION REPORT

Case Officer: Bryony Hanlon

Parish: Modbury **Ward:** Charterlands

Application No: 2116/20/HHO

Agent:

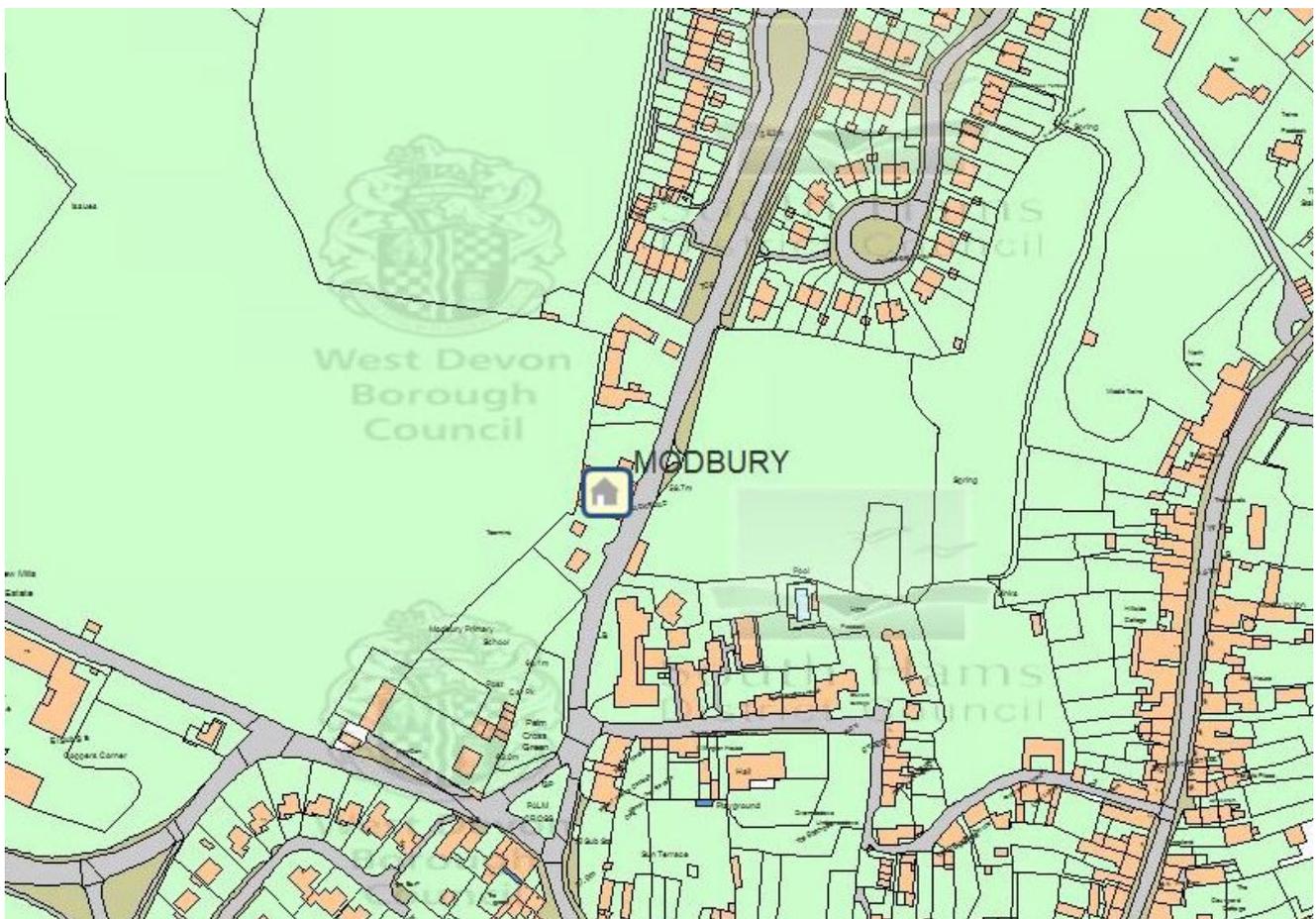
Mrs Emily Sullivan
Nest Design
25 Galpin Street
Modbury
PL21 0QA

Applicant:

Carol Joseph
1 Barrack Road
Modbury
PL21 0RB

Site Address: 1 Barrack Road, Modbury, PL21 0RB

Development: Householder application for proposed parking bay.



Reason item is being put before Committee:

Councillor Taylor has called the application to Committee because a similar proposal was granted at no. 2 Barrack Road and it would be inconsistent if the LPA refused the current application.

Recommendation: Refusal

Reasons for refusal

The proposal is likely to result in an increased risk to highways safety for two reasons; firstly, the proposed development would be likely to result in an access, which does not provide adequate visibility from and of emerging vehicles, secondly, the geometry of the access as proposed is likely to result in unacceptable manoeuvring on the highway, with consequent risk of additional danger to all

- primary school entrance) and thus also allows for safe pedestrian and cycle movements. A similar scheme for the adjacent neighbours appears to have worked very well already.
- 2. If achieved this plan will help to conserve the historic environment as the plan is sympathetic to the local character and nearby conservation zone and is more visually in keeping the area - thus adding to the overall quality of the area.
 - In our view these two points combined add to a balance in favour of the plan. By providing car parking spaces it helps to alleviate car parking issues in the town which will ultimately have an impact on quality of life and the local economy.
 - We respectfully hope that the Council agrees with our views and approves the plan.

