

## PLANNING APPLICATION REPORT

**Case Officer:** Jeffrey Penfold  
Dart

**Parish:** Dartmouth **Ward:** Dartmouth and East

**Application No:** 2186/19/FUL

**Agent/Applicant:**

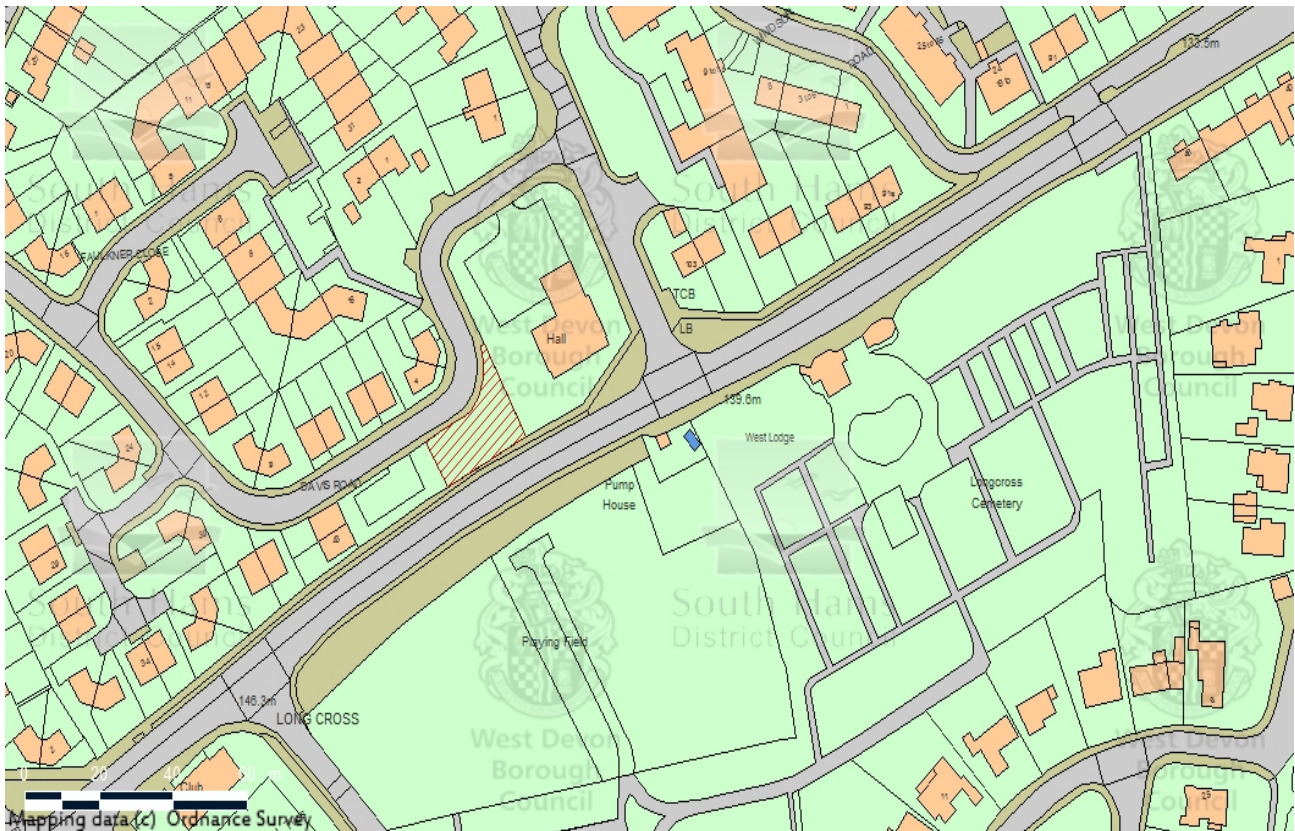
Philip Bent - HexxHome Ltd  
Bowman House  
2-10 Bridge Street  
Reading  
RG1 2LU

**Applicant:**

Sarah Massey - Dartmouth United  
Charities  
3 The Quay  
Dartmouth  
TQ6 9PS

**Site Address:** Vacant land between Davis Road and Townstal Road, Dartmouth,  
Devon, TQ6 9LJ

**Development:** Erection of a new building consisting of 4no. 1 bed 2 person apartments



**Reason item is being put before Committee –** *The freehold of application site is owned by South Hams District Council.*

**Recommendation:** Recommendation: Delegate to HoP Lead Development Management, in conjunction with Chairman to conditionally grant planning permission, subject to a Section 106 legal obligation.

