

DARTMOOR NATIONAL PARK AUTHORITY
DEVELOPMENT MANAGEMENT COMMITTEE

31 July 2020

APPLICATIONS FOR DETERMINATION BY THE COMMITTEE

Report of the Head of Development Management

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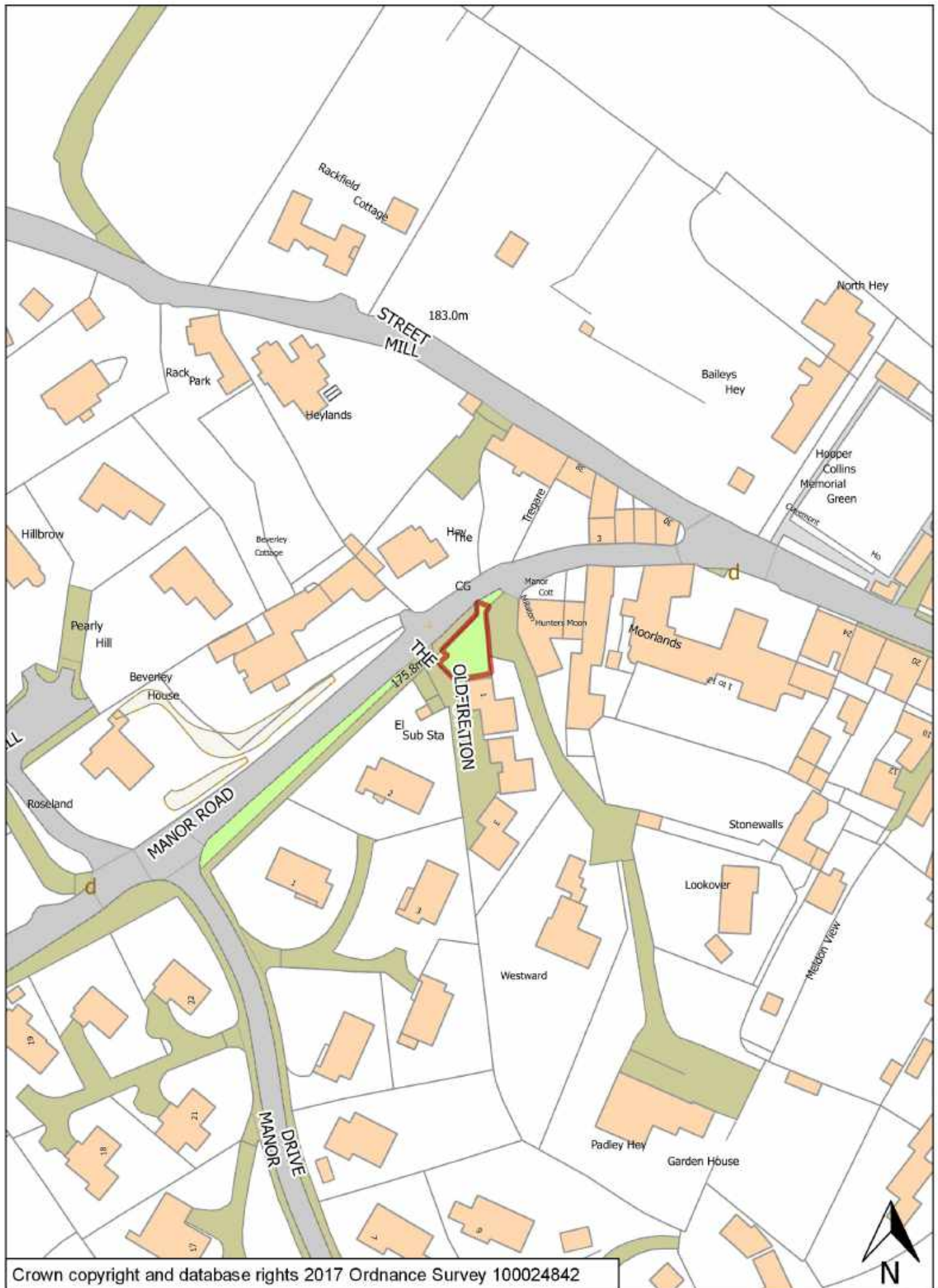
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0152/20 - The Old Fire Station, Manor Road, Chagford



Scale 1:1,250



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1. Application No: **0152/20** District/Borough: **West Devon Borough**
Application Type: **Full Planning Permission** Parish: **Chagford**
Grid Ref: **SX698875** Officer: **Sassie Williams**

Proposal: **Erection of office**

Location: **The Old Fire Station, Manor Road, Chagford**

Applicant: **Squirrel Design**

Recommendation **That permission be GRANTED**

Condition(s)

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the Site Location Plan (LP494_100), Block Plan (BP494_100), and drawings 494.1.100 and 494.1.101 valid 16 March 2020; drawing 494.1.108 received 30 April 2020; and drawings 494.1.102A, 494.1.104A, 494.1.105A and 494.1.106A received 4 May 2020.
3. Prior to installation, samples of all proposed surfacing, external facing and roofing materials shall be submitted to the Local Planning Authority for approval; thereafter unless otherwise agreed by the Local Planning Authority in writing, only approved surfacing, external facing and roofing materials shall be used in the development.
4. The premises shall be used for B1a (offices - other than a use within Class A2) purposes only and for no other purpose (including any purpose in Class B1a of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification
5. The business shall only operate in the premises during 'normal office hours' between the times of 08.00 and 18.00 Monday to Friday and 09.00 and 13.00 Saturdays. There shall be no working on Sundays, Bank or Public holidays.
6. Unless otherwise agreed in writing by the Local Planning Authority all external windows in the development shall be of dark coloured powder coated aluminium construction and shall at all times thereafter be retained as dark coloured powder coated aluminium framed windows.
7. All new external timber on the building hereby approved shall be stained dark brown or black, not later than 30 days after the substantial completion of the development. Prior to the application of any timber stain, a sample of the stained timber showing the timber stain proposed to be used shall be submitted to the Local Planning Authority for approval; at all times thereafter only the approved timber stain shall be used on external timber on the building unless otherwise agreed in writing by the Local Planning Authority.
8. The solar panels hereby approved shall be fitted with black outer frames unless otherwise agreed by the Local Planning Authority, and shall be recessed into the flat roof. Upon becoming redundant, the solar panels shall be removed within a period of six months.