Relevant Planning History

Planning Application Reference	Proposal	Site Address	Decision	Appeal
35/0944/96/1: OPA	Outline application for the erection of a detached single dwelling	Land adjoining 1 Barrack Road Modbury.	Refusal: 16 Jul 96	
35/0174/97/1: OPA	Outline application for erection of a detached single dwelling	Land adjoining 1 Barrack Road Modbury.	Refusal: 07 Mar 97	
35/2005/97/1: OPA	Outline application for erection of detached dwelling	Land adjoining 1 Barrack Road Modbury.	Refusal: 21 Jan 98	
35/1007/99/F: FUL	Erection of extension and single garage	1 Barracks Road Modbury Ivybridge PL21 0RB	Refusal: 26 Jul 99	
35/1374/99/F: FUL	Erection of extension for two bedrooms one with en-suite kitchen study and utility	1 Barracks Road Modbury Ivybridge PL21 0RB	Conditional approval: 23 Sep 99	
35/0185/00/F: FUL	Creation of lay-by to provide off road parking for one vehicle	1 Barracks Road Modbury Ivybridge PL21 0RB	Conditional approval: 13 Mar 00	
35/0318/00/F: FUL	Erection of conservatory	1 Barracks Road Modbury Ivybridge PL21 0RB	Conditional approval: 26 Sep 00	Upheld (Conditional Approval): 26 Sep 00
1318/17/HHO	Householder application for widening of gate to allow provision of off-street parking	1 Barracks Road Modbury Ivybridge PL21 0RB	Withdrawn	

ANALYSIS

Principle of Development/Sustainability

The site is located within the built form of Modbury and hosts a single residential dwelling; the principle of development is therefore established.

Design/Landscape

The proposal will result in the removal of a 12m section of the existing bank at the front of the dwelling. The bank is a well established feature, comprised of stone with a variety of grass and other small plants. While the bank is considered to contribute positively to the street scene, it is not considered a significant feature within the street scene, nor is it characteristic of Barrack Road, which hosts a variety of development types and styles. Officers consider that in this instance, the removal of the bank and the construction of a timber fence set back from the highway would not result in such a

significantly harmful visual impact on the street scene so as to warrant a refusal solely on this basis. As such, the proposal is considered to accord with the provisions of DEV20 and DEV23.

Neighbour Amenity

Due to the nature and siting of the proposal relative the neighbouring properties, it is not considered that the proposal would give rise to a detrimental impact on neighbour amenity. It is noted that both adjacent neighbours have written letters of support for the proposal. The proposal is considered to accord with the provisions of DEV1 and DEV2.

Surface Water Drainage

The South Hams District Council Drainage Engineer has reviewed the proposal and initially objected to the scheme on the grounds of insufficient information. Additional comments were provided by the applicant to advise that the surface of the driveway would be permeable. On this basis, the SHDC Drainage Engineer has recommended a surface water drainage condition. It is considered appropriate to secure these details by condition to ensure surface water runoff does not increase to the detriment of the public highway or other local properties as a result of the development. The condition must be discharged prior to commencement as the application site is located within a Critical Drainage Area. The applicant accepted the condition in writing on 23 October 2020. On this basis, the proposal is considered to accord with the provisions of DEV35 and does not form a substantive reason for refusal.

Highways/Access

The Devon County Council Highways Engineer has provided the following consultation response.

Observations:

The Highway Authority notes the dwelling has a 4.2m width frontage which includes a stone wall/bank, which reduces the on site width parallel to the highway to around 3m. It is considered even if the access point onto the highway could be widened the space would not allow sufficient room for drivers to enter and exit the highway in a forward gear in a perpendicular manner, which is likely to cause reversing and manoeuvring on the C classified road. This is not ideal especially noting the proximity to the primary school and the fact there is often high levels of pedestrian activity in this area.

The second issue is the site frontage, restricted to around 16m as it, is does not offer sufficient space to allow a sufficient visibility splay to be provided. 85th percentile speeds are in the region of 20 - 25mph in this locality and therefore a splay in accordance with Manual for Streets guidelines would likely encroach on third party land. Coupled with the issues outlined in the first paragraph the likely implications of not providing a visibility splay would mean drivers would either be reversing or manoeuvring blind onto the highway. The proposals do not show any visibility splays, so the assumption by the Highway Authority at this stage is that adequate splays are not possible thus ultimately leading to likely additional danger to all road users.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, RECOMMENDS THAT PERMISSION BE REFUSED FOR THE FOLLOWING REASONS

- 1. The proposed development would be likely to result in an access, which does not provide adequate visibility from and of emerging vehicles, contrary to paragraphs 108 and 109 of the National Planning Policy Framework and DEV29 of the Joint Local Plan.*
- 2. The geometry of the access as proposed is likely to result in unacceptable manoeuvring on the highway, with consequent risk of additional danger to all users of the road contrary to paragraphs 108 and 109 of the National Planning Policy Framework and DEV29 of the Joint Local Plan.*

It is acknowledged that there have been a number of comments received during the consultation period. The Parish Council have noted that subject to DCC Highways agreement, they support the proposal as it would prevent on-road parking near the school which they consider to be a hazard. Neighbours have also voiced their support for the proposal, citing benefits including safe pedestrian

and cycle movements. These comments are noted, however, these considerations do not outweigh the increased risk to highways safety associated with the vehicle movements to and from 1 Barrack Road.

It is also noted that an off-road parking area was approved at the neighbouring property, number 2 Barrack Road. However, it is considered that the specific details of this parking area are different to those under the current application and were considered acceptable. In this instance the proposal is likely to result in an increased risk to highways safety for two reasons; firstly, the proposed development would be likely to result in an access, which does not provide adequate visibility from and of emerging vehicles, secondly, the geometry of the access as proposed is likely to result in unacceptable manoeuvring on the highway, with consequent risk of additional danger to all users of the road contrary to the provisions of DEV29 (1, 2, 3) of the Plymouth and South West Devon Joint Local Plan, the guidance contained within paragraphs 8.4, 13.66, 13.72, 13.77-13.79 of the Plymouth and South West Devon Joint Local Plan Supplementary Planning Document and paragraphs 108 and 109 of the National Planning Policy Framework.

It is acknowledged that DEV29 (5) also requires that provision in made for zero-emission vehicles; an electric charging point is included within the proposal, adjacent to the new parking bay. The benefits of such a facility in addressing the impacts of climate change are noted. The impacts of climate change are not underestimated but options to address this issue are available beyond the site boundary and beyond the scope of the current planning application. On balance, the increased risk to highways safety is considered the more harmful impact arising from the proposal.