However, in the event that the Section 106 legal Agreement remains unsigned six months after this resolution, that the application is reviewed by the COP Lead Development Management, in consultation with the Chairman of the Committee, and if no progress is being made delegated authority is given to the CoP to refuse to application in the absence of an agreed S106 Agreement.

The terms of the Section 106 Obligation are:

£5,850 towards improvements to open space, sport and play facilities at Davis Road/Brittania Avenue public open space.

**Conditions:**

1. Time Limit
2. Approved Plans
3. Unexpected Land Contamination
4. Vehicle Crossing
5. Construction Management Plan
6. Surface Water Drainage
7. Foul drainage
8. Landscaping scheme
9. Samples
10. Remove PD Rights
11. Electric Vehicle Charging Points.
12. Details to demonstrate that ensure that the ventilation system will not exceed the permitted development level for Air Source Heat Pumps which can be found in MCS020.

**Informative:**

1. *A Section 184 Highways Act Licence will need to be applied for to enable works on the highway to form the vehicle cross overs.*

**Key issues for consideration:**

Principle / Sustainable Development  
Design and Visual Impacts  
Neighbouring Amenity  
Flooding / Drainage  
Highways / Access  
Ecology / Biodiversity  
Low-carbon development  
Open / Green Space  
Trees.

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**Site Description:**

The application site is located between Davis Road and Townstal Road (A312) in Dartmouth. The site is located within a predominantly residential area to the north of Townstal Road, with

Townstal Community Hall directly to the east and a bus stop to the west. To the south of Townstal Road is a mixture of allotments, playing fields and commercial units.

The site is currently vacant with no existing structures and can be accessed from Davis Road with pedestrian access via Townstal Road.

The topography of the site forms a steep fall across it running south to north. Existing mature hedges run the length of the site along Townstal Road and between the site and the Townstal Community Hall site, with the remainder of the site having no boundary treatment along the north or western boundaries.

The area is well served by public transport with a bus stop adjacent to the site on Davis Road. The Stagecoach South West service no. 90 provides a service into Dartmouth every 30 minutes. To the south of the site further bus stops provide services to Dartmouth, Cotton, Exeter and Kingsbridge.

The site is not located in a flood risk zone nor within a Critical Drainage Area. The site is not located near any listed buildings.

The site is located within a SSSI Impact Risk Zone, the Dartmouth Neighbourhood Plan Area and the South Ham Landscape Character Area. It is noted that the application site is owned by South Hams District Council.

### **The Proposal:**

The application proposes the erection of four one-bed apartments within a two-storey apartment building formed as two wings accessed via a centrally located external stair case.

Each 50sqm apartment comprises of a double bedroom, bathroom, large storage cupboards and open plan living, dining and kitchen area.

Generous floor to ceiling and large windows provide an airy and bright internal environment with good views.

The appearance of the apartment building, although hexagonal in plan is treated in a similar way to many of the neighbouring houses. The building is visually split horizontally with a base treatment and a contrasting upper level treatment.

The building is accessed via Davis Road, with off-street parking. The existing mature hedges will be retained providing a visual and acoustic buffer between Townstal Road and the proposed building.

External amenity space is provided at ground floor level which consists of a lawn and specimen trees. Shrub planting at the back of the pavement will provide a visual buffer and seasonal interest.

Car parking is provided at the rate of 1no. car parking space per dwelling. Each dwelling is provided with secure cycle parking and recycling / refuse storage within the curtilage of the site.

The number of units proposed fall below the threshold to trigger a planning requirement to provide either off-site or on-site affordable housing. The Council as freehold landowner has

indicated an intent to apply a covenant to the lease of the land requiring the properties to be delivered as affordable rented units with rents capped at no greater than local housing allowance rents. This however would be secured outside of the planning process.

### **Consultations / Representations:**

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

- Not for local people
- Norton View development is big enough
- Loss of green space
- Over development
- Noise / air pollution
- Increase in vehicles in a busy area
- Safety of residents
- Design and appearance out of keeping
- Access / Parking.