9. No part of the development hereby permitted shall be commenced until the detailed design of the proposed surface water drainage management system which will serve the development site for the full period of its construction has been submitted to, and approved in writing by, the Local Planning Authority. This temporary surface water drainage management system must satisfactorily address both the rates and volumes, and quality, of the surface water runoff from the construction site.
10. No development shall start until a Method of Construction Statement, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) hours of operation, which shall be between the times of 08.00 and 18.00 Monday to Friday and 09.00 and 13.00 Saturdays, with no working on Sundays, Bank or Public holidays.
 has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period
11. Within three months of the commencement of the development hereby permitted, details of the proposed landscaping and planting scheme shall be submitted to the Local planning Authority for approval. The landscaping and planting shall be carried out in accordance with the approved scheme within twelve months of the substantial completion of the development, or such longer period as the Local Planning Authority shall specify in writing. The landscaping and planting shall be maintained for a period of not less than five years from the date of the substantial completion of the development, such maintenance shall include the replacement of any trees or shrubs that die or are removed.

Introduction

The site is currently a grassy bank that forms part of the site of the old fire station. The site is located on the edge of, but outside, the Chagford Conservation Area boundary. This application proposes a single-storey office building.

This application is a re-submission following refusal of application ref 0561/18, and the subsequent appeal which was dismissed. It seeks to address the concerns raised by the Inspector at appeal; namely the effect of the proposal on the character and appearance of the area, taking into account the setting of the Conservation Area and the wider character of Dartmoor National Park.

The application is presented to the Committee in light of previous refusals and strength of local objections to the scheme.

Planning History

0561/18	Erection of office Full Planning Permission Appeal lodged: 03 June 19	Refused Result: Dismissed	17 January 2019
0101/18	Erection of office Full Planning Permission	Refused	11 May 2018

0656/15	Erection of an office		
	Full Planning Permission	Withdrawn	03 February 2016
3/08/188/96/03	Erection of a single dwelling		
	Full Planning Permission	Refused	05 November 1996
3/08/174/95/03	Erection of a single dwelling		
	Full Planning Permission	Refused	04 September 1995
3/08/233/94/02	Erection of three dwellings		
	Approval of Details	Approve Conditionally	07 February 1995
3/08/054/92/01	3 houses with highway access point, demolition of existing fire station alt/improvement to existing access adj Millaton & subdivision of Millaton into 2 dwelling		
	Outline Planning Permission	Grant Outline Conditionally	02 September 1992
03/08/0104/85	Erection of detached dwellinghouse		
	Outline Planning Permission	Refused	04 April 1985

Consultations

Environment Agency:	Flood zone 1. Standing advice applies.
County EEC Directorate:	No objection on the following grounds: - illegal parking is an enforcement matter; neither illegal loading or parking constitute a sustainable reason for refusal - an enterprise of this limited scale will not attract significant volumes of traffic. With the existence of the Controlled Parking Zone, and no on-site vehicular parking, that there will be no vehicular movements, other than perhaps deliveries, directly to the site. - the NPPF makes clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. In this instance, the only access to the site itself is from the rear of an existing footway, and it would not be possible to sustain an argument on the grounds that the impact of the additional vehicles in the village could be considered to be 'severe'. - appeal decisions elsewhere in Devon have accepted proposals that rely on local off-site car parking arrangements. Similarly appeal decisions have accepted that adding additional traffic to very long queues in, for example, Exeter and Cullompton, were not considered severe.
West Devon Borough Council:	Does not wish to comment.

Parish/Town Council Comments

Chagford PC:	Object on the following grounds: - Over intensification of site - Visibility of traffic (when leaving site) on to Manor Road
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If DNPA is minded to grant permission Chagford Parish Council would like to see the office tied to 2 The Old Fire Station.

Objection sustained following submission of amended plans - show the proposed building higher than the rear wall, which enforces original view that this is over development of the site.

Relevant Development Plan Policies

COR1 - Sustainable Development Principles

COR18 - Providing for sustainable economic growth

COR2 - Settlement Strategies

DMD19 - Sustainable Communities

DMD1a - Presumption in favour of sustainable development

DMD1b - Delivering National Park purposes and protecting Dartmoor National Park's special qualities

DMD3 - Sustaining the quality of places in Dartmoor National Park

DMD4 - Protecting local amenity

DMD41 - Parking provision - Non Residential

DMD5 - National Park Landscape

DMD7 - Dartmoor's built environment

Representations

73 letters of objection 21 letters of support 1 other letter

Objections:

- Residential area; not appropriate for a business use
- Lack of parking provision
- Dangerous due to lack of visibility down road
- Ugly building
- Should be left as green space
- Loss of significant views
- No need; Squirrel Design already has an office
- Potential future change of use
- Traffic problems on Manor Road
- Overdevelopment of site
- The design is too modern
- The design is unsympathetic to local area
- Ground stability concerns
- Other office spaces available
- Sewer capacity could be affected
- Scheme offers no public benefit
- Harm to setting of the Conservation Area
- Detrimental impact on neighbour amenity
- Impact of construction phase on local area and residents

Supporting comments:

- Local family business who support the town
- Investment into the town
- Skilled employment opportunities

- Application meets planning policy
- Design issues have been addressed
- Essential for growth of business
- High quality, sympathetic design
- Applicant has worked hard to address concerns
- Existing views maintained
- Good use of small vacant plot of previously developed land
- No impact on pedestrians or highway safety
- Sustainable location
- Low energy, sustainable, eco-friendly design
- Design in keeping with local area
- Improvement over original fire station building
- Design considerate to historic setting and neighbours
- Planted flat roof would maintain the green, open aspect

General observations:

- Site currently unmanaged / used as dog toilet
- Sufficient parking available elsewhere
- Effort made to lower impact of building
- Potential impact on neighbours; overshadowing, loss of light

Observations

PROPOSAL SUMMARY

This application proposes the erection of a 57sqm single storey office building for Squirrel Design.

The site fronts Manor Road. It is a steeply sloping grassed verge with a tarmac footway alongside the road.

Squirrel Design are an established architectural practice who have been operating in Chagford for over 30 years. The existing business is located at basement level in the dwelling known as 2 Old Fire Station, Chagford. The existing space comprises a small open plan office suitable for two employees with meeting table in the centre. This application has been submitted to allow the business to grow and allow the occupants to take advantage of the living accommodation at basement level at 2 Old Fire Station.

SITE AND PLANNING HISTORY

The site is part of the Old Fire Station site which once housed a two storey granite and corrugated iron fire station that has now been demolished. The applicant has since maintained the site as an open grassed area.

An application for a similar proposal for a new office building in the same location was submitted in 2015 (ref: 0656/15). The principle of an office building in this location was accepted during this application, however the application was withdrawn as Officers had concerns regarding the design of the building. The applicant subsequently engaged with the Officers through the pre-application process and altered the design to remain more in-keeping with the locality.

A further application proposed a flat roof single storey building (to the rear - facing 1 The Old Fire Station) with dual pitch two-storey element fronting Manor Road (ref: 0101/18). This was

refused permission at the Development Management Committee on 4 May 2018.

Another subsequent application proposed a smaller building, with a 20% reduction in volume and the ridge realigned to be perpendicular to the garage at No1 The Old Fire Station (ref: 0561/18). This was refused permission at the Development Management Committee on 7 January 2019, and subsequently dismissed at appeal. The Planning Inspector's key concern was the effect of the proposal on the character and appearance of the area, taking into account the setting of the Conservation Area and the wider character of Dartmoor National Park.