Conclusion

The proposal is likely to result in an increased risk to highways safety for two reasons; firstly, the proposed development would be likely to result in an access, which does not provide adequate visibility from and of emerging vehicles, secondly, the geometry of the access as proposed is likely to result in unacceptable manoeuvring on the highway, with consequent risk of additional danger to all users of the road contrary to the provisions of DEV29 (1, 2, 3) of the Plymouth and South West Devon Joint Local Plan, the guidance contained within paragraphs 8.4, 13.66, 13.72, 13.77-13.79 of the Plymouth and South West Devon Joint Local Plan Supplementary Planning Document and paragraphs 108 and 109 of the National Planning Policy Framework. On this basis, the application is recommended for refusal.

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

Planning Policy

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 26 March 2019, 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) comprises the Plymouth & South West Devon Joint Local Plan 2014 - 2034.

Following adoption of the Plymouth & South West Devon Joint Local Plan by all three of the component authorities, monitoring will be undertaken at a whole plan level. At the whole plan level, the combined authorities have a Housing Delivery Test percentage of 166%. This requires a 5% buffer to be 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 6.5 years at the point of adoption.

Adopted policy names and numbers may have changed since the publication of the Main Modifications version of the JLP.

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 21 March 2019 and West Devon Borough Council on 26 March 2019.

SPT1 Delivering sustainable development
SPT2 Sustainable linked neighbourhoods and sustainable rural communities
SPT9 Strategic principles for transport planning and strategy
SPT10 Balanced transport strategy for growth and healthy and sustainable communities
SPT12 Strategic approach to the natural environment
TTV1 Prioritising growth through a hierarchy of sustainable settlements
TTV2 Delivering sustainable development in the Thriving Towns and Villages Policy Area
DEV1 Protecting health and amenity
DEV2 Air, water, soil, noise, land and light
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
DEV31 Waste management
DEV32 Delivering low carbon development
DEV35 Managing flood risk and Water Quality Impacts

Neighbourhood Plan

A Neighbourhood Plan is currently under preparation for the Parish of Modbury; it has reached Stage 16 under The Neighbourhood Planning (General) Regulations 2012 (as amended).

The relevant policies are noted below;

POLICY MNP1: LOCATION, SCALE AND CHARACTER OF DEVELOPMENT
POLICY MNP2: DESIGN AND CONSTRUCTION
POLICY MNP7: SAFE MOVEMENT AND TRANSPORT
POLICY MNP13: SUPPORTING BIODIVERSITY

Other material considerations include the policies of the National Planning Policy Framework (NPPF) and guidance within the Planning Practice Guidance (PPG). Additionally, the following planning documents are also material considerations in the determination of the application: Plymouth and South West Devon Joint Local Plan Supplementary Planning Document 2020, Devon County Council Highways Standing Advice.

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.

South Hams District Council Agenda Item 7

DEVELOPMENT MANAGEMENT COMMITTEE 4-Nov-20

Appeals Update from 25-Sep-20 to 20-Oct-20

Ward Erme Valley

APPLICATION NUMBER : **0482/17/FUL** APP/K1128/W/20/3257649
APPELLANT NAME: McFarland Park & Leisure Homes Ltd
PROPOSAL : READVERTISEMENT (Additional Supporting Information) Outline
application for Development of holiday lodges, leisure facilities and associated works
LOCATION : Moor View Touring Park Modbury Devon PL21 0SG
APPEAL STATUS : Appeal Lodged
APPEAL START DATE: 14-October-2020
APPEAL DECISION:
APPEAL DECISION DATE:

Ward Newton and Yealmpton

APPLICATION NUMBER : **3724/19/FUL** APP/K1128/W/20/3252605
APPELLANT NAME: Mr Allan Wright
PROPOSAL : Demolition of agricultural building and construction of 3 detached dwellings, garages and site landscaping (Following approvals 0360/19/PDM and 1567/19/FUL)
LOCATION : Barn at West Pitten West Pitten Plympton PL7 5BB
APPEAL STATUS : Appeal decided
APPEAL START DATE: 21-July-2020
APPEAL DECISION: Dismissed (Refusal)
APPEAL DECISION DATE: 12-October-2020

Ward Salcombe and Thurlestone

APPLICATION NUMBER : **3575/19/FUL** APP/K1128/W/20/3253422
APPELLANT NAME: Mark Greatorex
PROPOSAL : Erection of general purpose agricultural building (Resubmission of 2272/19/FUL)
LOCATION : Agricultural Barn At Sx 707 394 Shute Park Malborough Kingsbridge TQ7 3SU
APPEAL STATUS : Appeal decided
APPEAL START DATE: 17-June-2020
APPEAL DECISION: Upheld
APPEAL DECISION DATE: 13-October-2020

APPLICATION NUMBER : **3678/19/HHO** APP/K1128/D/20/3246818
APPELLANT NAME: Mrs Carolyn Hovey
PROPOSAL : Householder application for installation of 2 roof dormers
LOCATION : 1 Strand Court Fore Street Salcombe TQ8 8ET
APPEAL STATUS : Appeal decided
APPEAL START DATE: 23-April-2020
APPEAL DECISION: Dismissed (Refusal)
APPEAL DECISION DATE: 01-October-2020

Ward Stokenham

APPLICATION NUMBER : **3785/19/FUL** APP/K1128/W/20/3257265
APPELLANT NAME: Start Bay Development Company
PROPOSAL : Conversion into 2no. 3 bedroomed dwellings including partial change of use
LOCATION : Start Bay Stores And Gifts Torcross TQ7 2TG
APPEAL STATUS : Appeal Lodged
APPEAL START DATE: 19-October-2020
APPEAL DECISION:
APPEAL DECISION DATE:

Ward West Dart

APPLICATION NUMBER : **0169/20/FUL** APP/K1128/W/20/3253150
APPELLANT NAME: Mr D Mould
PROPOSAL : Conversion of existing redundant barn to live/work unit with workshop (B1) and store
LOCATION : Little Grove Tigley Harberton TQ9 8EW
APPEAL STATUS : Appeal decided