### **Consultation responses:**

**DCC Highways:** No objection subject to conditions.

### **Environmental Health: Objects:**

Recommending refusal of the application on the basis that the proposed noise environment provides for a poor level of amenity in the proposed garden space, also mechanical ventilation adds its own noise source and this has not been addressed in the report, this could be dealt with by condition to ensure that the ventilation system does not exceed the permitted development level for Air Source Heat Pumps which can be found in MCS020.

**Drainage:** No objection subject to conditions.

**Trees:** *no comments.*

**OSSR:** *In accordance with JLP policies DEV 4 and DEV27, and based on levels of reasonable contributions for OSSR provision detailed within the SHDC OSSR Supplementary Planning Document 2006 (which we are using until a new SPD is adopted), we would seek a contribution of £5,850.*

*The closest OSSR facility, and most obvious recipient of the funds, is the public open space at Davis Road/Britannia Avenue which is owned by Live West and includes hardstanding for kick-about, as well as play equipment. I've contacted Live West to get an update on their plans for the play area and will let you know as soon as I hear back. But, subject to them having a suitable project, I would look to secure £5,850 towards improvements to open space, sport and play facilities at Davis Road/Britannia Avenue public open space.*

**Dartmouth Parish Council: Objects:** *Recommend Refusal on the grounds of Over development on a small site, not in keeping with the Street Scene and completely out of character, loss of amenity and would not be situated on the right site for this project*

**South West Water:** No objection with some informatives provided.

**Natural England:** No objections.

## **Relevant Planning History**

None.

## **ANALYSIS**

### ***Principle / Sustainable Development:***

The policy starting point for this application is that of JLP Policy TTV1, which states:

#### ***Prioritising growth through a hierarchy of sustainable settlements:***

*The LPAs will distribute growth and development delivering homes and jobs in accordance with the following hierarchy of settlements, enabling each town and village to play its role within the rural area:*

- 1. The Main Towns - which will be prioritised for growth to enable them to continue to thrive, achieve strong levels of self-containment, and provide a broad range of services for the wider area.*
- 2. Smaller Towns and Key Villages - which will receive support for growth commensurate with their roles in supporting the small villages and hamlets.*
- 3. Sustainable Villages - where development to meet locally identified needs and to sustain limited services and amenities will be supported.*
- 4. Smaller villages, Hamlets and the Countryside - where development will be permitted only if it can be demonstrated to support the principles of sustainable development and sustainable communities (Policies SPT1 and 2) including as provided for in Policies TTV26 and TTV27.*

The application site is located within a predominantly residential area and is clearly within a built up area being served by local transport and in close proximity to other similar housing developments. Dartmouth is identified as a Main Town within JLP Policy TTV1 – and is considered one of the most suitable locations for sustainable growth within the South Hams.

It is noted that no neighbourhood plan has come forward for the Dartmouth area.

In assessing the site for its sustainability, it is noted the site lies close to an existing bus stop. The Stagecoach South West service no. 90 provides a service into Dartmouth every 30mins. To the south of the site lies further bus stops providing services to Dartmouth, Cotton, Exeter and Kingsbridge.

The site is also sited immediately next to a community village hall to the north east and approximately 0.3m from the nearby Lidl supermarket which is reachable via a lit pavement. As such, no concerns are raised in respect of the site's sustainability and it is considered the proposal accords with JLP Policies TTV1, SPT1 and SPT2.

In light of the above, officers are satisfied that the application site is located within a sustainable location.

JLP Policy DEV8 states the following:

***Meeting local housing need in the Thriving Towns and Villages Policy Area:***

*The LPAs will seek to deliver a wide choice of high quality homes which widen opportunities for home ownership, meet needs for social and rented housing, and create sustainable, inclusive and mixed communities. The following provisions will apply:*

*1. A mix of housing sizes, types and tenure appropriate to the area and as supported by local housing evidence should be provided, to ensure that there is a range of housing, broadening choice and meeting specialist needs for existing and future residents. The most particular needs in the policy area are:*

*i. Homes that redress an imbalance within the existing housing stock.*

*ii. Housing suitable for households with specific need.*

*iii. Dwellings most suited to younger people, working families and older people who wish to retain a sense of self-sufficiency.*

*2. Within rural areas with special designations, as defined in section 157 of the Housing Act 1985, all residential developments of 6 to 10 dwellings will provide an off-site commuted sum to deliver affordable housing to the equivalent of at least 30 per cent of the total number of dwellings in the scheme.*

*3. Within the whole policy area a minimum of at least 30 per cent on-site affordable housing will be sought for all schemes of 11 or more dwellings. Off-site provision or commuted payments in lieu of on-site provision will only be allowed where robustly justified.*

The application proposes the erection of 4no. 1-bed flats within a two-storey apartment building.