CURRENT PROPOSAL

The Inspector's report at appeal listed the issues and reasons for dismissal and this application presents a redesign that seeks to address these issues.

This revised submission retains the simple form previously presented, while seeking a reduction in the footprint and overall volume of the proposal, with the floor area reduced by 9sqm and the ridge height reduced by 1.58m. The proposal is now single storey throughout, and the roof arrangement has been modified to better respect the existing contours of the site. The ridge has been repositioned to the south adjacent to the garage of number one The Old Fire Station, and the planted roof to the north. The alignment of the proposal has also been adjusted so that it now runs parallel with the gable end of number one, rather than parallel to Manor Road. These amendments further reduce the impact of the building, ensuring that it does not interrupt views over the open moor or the view of Millaton when entering the town from the West, and creates additional space for landscaping.

Considerable local objection has been received to this scheme, in relation to various points, which are discussed as appropriate throughout this report.

PRINCIPLE OF BUSINESS USE

Local Plan policy COR18 provides support for local employment and business opportunities, and within designated settlements recognises the opportunity to develop and expand existing businesses. It aims to direct employment opportunities to sustainable locations within or adjacent to existing settlements. The site is located within the Local Centre of Chagford, and it is within the settlement boundary, where one could expect to see new business premises located. Proposals for offices (B1a class use) can generally be accommodated within the built up areas of the National Park, and are not considered to be detrimental to the amenity of a residential area.

The proposal to erect a new office to assist in the growth of an established architectural practice fits comfortably with the policy aspiration outlined above, and is a development principle that officers support. Some objections were received in relation to the siting of an office in a residential area, however it is a type of use compatible with this sustainable location adjacent to the town centre and residential properties.

The Chagford Design Statement (2009) states the need "to ensure Chagford remains economically viable with a vibrant community spirit" and expresses a strong level of community support for existing shops and businesses and the provision of new facilities to 'cater for small and medium size business development'.

The Inspector's Report at appeal highlighted the lack of evidence to show that the provision of

the new office is essential for the future of Squirrel Design. The applicant states that the company is experiencing an increased workload, and the new office will accommodate more staff and equipment and allow more modern, eco-friendly and efficient ways of working. The new office would also free up space at 2 The Old Fire Station, and provide an independent office space owned by the company, giving certainty to the future of the practice.

Policy COR18 states the need for evidence that demand for new office space cannot be met by existing sites, and comments from objectors state the availability of other office spaces in the village centre and at Bellacouch Meadow. The applicant has rented office space in Chagford previously, but does not feel that it makes good economic or business sense to continue to do so, nor does it represent value or certainty for the long term future of the business. Furthermore the applicant comments that the limited accommodation available in Chagford fails to meet the needs of the business; namely an office space of a suitable size, layout and quality, which is energy efficient and adaptable to the business' evolving future needs. Officers consider this to be a policy compliant justification for the provision of a new office space for the company in this location.

DESIGN & IMPACT ON BUILT ENVIRONMENT

The Government attaches great importance to the design of the built environment within the National Planning Policy Framework, establishing good design as a key aspect of sustainable development. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policies COR1, COR3, COR4, DMD1b, DMD3 and DMD7 require new development to provide high quality, locally distinctive design that conserves and enhances the character and appearance of the built environment of Dartmoor National Park. Specifically, policy DMD7 requires new development to reinforce locally distinctive qualities of place through consideration of open spaces, uses, scale, height, alignment and design. This is reiterated in the Design Guide.

The site is a small plot of previously developed land flanking directly onto Manor Drive. It was previously occupied by the Old Fire Station, a corrugated metal building with a dual pitched roof, from which the design of this proposal has been informed. The site lies to the east of the village centre outside, but adjacent to, the Conservation Area, and is surrounded by a mix of historic and modern buildings. The nearest Listed Building is the old Moorlands Hotel, now converted into dwellings, located around 40m up Manor Road and out of direct sight.

The proposed single storey building is modest and comprises an office, meeting space and storage provision. The narrow site constraints, proximity to other buildings, and need to conserve existing views have informed the plan of the building. The proposed development would present a more dominant building than the currently vacant site, though not so dominant as the Old Fire Station previously present on the wider site. However, the detail and design proposed is high quality and would not detract from the character and appearance of the area (having regard to the scale of surrounding buildings and topography) and would secure this vacant previously developed site within the local centre with a new viable use to help support a local business.

The Inspector's Report at appeal raised concerns about the impact of the proposal on the setting of the adjacent Conservation Area. However, as the site lies outside the Conservation Area, it would be necessary to demonstrate 'harm' rather than the strict tests of 'preserving

and enhancing' that would apply to a site within the adjacent Conservation Area. The building presented has its own style which is neither pastiche nor overtly modern, and the use of traditional slate and granite facades helps to knit the development into its wider surroundings. It is therefore considered to be a contemporary solution which sits comfortably with the surrounding historic context, in keeping with design policies and guidance, and is therefore not considered to demonstrate harm to the adjacent Conservation Area.

The Inspector's Report stated that the simple design of the proposal reflects the traditional building forms near to the site. It did however raise specific concerns relating to the prominent and unsympathetic glazed gable end, the loss of a meaningful gap in the street scene and the loss of views of Millaton and the open moor. The applicant has addressed all of these concerns in this revised proposal. The gable end has been repositioned to the South adjacent to the garage of No1 The Old Fire Station, and associated glazing has been considerably reduced. This repositioning of the gable, together with reductions in the floor area and height of the proposal have further reduced the prominence of the building within the street scene, and ensure that significant views of both Millaton and the open moor are now entirely maintained. Increased landscaping and the green roof ensure that the feeling of green space on the site is maintained.

A number of local residents and the Parish Council have submitted comments raising concerns about the scale and size of the building relative to the plot, and associated impacts on neighbour amenity. The proposed building has, however, been reduced in size and volume and designed with windows facing away from neighbouring properties and the juxtaposition of respective buildings, and levels, is such that there should be no overbearing or loss of light. The size of the building has been justified by the applicant and is considered to be within the policy requirements of COR18 in terms of small scale business expansion.

HIGHWAY SAFETY

No parking or vehicular access is proposed for this office. The Highway Authority has confirmed that their comments submitted for application 0561/18 equally apply to this application, and therefore has no objection to the proposal. The Planning Inspector also found there to be an acceptable level of parking proposed, with no severe impact on the road network.

Policy DMD41 sets out the parking provision for new non-residential development. For staff a maximum of 1 space is required per 100sqm floorspace. The proposed development is less than 100sqm therefore no minimum parking provision is required by this policy. 1 space is required per 28sqm for visitors. In this case, this equates to 2 parking spaces, which can easily be accommodated within Chagford's existing parking provision.