APPEAL START DATE: 13-August-2020
APPEAL DECISION: Dismissed (Refusal)
APPEAL DECISION DATE: 02-October-2020

APPLICATION NUMBER : **2070/19/FUL** APP/K1128/W/20/3258497
APPELLANT NAME: Mesdames Gardiner, Kinniburgh, Richardson, Marchand, Murnane
PROPOSAL : Provision of dwelling
LOCATION : Frogmore Orchard Ashprington Totnes TQ9 7UL
APPEAL STATUS : Appeal Lodged
APPEAL START DATE: 12-October-2020
APPEAL DECISION:
APPEAL DECISION DATE:

SH-P1 Major apps on target



SH-P2 Non-Major apps on target



SH-P4 Major on target without eot



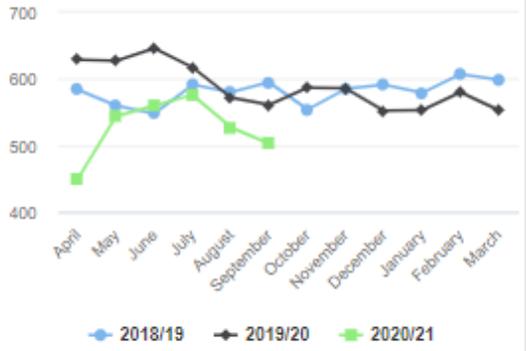
SH-P5 Non-Major apps on target without eot



SH-P7 No of applications registered



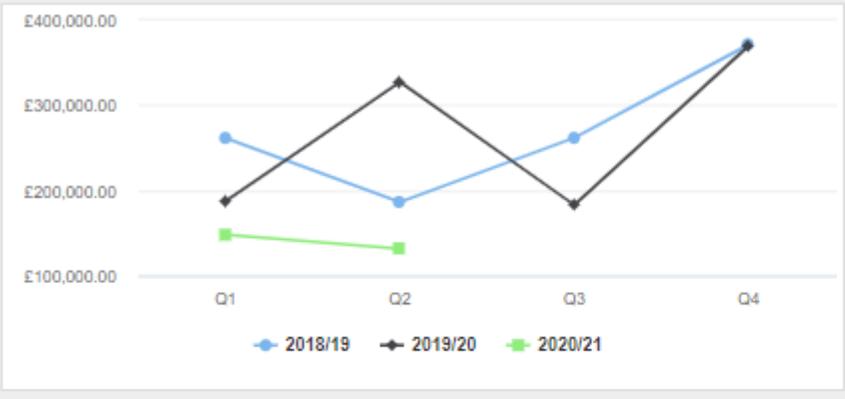
SH-P8 Planning Workload



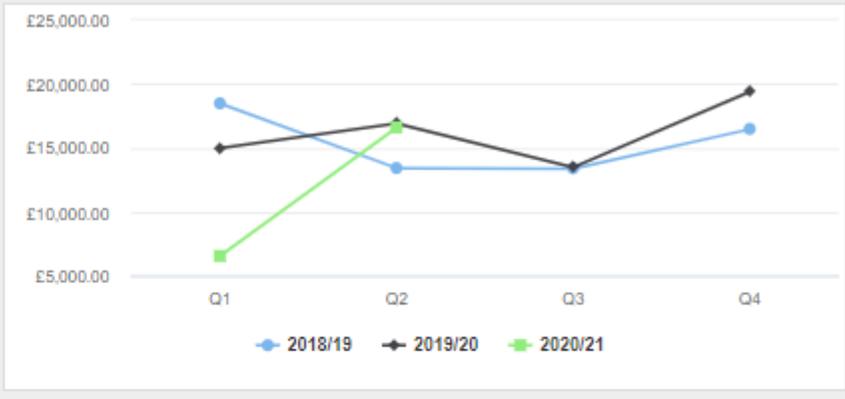
SH-P9 No of applications determined



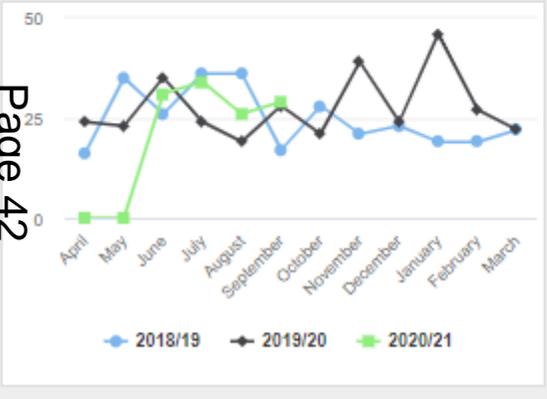
SH-P10 Fee Income from Planning Applications