The council's evidence base for the Dartmouth area confirms that there exists an over provision (14%) of 1-bed properties within the Dartmouth area.

Following discussions with the council's policy team, it has been confirmed that the housing data used to inform JLP Policy DEV8 may not fully identify the real issues influencing housing mix in a given area and a site specific assessment is sometimes required. In the case of Dartmouth, it has been agreed that in this instance, the provision of 4 x 1no. bedroom properties would be an acceptable response to housing need for the Dartmouth area given the likely affordability of the properties and the positive response of the development to JLP Policy DEV8.

As such, the proposal is likely to accord with JLP Policy DEV 8 (1) in providing a type of housing type and tenure appropriate to the area and this is supported by local housing evidence. Given the quantum of development, the proposal does not engage requirements to provide for an affordable housing contribution as per JLP Policy DEV8 (2) (3) or DEV9.

As such, the proposal accords with JLP Policy DEV8.

***Design and Visual Impacts:***

The proposed development will be erected as a single unit featuring a consistent fenestration across both ground and first floor levels. The proposed materials include:

- Aluminium coping coloured to match vertical cladding
- Aluminium birds beak corner flashing and window reveals / head, coloured to match window frames
- Dark grey vertical board on board cladding.
- Double glazed uPVC window / doors; smooth anthracite grey.
- Concrete base, acid etched Portland finish.

The proposed materials are considered sympathetic to the area and respond well to the properties located to the immediate north (small group of corner properties on Davis Road) which have adopted a similar design approach at ground and first floor levels in terms of colour finishes.

The proposal is considered a contemporary addition to the area and this progressive approach to design is welcomed. It is noted that concerns were raised via objections to the proposal's response to the character and appearance of the area however, it is noted that the proposal does not lie within a conservation area, an AONB nor the countryside. The proposal, although somewhat novel in its design, is not considered to exist as an overly incongruous addition nor as a design which wholly fails to reflect the dominant character, appearance and vernacular in this area.

When viewed along the street scene of Davis and Townstal road the contemporary design would be a considerate and future-proofed design which seeks to promote contemporary design within the area.

With regard to the proposal's footprint, there will remain sufficient space within the site so as to provide for rear amenity space, although it is acknowledged that due to road noise levels the quality of the space is diminished. The proposal allows for a degree of movement in and around the site with a suitable buffer between the proposal's elevations and site limits so as to not appear as overly dominant nor excessive when considered within the context of the site and wider area. The proposed landscaping scheme to the southern, eastern and western elevations will provide a degree of screening that will ensure this novel building does not appear overly prominent when viewed from Townstal road nor appear as a distraction. The set-back from the southern boundary further ensures this.

Given the site's proximity to the street scene along Townstal Road, samples of materials will be requested for submission and consideration by the council.

When viewed from the south, east and west, the proposal, by virtue of its modest ridge and eaves level height will ensure the bulk, mass and scale of the proposal will not imbalance the existing relationship with the dominate ridge level heights of the row of properties along Davis Road.

A suitable condition shall be attached to any planning permission granted to ensure the submission and consideration of a landscaping scheme.

The development proposes a limited number of windows facing the properties opposite to the north and this has been as a result of progressive pre-application discussion with the council. This approach is welcomed for amenity reasons discussed later in this report.

The bike store and bin storage is a welcomed feature of the development: it is within the site limits of the application site and within good distance for refuse pick-up. Users will not face

difficulty in collecting or depositing household waste to the storage area. The architect has confirmed that this element of the proposal will be waterproofed and secure.

The site is surrounded by other residential developments and is considered to be within a predominantly residential area. As such, the proposal will not exist as an alien addition. As such, the proposal is considered acceptable in terms of design and visual impacts and would likely accord with JLP Policy DEV20.

### ***Neighbouring Amenity:***

A main concern of this development both currently and at pre-application stage is the potential for intervisibility / loss of privacy between the habitable rooms to the north elevation and the properties to the north along Davis Road (nos. 3 and 4 – corner properties).