A number of representations have noted parking and vehicular movement as a concern in this application. This small scale office is unlikely to produce a large volume of traffic and it is considered that there is adequate parking available within the Chagford Local Centre. Enforcement of 'illegal' parking is a separate issue, not a planning consideration related to this application.

CONCLUSION

In summary, while local concerns are recognised and acknowledged, a decision must be based on adopted local policy. This proposal is considered to present a sustainable form of development, securing this vacant previously developed site with a new viable use to meet the

needs of a long established local business. It is of a scale and form that respects its location and is a high quality design solution that will be a positive addition to this part of the settlement. The application is therefore recommended for approval subject to appropriate conditions.

UPDATE FOLLOWING DEVELOPMENT MANAGEMENT COMMITTEE JUNE 2020

The above report was tabled at the Development Management Committee on 26 June 2020. Members voted on a motion to grant planning permission based on the recommendation set out in the officer's report. That motion was not carried.

An alternative motion to refuse planning permission was proposed by a Member. There followed a debate about the precise reasons for refusal. That debate was inconclusive and, as a consequence, the Head of Development Management advised Members, in accordance with agreed protocol, to defer making a decision to allow for proper consideration of any reasons for refusal. A vote on the motion to refuse planning permission was not taken. Members agreed to defer a decision pending further guidance. The application remains undetermined and must be considered afresh at the meeting.

ADVICE FROM THE HEAD OF DEVELOPMENT MANAGEMENT

It is acknowledged that Members indicated that they were unwilling to support a motion based on the Officer's recommendation. However, having considered all matters presented in the application, the strongly held views of the local community, other material considerations and the views expressed at the meeting, it is still the considered opinion of your professional advisors that the grounds for refusing planning permission are not obvious.

Any decision to refuse planning permission must clearly set out precise reasons why the development is considered to be unacceptable. They should be clear and unambiguous, based on specific Government guidance and policies of the Development Plan as a whole. Any material considerations should be clearly documented. While the threat of a planning appeal should never deter Members from refusing planning permission when that is appropriate, the applicant is entitled to understand the exact reasons to inform any appeal he may pursue. Members should also be mindful that unsubstantiated reasons for refusal may lead to an award of costs if unreasonable behaviour or expense is incurred. It is perfectly acceptable for Member's to reach a decision contrary to an officer recommendation however, in this case, it is incumbent on Members to forward such a motion and be precise about the wording of any reasons for refusal before that decision voted upon.

The following is presented to aid Member debate – it does not infer that officer's support a recommendation for refusal.

Highway matters – The Highway Officer is clear in his advice that there are no substantiated grounds for refusal based on traffic or parking issues. In the face of this it would be unwise to consider this as a reason for refusal.

Harm to Conservation Area – The site lies adjacent to but outside of the designated Chagford Conservation Area. As a result there is no direct impact on the Conservation Area itself. The impact of the development on the setting of the Conservation Area is more subjective. As detailed in the main body of the report it would be necessary to demonstrate a 'harmful' impact. Given that this site is already adjacent to other modern development the extent to which the development alone (or cumulatively) would harm that setting is a weak argument

and unlikely, in its own right, to be a substantial reason.

Scale/Design – This is a more subjective area where there is room for interpretation. The phrase ‘overdevelopment’ should be avoided as this has no true planning meaning. This is normally translated into tangible effects such as scale, massing, amenity (for both occupiers and those that are affected by development) – direct impacts of the building and change on character caused by the development.

The Development Plan contains specific policies related to these effects namely COR4 and DMD4. If this angle were to be pursued by Members the following may be worthy of consideration.

Due to the difference in ground levels and distances, it could not be argued that the proposal would cause harm to the residential amenity of the occupants of Millaton to the East – it may have some limited impact. As the drawing of the proposed West elevation clearly shows, the ridge of the proposed building sits 3m below the ridge of the garage of Number 1 The Old Fire Station (TOFS) to the South. While the height of the proposal is considered appropriate, it could be possible, due to the proximity of the proposal to the garage of 1 TOFS, that it would have some impact on those occupants, and reduce the levels of privacy they enjoy in their rear garden and access. Due to the difference in levels, it is not considered that loss of daylight would occur, and due to the lack of windows on the South and East elevations overlooking is not considered to be an issue.

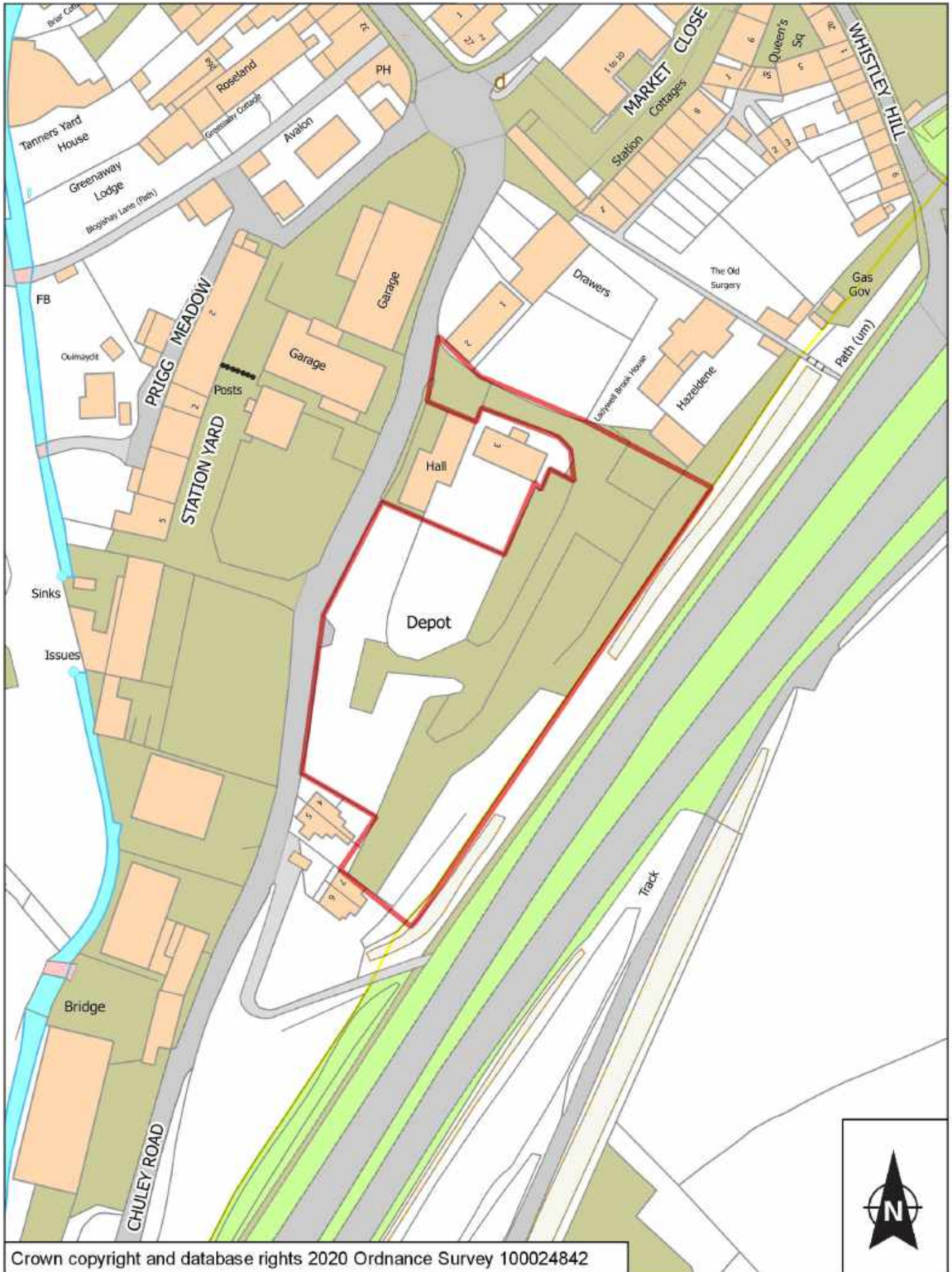
This is a modest site, with residential development immediately bordering the site to the East and South, pedestrian pavement on Manor Road to the North, and the drive to 1-3 The Old Fire Station (TOFS) to the West. The proposed office building would fill a substantial portion of the site, leaving little separation from the garage at No1 TOFS and parking at Millaton, and little room for landscaping to assimilate the scheme into the existing street scene. This is a characteristic of the village but a subjective view. It is recognised that the surrounding area is residential, and the pattern of development is more dispersed than it is in the village centre, with detached properties set in larger gardens and space between each property. Members could consider whether this development disrupts that simple pattern.