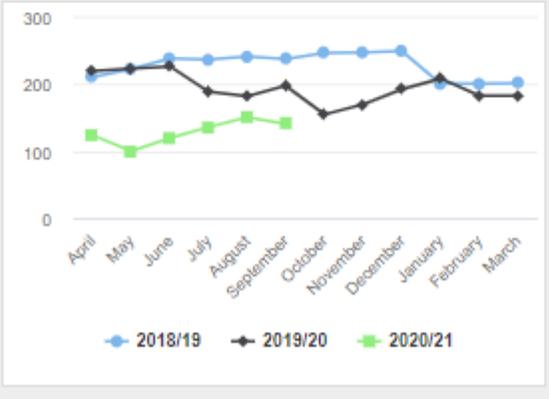
SH-P11 Fee Income from Pre-Apps



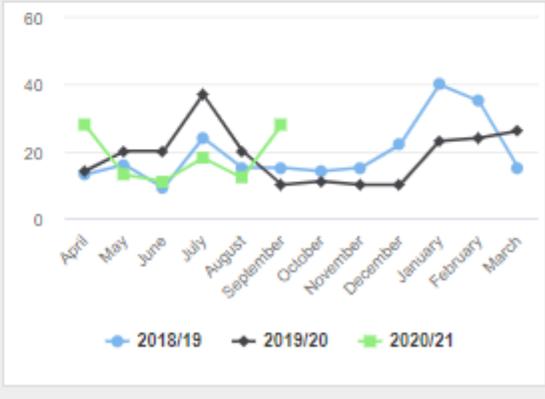
SH-P12 Pre-Apps Received

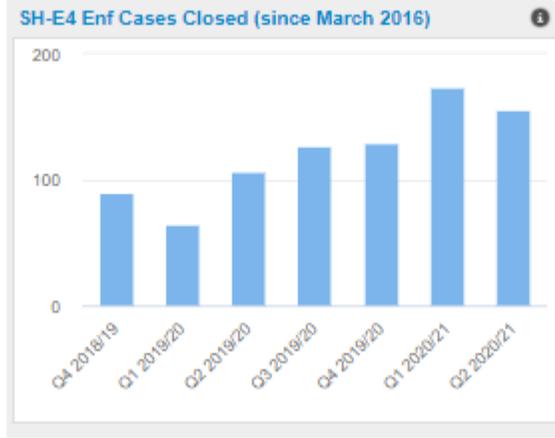
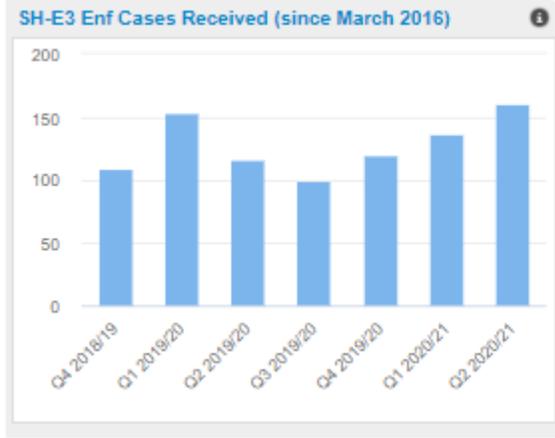


SH-P13 Pre-Application workload



SH-P14 Pre-Apps closed





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PLANNING APPLICATION REPORT

Case Officer: Bryony Hanlon

Parish: Ivybridge **Ward:** Ivybridge East

Application No: 2312/20/HHO

Agent:

Mr Ian Hodgson
DMR Design
The Acorn Centre
Oak Court, Pennant Way
Lee Mill Industrial Estate
Ivybridge
PL21 9GP

Applicant:

Mr & Mrs R Lewis
1 Paper Makers Lane
Ivybridge
PL21 0JZ

Site Address: 1 Paper Makers Lane, Ivybridge, PL21 0JZ

Development: Householder application for alteration and extension to existing porch, installation of board over-cladding on first floor elevations, adaption of ground floor openings on East elevation including new stepped arrangement to garden and adjustment of section of garden wall.



Reason item is being put before Committee

Cllr Abbott would like to discuss the relevance, scope and application of DEV20 and of DEV23.

Recommendation: Refusal

Reasons for refusal:

The proposed development, by reason of its design and materials palette appears incongruent and unsympathetic to the character and appearance of the host dwelling, which would result in the proposal appearing unduly prominent within the street scene, contrary to the provisions of SPT1 (3v) Delivering sustainable development, SPT2 (10) Sustainable linked neighbourhoods and sustainable rural communities, DEV20 (2, 3, 4) Place shaping and the quality of the built environment, DEV23 (1, 2, 3, 7) Landscape character, the guidance contained within the Plymouth and South West Devon Joint Local

Plan Supplementary Planning Document 2020 and the guidance of the National Planning Policy Framework (NPPF) including but not limited to paragraphs 127 and 130.

Key issues for consideration:

Design and materials, surface water drainage.

Site Description:

The site is located within the built form of Ivybridge, c. 0.85km north east of the town centre. The site is located on a corner plot at the junction between Dunsterville Road and Papermakers Lane. The dwelling is part of a planned residential estate, with dwellings arranged in culs-de-sac, with access provided via Cole Lane to the north. The application site hosts a single, semi-detached dwelling, with a garage to the rear. There is a small garden to the front of the dwelling; the main private amenity space is sited to the rear of the dwelling. The dwelling is finished in grey render, set under a concrete tiled roof. This materials palette is typical of the estate but it is noted that other dwellings are finished in painted render, with sections of dark coloured tile hanging common on the front elevation.

The Proposal:

The applicant wishes to undertake some alterations to the existing dwelling and to construct a small side extension. The new single storey extension with a monopitch roof is located to the rear of the existing porch; a new entrance deck with external steps will provide access to the relocated front door. A small part of the existing boundary wall will need to be removed to facilitate the construction of the new extension. The extension and existing porch will be set under a new zinc, standing seam roof. The existing rear door and window at ground floor level will be reduced to a standard height window only. The existing rear window will be enlarged to accommodate a set of French doors, accessed via a new set of external steps with glazed balustrading. The applicant also wishes to add horizontal Cedral cladding to the first floor of the dwelling on all three elevations, with new insulation underneath.

Consultations:

- County Highways Authority No highways implication
- SHDC Drainage Engineer (Original application) No objection subject to condition
- SHDC Drainage Engineer (Additional information) No objection subject to condition
- Town Council Support

Representations:

None received.

Relevant Planning History

Planning Application Reference	Proposal	Site Address	Decision
24/0488/74/2: ARM	Layout of roads and construction of 248 dwellings and garages	Land west of Harford Lane and north of Exeter Road Ivybridge	Conditional approval: 22 Aug 75

ANALYSIS

Principle of Development/Sustainability

The site is located within the built form of Ivybridge and hosts a single residential dwelling; the principle of development is therefore established.

Design/Landscape

Officers consider that the proposed side extension to house the new utility room, together with the changes to the porch and external access steps are acceptable. The proposal will appear subordinate to the host dwelling, continuing the simple form and monopitch roof of the existing porch. The use of standing seam metal cladding is considered acceptable; the material is used on a comparatively small area of the building, will appear visually recessive against the host dwelling but not unduly prominent within the street scene. Most importantly, the proposal is considered to maintain a “harmonious relationship with the main body of the property being extended” in accordance with paragraph 13.7 of the Plymouth and South West Devon Supplementary Planning Document. Similarly, changes to the ground floor fenestration at the rear of the building, with the associated external access steps are also considered acceptable. The changes are considered modest and are well enclosed within the existing rear boundary treatments.