It is also noted that objections have been received which raise concerns over potential loss of privacy / intervisibility between the two properties.

The windows proposed the north elevation at both ground and first floor levels are restricted in their width so as to reduce any potential loss of privacy / intervisibility between the proposal and properties along Davis Road. Although the windows will serve habitable rooms in the form of double bedrooms, it is not considered that these rooms will have the greatest amount of human activity in them when compared to other rooms within the proposal e.g. living rooms. There is also a separation distance of 12m between the western most units and No. 4 Davis Road and at least a 15m separation distance between the eastern most unit's north facing habitable window and No. 3 Davis Road.

Taking into account the:

- Restricted width of the glazing at ground and first floor levels;
- The habitable rooms being that of bedrooms which will not likely be the most frequently used part of the dwellings; and
- The separation distances between the properties being at least 12m

The likely amenity impacts concerning intervisibility / loss of privacy will be limited in their impacts and suitably mitigated to a satisfactory level so as to not give rise to any significant, detrimental amenity impacts upon the living conditions of the residents at Nos. 3 & 4 Davis Road.

In addition, it is not considered likely that the proposal, by virtue of its size, scale, massing and positing in relation to the properties to the north will likely give rise to any loss of daylight and or sunlight or overbearing impacts given the limited ridge level height.

JLP Policy DEV10 requires housing proposals to provide for a suitable standard of accommodation. The National Space Standards requires that a 1 Bed 2 Person dwelling over 1 floor (1B2P) provides for 50sqm of floor space. The proposal provides for at least 50sqm of floor space across all units. The double bedroom also provides for a floor space of at least 11.5sqm and this is also considered acceptable as too is the proposed storage provision.



Overall, the proposal is not considered likely to give rise to any significant, detrimental amenity impacts and accords with national space standards. As such, the proposal accords with JLP Policies DEV1, DEV2, DEV8 and DEV10.

## **Noise**

This application is supported by an acoustic report which has indicated that noise levels in the external amenity areas will be in the region of 60dB daytime compared to an acceptable level of 50dB. The Council's Environmental Health Specialist has objected on this basis.

The proposal is for 4 x 1 bed apartments. At present the Council has no adopted minimum standards for the provision of amenity space for apartments and in many cases apartments have been approved without any external amenity space. On this basis it is considered unreasonable to refuse planning permission on the basis of poor quality amenity space when there is no actual requirement at present to provide amenity space at all. Being one bed properties these will not accommodate families.

## ***Flooding / Drainage:***

The council's drainage officer makes the following comments:

### *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 erection of a new building consisting of 4no. 1 bed apartments with associated parking facilities. 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 an attenuation system discharging in to SWW dedicated surface water sewer, SWW consent has been provided. An attenuated discharge can only be accepted once use of the soakaway, as a first choice, has been fully explored and discounted.*

*The proposed plans have indicated some potential locations where infiltration system could be accommodated such as behind the parking spaces for units 1&2. Therefore use of the soakaway should be fully explored and discounted before an attenuated offsite discharge can be considered.*

The response from South West Water confirms the potential for the application to connect to the mains sewerage system and this is considered acceptable. The applicant is therefore reminded of the comments made by South West Water. A suitable condition shall be attached to any permission granted for the submission of details concerning foul drainage.

As such, subject to conditions, the proposal accords with JLP Policy DEV35.

***Highways / Access:***

In this instance, the proposal provides for 1no. car parking space per dwelling and in the absence of any prescribed car parking standards, the proposal is considered to provide for a suitable amount of off-street car parking for this development, in this location.

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

***Ecology / Biodiversity:***

The application is accompanied by a Wildlife Trigger Table which confirms that a Wildlife, Geology or Invasive Species Report is not necessary.

As such, the proposal accords with JLP Policy DEV26.

***Low-carbon development:***

The accompanying design and access statement provides commentary on the sustainability of the proposal and confirms:

- wall insulation
- uPVC windows
- Thermal bridges
- Airtightness
- Low / medium risk to overheating
- LED lighting
- MVHR efficiencies.

Given the scale of the proposal constituting minor development, the proposed initiatives are considered suitable so as to positively respond to JLP Policy DEV32.