Dartmoor National Park Authority

0332/19 - Former Outdoor Experience Site, Chuley Road,
Ashburton

Scale 1:1,250

Compiled by tjohnson on 16/7/2020



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2. Application No: **0332/19** District/Borough: **Teignbridge District**
Application Type: **Outline Planning Permission** Parish: **Ashburton**
Grid Ref: **SX757696** Officer: **Christopher Hart**
- Proposal: **Erection of 29 dwellings with access and layout, all other matters reserved**
- Location: **Former Outdoor Experience Site, Chuley Road, Ashburton**
- Applicant: **Mr R Honour**
- Recommendation **That, subject to the completion of a s106 legal agreement in respect of the following;**
- the provision of a minimum of 7No. affordable housing units,
- the provision of a minimum of 7No public parking spaces
- a contribution of £85 325 towards education infrastructure,
- the opportunity to allow for reassessment of construction costs (viability);
OUTLINE PLANNING PERMISSION be GRANTED

Condition(s)

1. The development hereby permitted shall be begun either (i) before the expiration of three years from the date of this permission, or (ii) before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of one year from the date of this permission.
3. Development shall not begin until detailed drawings have been submitted to, and approved by, the Local Planning Authority showing the design and external appearance of all proposed buildings, their siting, the materials of which they are to be constructed, the arrangements for the disposal of foul and surface water, areas for vehicle parking, surfacing and lighting, landscaping (including the identification of all trees to be retained) and all other works including walls, fences and other means of enclosure and screening and indicating the location and species of all trees existing on the site. At all times thereafter the development shall be implemented strictly in accordance with the approved details.
4. The development hereby approved shall be carried out in accordance with the following drawings: 28030 Rev P3 (dated 6 December 2019) and 28030 Rev P1 (dated 14 June 2017)
5. A detailed construction method statement shall be agreed in writing by the Local Planning Authority prior to any works taking place on the site. This shall include the details of any temporary storage compounds, welfare facilities and parking arrangements on the site, times of working and arrangements for deliveries.

6. The reserved matters application shall be accompanied by a detailed phase 2 contamination assessment. This assessment must estimate and evaluate the potential risks to people, property and the environment identified in the Phase 1 study submitted with the application. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. It must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,

The report should include detailed mitigation measures to address any identified contamination. Works shall accord with the agreed schedule of mitigation.

7. The reserved matters application shall be accompanied by a highway boundary treatment plan which shall be submitted to the local planning authority for written approval (who shall consult with Highways England on behalf of the Secretary of State for Transport). The plan shall include as a minimum details of any proposed works that may impact on the adjacent highway planting and a method statement for the protection of the planting during the construction phase. Works shall be undertaken in accordance with the approved plan and any damage to highway planting shall be remediated.

8. The reserved matters application shall be accompanied by a detailed design of the proposed permanent surface water drainage management system. It shall include details of percolation tests used to inform the strategy, the measures necessary to address surface water issues during the construction phase, future permanent arrangements and their ongoing maintenance. The report shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with Devon County Council as the Lead Local Flood Authority. The design of this permanent surface water drainage management system will be in accordance with the principles of sustainable drainage systems.

9. The reserved matters application shall be accompanied by a Construction Ecological Management Plan and Landscape and Ecological Management Plan setting out management responsibilities and maintenance schedules for all landscaped areas (except private gardens), showing how the recommendations of the Ecological Impact Assessment (dated November 2017) have been incorporated and any mitigation measures deemed necessary. This shall be submitted to and approved in writing by the Local Planning Authority before any development commences (including any site clearance works). The development shall be carried out strictly in accordance with the approved plans and timetable for implementation.

10. No lighting shall be erected within the development hereby approved unless details have been previously agreed in writing by the Local Planning Authority. The approved lighting shall be installed and maintained in accordance with the agreed details in perpetuity.

11. The lux levels at the eastern boundary of the site shall not exceed 0.5 lux within the area shown on the approved plan 28030 Rev P1. The reserved matters application shall be accompanied by a Lux Analysis of the detailed development plans and a Landscape Ecological Management Plan for this particular feature to be submitted and agreed in writing by the local planning authority before any works commence on site.
12. The reserved matters application shall be accompanied by a detailed scheme related to the proposed highway access to the site and its internal arrangements. This shall include details of the visibility splays, turning areas, private and public parking spaces, garage/hardstandings, access drive and access drainage arrangements. The scheme shall be approved in writing by the Local Planning Authority before any highway works commence on the site.
13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order revoking and re-enacting that Order with or without modification, no extension to the seven affordable housing units hereby permitted shall be constructed without the prior written authorisation of the Local Planning Authority.