However, it is not considered that the addition of horizontal Cedral cladding at first floor level is acceptable, as it would appear incongruent in the context of the character and appearance of the host dwelling and as a result would appear unduly visually prominent within the street scene. Policy DEV23 requires that proposals “avoid significant adverse visual impacts.” Policy DEV20 (2) provides detail as to how proposals can achieve this aim and requires that proposals “have proper regard to the pattern of local development in terms of style, materials, detailing and character.” The Plymouth and South West Devon Supplementary Planning Document adds further detail; paragraph 13.6 sets out that; “extensions and alterations should relate well to the main dwelling and character of the area. They should generally follow the same architectural style and use the same materials as the original dwelling. Proposals should also respect the character of the area, including building form and layout, architectural style and materials” and this is further supported by paragraphs 13.7-8.

The applicant was advised that the use of cladding would not be supported and was offered the opportunity to continue the existing materials palette or to remove this element from the scheme. The applicant declined and as such, the application has been determined on the basis of the plans submitted. It should also be noted that the application of cladding is not considered to be permitted development in this instance for two reasons. Firstly, due to the projection forward of the principal elevation and of a side elevation facing a highway, and secondly, due to the fact that cladding is not considered to be “of a similar appearance to those used in the construction of the exterior of the existing dwellinghouse” as required by Condition A2 (a) of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

The proposed development, by reason of its design and materials palette appears incongruent and unsympathetic to the character and appearance of the host dwelling, which would result in the proposal appearing unduly prominent within the street scene, contrary to the provisions of SPT1 (3v) Delivering sustainable development, SPT2 (10) Sustainable linked neighbourhoods and sustainable rural communities, DEV20 (2, 3, 4) Place shaping and the quality of the built environment, DEV23 (1, 2, 3, 7) Landscape character, the guidance contained within the Plymouth and South West Devon Joint Local Plan Supplementary Planning Document 2020 and the guidance of the National Planning Policy Framework (NPPF) including but not limited to paragraphs 127 and 130.

Neighbour Amenity

Due to the scale, character and siting of the proposal relative to neighbouring dwellings, it is not considered that the proposal will have a detrimental impact on neighbour amenity. No comments from any neighbouring occupants have been received during the life of the planning application. As such, the proposal is considered to accord with the provisions of DEV1 and DEV2 and this does not form a substantive reason for refusal.

Highways/Access

The scheme does not include any alterations to the existing access or parking arrangements. As such, it is not considered that the proposal will result in an increased risk to highways safety and accord with the provisions of DEV29.

Biodiversity

The applicant has supplied a Preliminary Ecological Appraisal to accompany the application; the Ecologist has confirmed that there are no ecological constraints to development. As such, the proposal is considered to accord with the provisions of DEV26 and this does not form a substantive reason for refusal.

Surface Water Drainage

The site is located within Ivybridge Critical Drainage Area and as such, a workable drainage solution must be in place, with surface water discharge managed in line with the drainage hierarchy set out within the Joint Local Plan. The South Hams District Council Drainage Engineer reviewed the proposal and initially recommended a surface water drainage condition requiring that the use of a soakaway was discounted before any other strategy could be considered. The applicant provided sufficient information to demonstrate that a soakaway could not be physically accommodated within the site boundary and meet the clearances required by Building Regulations. The applicant has provided written confirmation from South West Water that they will accept the small increase in surface water flows from the site created by the proposal. The SHDC Drainage Engineer has confirmed that this approach is acceptable, with the details to be secured by condition to ensure surface water runoff does not increase to the detriment of the public highway or other local properties as a result of the development. On this basis, the proposal is considered to accord with the provisions of DEV35 and does not form a substantive reason for refusal.

Conclusion

The proposed development, by reason of its design and materials palette appears incongruent and unsympathetic to the character and appearance of the host dwelling, which would result in the proposal appearing unduly prominent within the street scene, contrary to the provisions of SPT1 (3v) Delivering sustainable development, SPT2 (10) Sustainable linked neighbourhoods and sustainable rural communities, DEV20 (2, 3, 4) Place shaping and the quality of the built environment, DEV23 (1, 2, 3, 7) Landscape character, the guidance contained within the Plymouth and South West Devon Joint Local Plan Supplementary Planning Document 2020 and the guidance of the National Planning Policy Framework (NPPF) including but not limited to paragraphs 127 and 130. As such, it is recommended that the application be refused.

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

Planning Policy

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 26 March 2019, 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) comprises the Plymouth & South West Devon Joint Local Plan 2014 - 2034.

Following adoption of the Plymouth & South West Devon Joint Local Plan by all three of the component authorities, monitoring will be undertaken at a whole plan level. At the whole plan level, the combined authorities have a Housing Delivery Test percentage of 166%. This requires a 5% buffer to be 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 6.5 years at the point of adoption.

Adopted policy names and numbers may have changed since the publication of the Main Modifications version of the JLP.

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 21 March 2019 and West Devon Borough Council on 26 March 2019.

SPT1 Delivering sustainable development
SPT2 Sustainable linked neighbourhoods and sustainable rural communities
SPT12 Strategic approach to the natural environment
TTV1 Prioritising growth through a hierarchy of sustainable settlements
TTV2 Delivering sustainable development in the Thriving Towns and Villages Policy Area
DEV1 Protecting health and amenity
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
DEV31 Waste management
DEV32 Delivering low carbon development
DEV35 Managing flood risk and Water Quality Impacts

Neighbourhood Plan

Following a successful referendum, the Ivybridge Neighbourhood Plan was made at Executive Committee on 7 December 2017. It now forms part of the Development Plan for South Hams District and is used when determining planning applications within the Ivybridge Neighbourhood Area.