***Open / Green Space:***

It is noted a number of objections concern the loss of the area of green / open space upon which the proposal will be sited. In reviewing the immediate vicinity and the accessibility for residents to access green / open space a number of other areas provide for similar if not better open / green space provision for local residents to enjoy. This includes:

- Land to the south of Townstal Road
- Allotments to the south of Townstal Road
- Recreational / playing pitches to the south of Townstal Road
- Other green areas around the Community Centre to the east of the site.
- A good sized play area along Britannia Avenue.

As such, on balance, although it is recognised that the proposal would give rise to the loss of a small area of green / open space, the proposal provides for some mitigation in the form of positive landscaping to conserve the application site and does not seek to remove the entirety of the green area. When considering the social benefits of the proposal in providing affordable housing to the area of Dartmouth and economical benefits of the construction phase, the proposal is considered to outweigh the environmental impacts which are considered to be both limited and supplemented by other provisions within the immediate vicinity.

As such, the proposal accords with JLP Policy DEV27.

**Trees:**

The council's trees officer maintains no objections to the proposal on arboricultural grounds. It is noted that the existing hedge to the southern elevation facing Townstal Road shall be retained and this is welcomed as a means of screening the main bulk of the proposal.

As such, the proposal accords with JLP Policy DEV28.

**Planning Balance:**

**Environmental:** it is recognised that the proposal would give rise to the loss of a small area of green / open space which has been raised via a number of objections. The proposal provides for some mitigation in the form of positive landscaping to conserve the application site and does not seek to remove the entirety of the green area. It is also noted that a s106 agreement seeking financial contributions for Open Space and Sports Recreation will also be received, for the improvement of local facilities. Further, the proposal would not give rise to any significant landscape or any other environmental harm that would cause the proposal to be deemed unacceptable.

**Social:** the proposal would provide for lower cost housing in the Dartmouth area in an attempt to provide accessible housing for couples and / or single professionals. The proposal responds positively to the housing needs of Dartmouth and the wider South Hams in this respect. Although some concerns are raised in respect of amenity impacts, these have been deemed acceptable and outweighed in light of the positive introduction of affordable housing. The proposal is also considered to constitute sustainable development by virtue of its location and access to local facilities which is afforded significant weight.

**Economical:** the proposal would provide economic benefits to the Dartmouth area during the construction phase.

Overall, the limited amenity impacts and loss of a small area of open space are outweighed by the environmental, economical and social benefits of the proposal. As such, the proposal is considered acceptable and recommended for planning permission.

***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 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  
DEV1 Protecting health and amenity  
DEV2 Air, water, soil, noise, land and light  
DEV7 Meeting local housing need in the Plymouth Policy Area  
DEV8 Meeting local housing need in the Thriving Towns and Villages Policy Area  
DEV9 Meeting local housing need in the Plan Area  
DEV10 Delivering high quality housing  
DEV20 Place shaping and the quality of the built environment  
DEV26 Protecting and enhancing biodiversity and geological conservation  
DEV27 Green and play spaces  
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:** The Dartmouth Neighbourhood Plan is at an early stage of production and as such, no weight can be applied to it at this stage. It is recommended that the applicant maintains awareness of this plan and any relevant housing / site specific policies which would concern a later planning application.

#### **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.

## Conditions:

### 1. 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.

### 2. Approved Plans:

The development hereby approved shall in all respects accord strictly with drawing number:

Proposed Plans – Ref: 2391\_PL 100C – At Scale: 1:50 @ A1 / 1:100 @ A3. Received: 12/07/2019.

Proposed Street Elevations – Ref: 2391\_PL201C – At Scale: 1:200 @ A3. Received: 12/07/2019.

Proposed Elevations – Ref: 2391\_PL202C – At Scale: 1:100 @ A3. Received: 12/07/2019.

Proposed Elevations – Ref: 2391\_PL203C – At Scale: 1:100 @ A3. Received: 12/07/2019.

Proposed Sections – Ref: 2391\_PL300C – At Scale: 1:100 @ A3. Received: 12/07/2019.

Proposed Illustrative View – Ref: 2391\_PL 900B – NTS. Received: 12/07/2019.

Proposed Illustrative View – Ref: 2391\_PL 902C – NTS. Received: 12/07/2019.

Block Plan – Ref: 2391\_PL002D – at Scale: 1:500 @ A3. Received: 12/07/2019.

Design and Access Statement – Studio Partington – Ref: 2391\_PL\_PSS01. Received: 12/07/2019.