Introduction

Planning History

0439/17	Redevelop site by erection of 24 dwellings and associated works Outline Planning Permission	Refused	31 July 2018
0076/15	Demolition of three buildings and removal of a portacabin Demolition Notification	Prior Approval not required	13 March 2015
0317/03	Residential development of outdoor leisure centre with 45 homes Outline Planning Permission Appeal lodged: 04 December 03	Refused Result: Dismissed	06 June 2003
0234/02	Residential development (45 homes) Outline Planning Permission	Refused	03 May 2002
5/31/155/96/01	Erection of two small light industrial units and 22 houses Outline Planning Permission	Refused	13 January 1997
5/31/244/94/03	Renewal of 89/2602/31/3D for small starter industrial units Change of Use	Grant Conditionally	04 October 1994
05/31/0644/92	Non-illuminated advertisement sign Advertisement Consent	Grant Conditionally	29 October 1992
05/31/3192/90	Demolition of existing store and offices and construction of new offices and showroom for the sale of caravans and accessories Full Planning Permission	Grant Conditionally	13 February 1991
05/31/2602/89	Small starter industrial units Full Planning Permission	Grant Conditionally	31 August 1990
05/31/0904/86	Demolition of existing store and offices and construction of new offices and showrooms for the sale of caravans and accessories Full Planning Permission	Grant Conditionally	14 May 1986

05/31/0186/86	Renewal of permission for open caravan parking area Change of Use	Grant Conditionally	26 February 1986
05/31/2662/82	Renewal of permission for open caravan parking area Change of Use	Grant Conditionally	11 February 1983
05/31/2295/80	Offices and showrooms to replace existing stores and offices Full Planning Permission	Grant Conditionally	05 December 1980
05/31/1461/80	Display of a fascia panel sign Advertisement Consent	Refused	05 September 1980
05/31/1688/79	Erection of non-illuminated panel sign Advertisement Consent	Grant Conditionally	07 December 1979
05/31/2436/79	Use of former station yard for caravan parking Change of Use	Grant Conditionally	07 December 1979
05/31/1689/79	Erection of a double sided non-illuminated pole sign Advertisement Consent	Grant Conditionally	07 September 1979
05/31/0472/79	Display of two internally illuminated signs Advertisement Consent	Refused	27 April 1979
05/31/0473/79	Display of an internally illuminated pole sign Advertisement Consent	Refused	27 April 1979
05/31/0474/79	Display of an internally illuminated fascia sign Advertisement Consent	Refused	27 April 1979
05/31/0506/78	Extension to provide accommodation for MOT vehicle testing Listed Building Consent	Grant Conditionally	03 November 1978
05/31/1693/78	Change of use and conversion of holiday bungalow into offices and the removal of existing office building Full Planning Permission	Grant Unconditionally	06 October 1978
05/31/1705/78	Use of land as caravan parking area Full Planning Permission	Grant Conditionally	06 October 1978
05/31/1485/77	Conversion of existing building to caravan showroom and store Full Planning Permission	Grant Conditionally	18 November 1977
05/31/1937/77	Open caravan parking area Full Planning Permission	Grant Conditionally	18 November 1977
5/2/1590/31/3D	Offices and showrooms to replace existing stores and offices Full Planning Permission	Grant Conditionally	16 October 1976
05/03/0957/31	Touring caravan storage not applicable to residential units Full Planning Permission	Grant Conditionally	30 July 1976

Consultations

Environment Agency: The EA has no objections to the proposal, provided that a condition relating to flood risk is included in any permission granted. The suggested wording is as follows;

The detail design of the road entrance and the foundations of any houses next to Chuley Road are approved before works start on site.

Reason

The Main River flood culvert of the Balland stream runs along Chuley road in front of the site, and any additional structural loading or impacts during construction is not acceptable. Any damage to the culvert would increase flood risk to the Chuley Road area. This may require the houses and ground works to be limited in this location or moved further away from the road.

The EA also wish to state that no new surface water connections will be permitted in to the Balland Stream Culvert, and any new drainage pipes crossing above or below the culvert will require a permit from the agency.

County EEC Directorate:

The planning application has been supported by a Transport Statement (TS) prepared by transport consultants Aecom. Although the TS was prepared without the scoping having first been discussed or agreed with the highway authority, the content and conclusions in the TS are generally accepted by the highway authority; the development is acceptable in principle from a highway point of view. There are, however, some details that will require amendment or additional information before the plans are acceptable to the highway authority. This are as follows:

1. Visibility of 2.4 metres by 25 metres (measured to the same side of the road in both directions should be shown to be achievable at each individual access to Chuley Road, to ensure adequate visibility for the accesses having regard to the observed 85 percentile speed of approximately 20 m.p.h. in Chuley Road.
2. There is a trapezium shaped piece of land fronting Chuley Road which is not shown on the application drawings to be within the control of the applicant (nor is it highway land). The highway authority believe that this needs to be included within the application site.

DNP - Building Conservation Officer:

The former Outdoor Experience site lies just outside the Conservation Area of Ashburton, between Station Yard and the A38.

Ashburton is an ancient town with many historic buildings. Documentary evidence first records a settlement here in 1086 and the town developed and prospered during the following centuries partly through industry and its geographical location. The mix of two and three storey buildings means the town's roofscape is a varied and important feature of most street scenes, with building frontages adding to this visual diversity. The elevated position of the site is a key characteristic and affords views to and from the town.

Ashburton was linked to the Plymouth to Exeter mainline on 1st May 1872 via the Buckfastleigh, Totnes and South Devon Railway branch line. Despite the opening of the branch line, the town was in decline by this time and this change in fortunes explains why its character and appearance have changed little since the mid-19th Century. Several high-quality heritage assets remain following the line's closure in 1962. The former station and Grade II listed goods shed are prominent buildings on the site.

A key defining feature of Ashburton is the tight-knit urban form, which contrasts with the countryside setting. It is this interplay that helps define the local distinctiveness and sense of place. Any development on the site would need to reflect this as it would have an impact on the setting of the historic town, which would need to be preserved and enhanced.

DNP - Trees & Landscape:

No objection in principle to housing on this site. However, in relation to hedge and tree retention the illustrative development is poorly designed. I would like to see a layout that gives enough space between the retained trees and the dwellings to ensure the long term retention of these trees.

Teignbridge District Council
(Housing):

This application is a revised application following the refusal of application ref 0035/18 which provided for no affordable homes.

The proposal outlines residential redevelopment for part of the allocated site ref ASH2. The policy allocation envisaged a mixed use development overall on a wider area of land. In line with the NPPF and Local Plan - the vision for the wider site allocation and mixed development opportunity will be to create a sustainable community, including tailoring the housing options to the needs of the local community – and which would provide benefits for the wider housing mix and options for Ashburton. To this end we would expect the proposed housing mix, on this small part of the overall allocation, to be inclusive of a variety of residents (including affordable housing provision).

As a general point, we remain concerned that small sections of the ASH2 allocation are being brought forward with planning applications, namely the former Outdoor experience site and this site – by different landowners. This is not a good way to achieve a cohesive /integrated development for the Ashburton community – nor indeed would the absence of, or limited provision of, affordable housing provide sustainable development for Ashburton, which desperately needs a good range of new affordable housing provision to be delivered from its allocated sites.