It is not considered that the proposal conflicts with the policies below;

POLICY INP1: Town Centre Regeneration
POLICY INP2: Town Centre land east of the River Erme
POLICY INP3: Glanville's Mill Site
POLICY INP4: North of Fore Street
POLICY INP5: Community Facilities
POLICY INP6: Housing and Employment
POLICY INP7: Traffic and Movement
POLICY INP8: Historic and Natural Environment

However, the site is not within any of the specific policy areas highlighted within the plan, and there are no policies regarding design or alterations to residential properties which would be relevant to the current proposal.

Other material considerations include the policies of the National Planning Policy Framework (NPPF) including but not limited to paragraphs 127 and 130 and guidance within the Planning Practice Guidance (PPG). Additionally, the following planning documents are also material considerations in the determination of the application: Plymouth and South West Devon Joint Local Plan Supplementary Planning Document 2020.

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.

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PLANNING APPLICATION REPORT

Case Officer: Verity Clark

Parish: Staverton **Ward:** Dartington and Staverton

Application No: 1751/20/HHO

Agent/Applicant:

Mr Leon Bell - Van Ellen + Sheryn
5 Station Yard
Ashburton
TQ137EF

Applicant:

Mr S Middleton
Bulland Farm
Ashburton
TQ137NG

Site Address: Bulland Farm, Bulland, Ashburton, TQ13 7NG

Development: Householder application for replacement single storey side extension and internal and external alterations



Reason item is being put before Committee:

Cllr Hodgson has referred the application to the Committee as she considers the design to be a subjective planning judgement and has noted there are potential environmental benefits to the proposal. Cllr Hodgson also notes that the Parish Council supports the proposal.

Recommendation: Refusal

Reasons for refusal:

1. The proposed development by virtue of its scale, footprint, siting and design would result in a cramped, unbalanced visual appearance which lacks subservience to the detriment of the character and appearance of the host dwelling and the surrounding area, and as such, conflicts with Policies TTV29 and DEV20 of the Plymouth and South West Devon Joint Local Plan.

2. The proposed development is considered to conflict with Policies TTV29 and DEV20 of the Plymouth and South West Devon Joint Local Plan and it has therefore not been established that there is a satisfactory imperative reason overriding public interest for the development to take place. It is therefore considered unlikely that Natural England would subsequently grant an EPS licence for the proposal contrary to Policy DEV26 of the Plymouth and South West Devon Joint Local Plan.

Key issues for consideration:

Principle of Development
Design and Visual Appearance
Neighbour Amenity
Ecology/ Biodiversity
Drainage/ Flood Risk
Highways Safety
Sustainability

Site Description:

Bulland Farm is a detached residential dwelling located on the outskirts of Ashburton within open countryside. The dwelling is 2 storey and features stone, tile hanging and a slate roof. There is a single storey side extension on the south elevation which will be removed as part of the proposal. The site is bounded by a stone boundary wall which attaches to the dwelling.

The site is also located within the Greater Horseshoe Bat SAC.

The Proposal:

The proposal seeks to remove the existing single storey extension on the south elevation and replace it with a larger single storey extension. The extension will attach to the curved boundary wall and at its largest point will extend 9.2m beyond the side elevation of the original dwellinghouse. The extension will feature a standing seam zinc roof and vertical timber walls with rooflights and large areas of glazing.

Consultations:

- County Highways Authority:
No highways implications.
- Biodiversity Specialist:
Proposal is not considered to meet IROPI test. The IROPI test has not been met by virtue of conflict with policy TTV29 and DEV20 and it is not considered likely therefore that Natural England would subsequently grant an EPS Licence

- Town/Parish Council:
Support.

Representations:

None.

Relevant Planning History

None.

ANALYSIS

Principle of Development:

The site is an existing dwelling; the principle of a residential extension is therefore established, subject to compliance with any other relevant policies.

Design/Landscape:

Policy TTV29 (Residential Extensions and Replacement Dwellings in the Countryside) requires extensions to be appropriate in scale and design in the context of the setting of the host dwelling while Policy DEV20 (Place Shaping and the Quality of the Built Environment) requires proper regard to the pattern of local development and the wider development context and surroundings in terms of style, local distinctiveness, siting, layout, orientation, visual impact, views, scale, massing, height, density, materials, detailing, historic value, landscaping and character, and the demands for movement to and from nearby locations.

The site of the extension is highly visible within the streetscene and the current extension appears subservient in scale and design to the host dwelling. The width of the original dwellinghouse is approximately 14m. The width of the proposed extension at its widest point is 9.2m adjacent to the road. It is considered that the width of the proposed extension, which is more than half the width of the original dwellinghouse, results in an overly dominant addition of an inappropriate scale, extending out from the dwelling by a significant degree. The joining of the extension to the existing boundary wall adds further to the dominance and results in a cramped appearance within this corner of the plot. It is therefore considered that the extension lacks subservience and is of an inappropriate scale, resulting in an unbalanced visual appearance to the detriment of the character and appearance of the host dwelling. Due to the siting of the extension next to and adjoining the existing boundary wall, the extension would be highly visible within the streetscene, and particularly prominent in views for those travelling north. This visibility is heightened given the lower ground level of the application site against the height of the road. Whilst there is not a concern raised with the general use of the materials proposed, and the use of a zinc roof is considered to be more appropriate than a slate roof which would contrast with the slate hanging gable wall, given the contrasting nature of the proposed materials in combination with the overall scale and footprint of the proposal, together with its visual prominence, the proposal is considered to result in an extension that would detract from the character and appearance of the host dwelling and the surrounding area. It is considered that an extension of a smaller width, utilising a zinc roof would be more visually appropriate in this location.

Revised plans were received during the course of the application to try to address the concerns raised. The revised plans were considered to be an improvement on those originally submitted however they were not considered to go far enough to overcome these concerns. The application is being considered on the basis of these revised plans.

The proposal is therefore considered to be contrary to Policies TTV29 and DEV20 of the JLP.

Neighbour Amenity:

It is necessary for developments to take into account the residential amenity of neighbours and impact on the environment. In this case, due to the separation distance of the extension from any neighbouring properties and uses there are no amenity issues raised.