Proposed Site Plan – at Scale: 1:50 @ A1 / 1:100 @ A3. Ref: 2391\_PL004C. Received: 12/07/2019.

Proposed Ground Floor Plan – at Scale: 1:50 @ A1 / 1:100 @ A3. Ref: 2391\_PL005C. Received: 12/07/2019.

Site Location Plan – at Scale: 1:1250 @ A3. Ref: 2391\_PL001C. Received: 12/07/2019.

SUDS Assessment for planning application for Davis Road Dartmouth on behalf of Dartmouth United Charities. Received: 11/07/2019.

Geotechnical and Geo-environmental Assessment – Report No: 11022 – March 2019 – Version 1. SouthWest Geotechnical LTD.

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

### 3. 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.

#### **4. Vehicle Crossing:**

The commencement of any dwelling shall not take place until the following works have been carried out to the written satisfaction of the Local Planning Authority: The car parking and any other vehicular access facility required for the dwelling by this permission has/have been completed up to base course; The vehicle crossing on the road frontage of the dwellings have been completed.

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

#### **5. Construction Management Plan:**

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;

## **6. 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: Details to confirm the use of the soakaway has been fully explored and discounted before an offsite discharge can be considered.

SuDS should be designed for a 1:100 year return period plus an allowance for Climate change (currently 40%).

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.

The permeable parking should be designed in accordance with CIRIA C753. Full design details and sectional drawing showing the specification and make up will be required.

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.

## **7. Foul drainage:**

Notwithstanding the submitted details, prior to the installation of any part of the foul drainage scheme or before development continues above slab level, whichever is the sooner, full details of the works for the disposal of sewage shall be submitted to and approved in writing by the Local Planning Authority (LPA), and the dwelling shall not be occupied until the approved works have been completed to the satisfaction of the Local Planning Authority.

Reason: In the interests of the prevention of pollution.

## **8. Landscaping scheme:**

No development shall take place until full details of a hard and soft Landscape Scheme have been submitted to, and approved in writing by the Local Planning Authority. The Landscape Scheme shall be prepared by an appropriately qualified professional and shall include:

- arrangements for stripping, storage and re-use of top soil;
- details, including design and materials, of ancillary structures such as bin stores and signage;
- details of lighting including function, location, design and intensity;
- materials, heights and details of fencing and other boundary treatments;
- materials, heights, levels and extent of hard landscape treatment, including access points, and any hardstanding areas;
- the location, number, species, density, form and size of proposed tree, hedge and shrub planting;

- the method of planting, establishment and protection of tree, hedge and shrub planting;
- a timetable for the implementation of all hard and soft landscape treatment

All elements of the Landscape Scheme shall be implemented and maintained in accordance with the approved details unless otherwise agreed in writing by the local planning authority. All work shall be completed in accordance with the timetable agreed in writing.

Reason: In the interest of visual amenity in order to protect and enhance the amenities of the site and locality.

### **9. Samples:**

Details and samples 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.

### **10. Remove PD Rights:**

Notwithstanding the provisions of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any Order revoking, re-enacting or further amending that Order), no development of the types described in Schedule 2, Part 1, Classes A, B, C, E, F and Part 2, Class A shall be carried out on the site, unless the permission in writing of the Local Planning Authority is obtained.

Reason: To protect the appearance of the area to ensure adequate space about the buildings hereby approved and in the interests of amenity.

### **11. Electric Vehicle Charging Points**

Prior to the commencement of development the applicant shall submit to the Local Planning Authority for approval in writing full details of proposed electric vehicle charging points to be provided. These details shall include the location, number and power rating of the charging points. The electric car charging provision shall accord with good practice guidance on mitigating air quality impacts from developments produced by the Institute of Air Quality Management. The development shall be carried out in accordance with the agreed details and shall be made available for use prior to the first occupation of the building(s) to which they relate, and retained thereafter as such.

Reason: To protect air quality and support sustainable development in accordance with emerging Joint Local Plan policy DEV2 and NPPF paragraph 148.

### **12. Noise mitigation**

Development shall not continue above slab level until details have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the internal ventilation system does not exceed the permitted development level for Air Source Heat Pumps which can be found in MCS020. Development shall take place in accordance with the approved details and maintained and retained for the lifetime of the development.

Reason: In the interest of residential amenity