Given the pressures of an ageing population we would also

recommend that residential proposals explore potential for better future proofed homes, in the form of Lifetime Homes (More Accessible) and Wheelchair user properties in both affordable and market sectors.

Delivering Affordable Housing is an essential part of creating a sustainable community. This allocated site would be expected to deliver not less than 50% Affordable Housing as part of the DNP Core Strategy Policy requirement (subject to viability).

Policy compliant Affordable Housing provision for this scheme would be 15 AH units – with 11@rented and 4@intermediate – and this proposal fails to meet the Local Plan policy requirements and whether or not the viability robustly justifies this or not, raises important questions about social sustainability.

Given the very high levels of evidenced Affordable Housing need in Ashburton it is essential to secure the maximum deliverable affordable housing for this site.

In general terms Ashburton has a high level of Affordable Housing need. Many of those in need are small households -1 and 2 bed need. It is therefore disappointing that development team bringing forward this residential proposal have still not sought early stage discussions with Housing Enablers. The Enabling team would encourage reassessment of options for the inclusion of the maximum achievable affordable housing provision in the scheme (including 1 and 2 bed units, which would not make undue demands on site space).

If it were possible to make provision for the maximum possible affordable housing provision, (subject to viability implications) and if provision were to focus on small household units – this would provide downsize re-housing options for some residents currently occupying larger properties, subject to those homes being accessible.

The Housing Enabling team are aware of the infrastructure requirements for the wider site development and the viability tensions arising from the existing master plan for the site. However this difficulty needs to be balanced with an assessment of affordable housing needs and the expectations of the community who are working very hard to bring forward affordable housing schemes for those in housing need. Moreover – the options for affordable housing delivery in the Town are few and far between – which makes the imperative to deliver the maximum possible affordable housing for this site all the more important.

The proposal as submitted fails to achieve this objective and therefore the Housing Enabling team objects to the current proposals. Although this application shows provision of 7 affordable homes, the justification for provision significantly below policy is still not sufficiently robust.

South West Water:

No objection subject to surface water being managed in accordance with the submitted flood risk assessment being a discharge to the Balland Stream.

Natural England Consultation Service:

As submitted, the application could have potential significant effects on SOUTH HAMS SPECIAL AREA OF CONSERVATION (SAC). Due to the close proximity to the roost site, the proposed development site falls within the greater horseshoe bat sustenance zone and strategic flyways associated with the maternity and hibernation roost at Buckfastleigh. The maternity roost is the largest known greater horseshoe bat roost found in NW Europe.

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. This will inform the Habitats Regulation Assessment that the Authority must undertake

We advise that sufficient mitigation will need to be built into this proposal, to avoid an adverse effect on the integrity of the European site. There does not appear to be any commitment to provide a detailed Landscape and Ecological Management Plan (LEMP) or lighting plan, which we advise will be required to mitigate a development proposal at this location.

The Landscape and Ecological Management Plan should include measures to avoid impacts on bats, such as the planting of trees and shrubs to improve linear features used for navigating or commuting and the inclusion of a protected dark corridor along the Eastern boundary, to avoid disturbance due to new lighting.

Our advice in relation to lighting is:

- o Typically, detrimental light spillage upon greater horseshoe bat habitats (adjoining hedgerows/watercourses/linear features/foraging habitats) is thought to be associated with Lux levels of 0.5 and above.

- o An assessment of light impact should be made by identifying all potential sources of light and combining this information as part of a Lux analysis. This should include light spillage from the proposed buildings and transient lighting from vehicle headlights, all sources of external and internal light.

o Assessment of potential light impacts at both construction and operational phases is often best informed by a suitably qualified lighting designer and ecologist.

o To assess light impacts upon greater horseshoe bat habitat from the proposed development, it will assist to provide contour mapping (0.1lux intervals or less) that represents the lux modelling results (including vertical plane, and sample intervals of 200mm) on an OS map backdrop, and that can be used in conjunction with greater horseshoe bat habitat maps. A baseline assessment will be required to evaluate current light spillage associated with the site.

o To ensure that there is no detrimental light spillage from all sources, it will be necessary to ensure that appropriate mitigation measures are put forward.

NE has no further comments to make in relation to the amended plans.

Highways England:

Highways England was previously consulted in September 2017 on a similar application at the same site for 24 dwellings, under reference 0439/17. Whilst we understand that this application was subsequently refused by the Local Planning Authority, Highways England offered no objections subject to the future agreement (by condition) of a landscape boundary treatment plan.

The proposals are supported by a transport statement, noise impact assessment and tree constraints and protection plans. In line with our response to the previous similar proposals we are satisfied that the predicted trip generation should not impact adversely on the operation of the trunk road.

The noise impact assessment identifies noise as an issue that may require the applicant to provide mitigation in the form of fencing and/or an acoustic barrier for those properties adjacent to the Trunk Road boundary. Highways England remains concerned at the potential impact of traffic noise on these properties, as the development site is located between two existing noise Important Areas identified by DEFRA and it will therefore be important for the Local Planning Authority to ensure that appropriate mitigation is secured by planning condition to any consent it is minded to grant. Any noise fences, screening and other structures must be erected on the developer's land, and far enough within the developer's land to enable maintenance to take place without encroachment onto highway land.

The tree constraints plan identifies a number of trees which

may require protection or removal during construction works that appear to be within Highways England's land. This requires clarification as the applicant is unable to undertake works either within land owned by Highways England, or that will impact upon our soft estate without our advance written permission.

Highways England recommends that the following planning condition should be applied;

Prior to the commencement of the development hereby permitted, a highway boundary treatment plan shall be submitted to the local planning authority for written approval (who shall consult with Highways England on behalf of the Secretary of State for Transport). The plan shall include as a minimum details of any proposed works that may impact on the adjacent highway planting and a method statement for the protection of the planting during the construction phase. Works shall be undertaken in accordance with the approved plan and any damage to highway planting shall be remediated.

Devon County Council:

Devon County Council has identified that the proposed development will lead to an increase of 25 family type dwellings which will generate an additional 6.25 primary pupils and 3.75 secondary pupils having a direct impact on Ashburton Primary School and South Dartmoor Community College.

In order to make the development acceptable in planning terms, an education contribution to mitigate its impact is requested.

Ashburton Primary School currently has no capacity and is forecast to have a lack of capacity for the number of pupils likely to be generated by the proposed development. Devon County Council seek a contribution towards additional primary education infrastructure of £85,325.00 (based on the DfE extension rate of £13,652 per pupil). This will relate directly to providing education facilities for those living in the development. However, Ashburton Primary School is located on an extremely constrained site therefore, if expansion was not possible, DCC would use this contribution towards the transportation of pupils to another school.