As such, the proposal would not lead to any materially harmful impact on residential amenity by way of loss of light, loss of outlook, loss of privacy or overbearing impact. It would therefore accord with JLP Policies DEV1 (Protecting Health and Amenity) and DEV2 (Air, Water, Soil, Noise, Land and Light).

Ecology/Biodiversity:

The application has been accompanied by a Bat Building and Emergence Survey Report by Corylus Ecology. The reports have identified the presence of bats and the house has been confirmed to support a maternity roost. The report concluded that the area of the building to be impacted upon by the proposed works is used as a nonbreeding roost by low numbers of pipistrelle bats. According to the Bat Mitigation Guidelines (English Nature, 2004) the roost within the roof void of the main house is considered to have medium-high conservation significance; this roost will not be directly impacted upon by the proposals. The pipistrelle roost, which is to be destroyed by the proposed work, is considered to have low conservation status. No further surveys are considered necessary to characterise the roosts.

The proposed works have the potential to disturb, injure or kill small numbers of bats and will destroy/obstruct access to roosts by these species which are Habitats Regulations offences, and accordingly a European Protected Species Licence would be required for the proposal to lawfully proceed.

As the proposal will trigger a Habitats Regulations offence (destruction/obstruction of roosts), the LPA must consider whether the proposal meets the 3 derogation tests, and accordingly whether Natural England are likely to grant a EPSL which would permit the proposal to lawfully proceed. The 3 derogation tests are outlined below as considered by the Council's Biodiversity Specialist:

1. Imperative Reason Overriding Public Interest – The proposal would result in an extension to an existing residential dwelling. Extending an existing dwelling might be considered a good use of existing housing stock, rather than requiring that a new larger dwelling be constructed. However, whilst the proposed extension could result in a small benefit to sustainability this is not considered to outweigh the concerns raised with the visual impact from the scale, footprint, siting and design of the extension which are considered to result in a cramped, unbalanced visual appearance which lacks subservience to the detriment of the character and appearance of the host dwelling and the surrounding area, and as such, conflicts with Policies TTV29 and DEV20 of the Plymouth and South West Devon Joint Local Plan. Accordingly it is considered that the IROPI test has not been met.

2. No Satisfactory Alternative – Given the siting, design, orientation and setting of the existing dwelling it is considered that potential options for further development in alternative locations are limited, however the IROPI has not been established given the conflict with Policies TTV29 and DEV20.

3 - Maintenance of Favourable Conservation Status – The ecology report sets out mitigation including ecologist supervision, timings, lighting, bat roost compensation to include temporary roost provision and raising of 6 hanging slates on the southern gable of the dwelling to compensate for loss of roosting opportunities in the lean-to.

Evidence of breeding bird was recorded in the lean-to. The work will need to be carried out in a way which does not impact on nesting birds. Recommendations include removing vegetation and demolishing the lean-to outside of the bird nesting season. Should any nests be found prior to or during works then the project ecologist should be notified and works will need to wait until the nest is no longer in use.

The IROPI test has not been met by virtue of conflict with Policies TTV29 and DEV20 and it is not considered likely therefore that Natural England would subsequently grant an EPS Licence.

If the application was considered to be acceptable the following requirements would need to be secured by condition:

- No works shall proceed until the LPA has been provided with a copy of a EPS Licence for Bats issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorising the works to go ahead.
- The mitigation and compensation measures outlined in the Bat Building and Emergence Survey Report shall be implemented, to safeguard the interests of protected species.
- There shall be no additional external lighting erected on south elevation that could illuminate the new bat roosting provision locations or flightpaths from the roosts to surrounding vegetation.

Given the conflict with Policies TTV29 and DEV20, and accordingly failure to meet the IROPI test, it is considered that the proposal conflicts with Policy DEV26 (Protecting and Enhancing Biodiversity and Geological Conservation).

Drainage/ Flood Risk:

The site is not located in flood zone 2 or 3 or within a critical drainage area and is therefore considered to be acceptable on flood risk grounds. If the application was considered to be acceptable a condition requiring the use of a sustainable form of drainage could be added to ensure the development complies with Policy DEV35 (Managing Flood Risk and Water Quality Impacts) of the JLP.

Highways/Access:

DCC Highways have confirmed no highways implications and the proposal is not considered to impact on highway safety, access or parking provision and therefore accords with Policy DEV29 (Specific Provisions Relating to Transport) of the JLP.

Sustainability:

The proposal seeks to extend an existing dwelling and although improved sustainability has not been suggested within the application submission, it could be argued that the proposal would support the aims of Policy DEV32 (Delivering Low Carbon Development) of the JLP which seeks amongst other points to reduce the energy load of development by good layout, orientation and design to maximise natural heating, cooling and lighting and reduce heat loss area.

Conclusion:

Whilst the proposed extension could result in a small benefit to sustainability this is not considered to outweigh the concerns raised with the visual impact from the scale, footprint, siting and design of the extension which are considered to result in a cramped, unbalanced visual appearance which lacks subservience to the detriment of the character and appearance of the host dwelling and the surrounding area, and as such, conflicts with Policies TTV29 and DEV20 of the Plymouth and South West Devon Joint Local Plan. As the proposed development is considered to conflict with these Policies it has therefore not been established that there is a satisfactory imperative reason overriding public interest for the development to take place. It is therefore considered unlikely that Natural England would subsequently grant an EPS licence for the proposal contrary to Policy DEV26 of the Plymouth and South West Devon Joint Local Plan.

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

Planning Policy

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 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) comprises the Plymouth & South West Devon Joint Local Plan 2014 - 2034.

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The relevant development plan policies are set out below:

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SPT1 Delivering sustainable development
SPT2 Sustainable linked neighbourhoods and sustainable rural communities
TTV29 Residential extensions and replacement dwellings in the countryside
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
DEV23 Landscape character
DEV26 Protecting and enhancing biodiversity and geological conservation
DEV29 Specific provisions relating to transport
DEV32 Delivering Low Carbon Development
DEV35 Managing flood risk and Water Quality Impacts

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:

Plymouth and South West Devon Joint Local Plan Supplementary Planning Document 2020.

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.

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