South Dartmoor Community College is forecast to have capacity for the number of pupils likely to be generated by the proposed development. Therefore, Devon County Council will not seek a secondary education contribution.

It should be noted that in accordance with the County Council's Education Infrastructure Plan, education

contributions are required from all family type dwellings, including both market and affordable dwellings. Affordable housing generates a need for education facilities and therefore any affordable units to be provided as part of this development should not be discounted from the request for education contributions set out above. Such an approach would be contrary to the County Council's policy and result in unmitigated development impacts.

DNP - Archaeology:

No archaeological concerns are anticipated for the proposed development.

Teignbridge District Council (EHO):

It is likely that the levels of noise will not be significantly different to warrant the need for a further noise survey to be undertaken. The addition of extra housing is likely to improve the acoustic shrouding for the internal areas of the site, rather than degrade it. The applicant should employ a suitable noise consultant to inform the layout and design of the proposed residential properties.

Suggested conditions to deal with any contamination found out site;

1. No development shall take place until a further phase 2 assessment has been submitted to and approved in writing by the Local Planning Authority. This assessment must estimate and evaluate the potential risks to people, property and the environment identified in the Phase 1 study submitted with the application. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwater and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

2. No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not

qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The remediation scheme shall be implemented in accordance with the approved timetable of works. Within 2 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

3. 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.

Historic England:

These proposals are for a residential development of 29 houses on former industrial land adjacent to Chuley Road, Ashburton. The site is not currently within a conservation area nor the setting of any high-graded heritage assets, but it is adjacent to the former Ashburton railway station, a complex of non-designated heritage assets of historic significance.

Historic England (HE) understand that a masterplan for the wider Chuley Road area is currently in abeyance following a reconsideration of earlier proposals. However, HE remain of the view that the station site itself offers considerable potential in terms of being reused for public transportation purposes, be that as part of a park-and-ride or a reopened rail link to Buckfastleigh. HE would urge that any proposals for the land that is the subject of this application do not prejudice longer-term aspirations for the former station site.

HE has previously suggested that the station site be incorporated into the Ashburton Conservation Area, and continue to encourage your authority to give further consideration to this idea. The former train shed, goods warehouses, engine shed and railway cottages are an unusual surviving ensemble which are worthy of statutory protection through conservation area status.

The application has been amended and is now for outline only with only the point of access established in detail. This does not alter our previous advice.

Devon County Council (Flood Risk):

Our objection is withdrawn and we have no in-principle objections to the planning application at this stage, assuming that the following pre-commencement planning conditions are imposed;

- No part of the development hereby permitted shall be commenced until the detailed design of the proposed permanent surface water drainage management system has been submitted to, and approved in writing by, the Local Planning Authority. The application for the detailed drainage should be submitted and agreed at the same time that the reserved matters for layout are submitted and agreed. The design of this permanent surface water drainage management system will be in accordance with the principles of sustainable drainage systems, and those set out in the Flood Risk Assessment (Report Ref. 13464, Rev. 1, dated 14 July 2017).

- No part of the development shall be occupied until the surface water management scheme serving that part of the development has been provided in accordance with the approved details and the drainage infrastructure shall be retained and maintained for the lifetime of the development.

- No part of the development hereby permitted shall be commenced until the detailed design of the proposed surface water drainage management system which will serve the development site for the full period of its construction has been submitted to, and approved in writing by, the Local Planning Authority. This temporary surface water drainage management system must satisfactorily address both the rates and volumes, and quality, of the surface water runoff from the construction site.

Devon & Cornwall Constabulary:

On the whole the illustrative layout will provide overlooking and active frontages to the new internal street, with clearly defined public and private spaces. However, there are a few concerns in relation to the access and movement throughout the site which need clarification. Providing public access to the rear boundaries of properties has shown to increase crime and antisocial behaviour. Additionally where alleyways provide access to the rear gardens of plots, such alleyways need to be gated (capable of being locked from both sides) as close to the building line as possible.

If planning permission is granted it is respectfully requested that the planning officer considers applying the following condition:-

All rear service alleyways must be gated as close to the building line as possible. The gates must be robustly

constructed, not easy to climb or remove from the hinges, be the same height as the fencing (1.8m minimum) and capable of being locked from both sides of the gate, operable by key.

If the footpath that runs through the site is needed, then the plot should be afforded a buffer / defensible space in order to prevent conflict with the path. With no buffer or defensible space, the boundary of the plot is more likely to be subjected to anti-social behaviour such as damage and graffiti etc. If planting is utilised to provide the buffer, it should allow for good visibility along the path and not encroach on it or create pinch points / places of concealment or require unnecessary maintenance.

Boundary treatments of plots need to be robust. Any existing or new hedgerow that is likely to comprise new rear garden boundaries must be fit for purpose. They should be of sufficient height and depth to provide both a consistent and effective defensive boundary as soon as residents move in. If additional planting will be required to achieve this then temporary fencing may be required until such planting has matured. Any hedge must be of a type which does not undergo radical seasonal change which would affect its security function. Additionally, clear ownership and responsibility for the hedge must be established in order to ensure its effective maintenance and upkeep. Any retained hedge is often better kept within public space/realm rather than as part of a private garden, as it is often easier to maintain that way.

Boundary treatments to the front of dwellings are important to create defensible space to prevent conflict between public and private areas and clearly define ownership of space. The use of low level railings, walls, hedging for example would be appropriate.

Treatments for the boundaries separating plots should be adequately secure (min 1.8m height) with access to the rear of properties restricted via lockable gates as discussed above. Appropriate lighting for pathways, gates and parking areas also needs to be considered. This will promote the safe use of such areas, reduce the fear of crime and increase surveillance opportunities.

Vehicle parking solutions appear to have been incorporated well into the development with parking spaces well overlooked by active rooms and in close proximity to plots. Rear parking courts have not been included which is preferable.

DNP - Ecology & Wildlife:

The proposed development is within the consultation zone of the South Hams SAC. The Authority will be required to

undertake Habitats Regulations Assessment (HRA) and consult Natural England on our conclusions.

On the basis of a review of NE comments and the revised plan depicting the dark corridor, it should address NE concerns for this outline application. It will be necessary to produce HRA and consult NE before determination. A further HRA will be needed once the lighting assessment and mitigation plans are submitted for approval at the reserved matters stage. This a low risk development due to the previously developed location and distance from the component roost at Buckfastleigh.

Viability Assessor (TDA):

Viability Appraisal

TDA has carried out industry-standard residual appraisal based on the benchmark land and the previously agreed variables. We have appraised the proposed scheme of 29 units of which 7, the apartments, are affordable homes.

The appraisal shows that using a BLV of £500,000, 29 units, including 7 affordable flats, produces a developer's profit on GDV of 18.75%. We believe this is an appropriate level of profit for a scheme of this nature. We have assumed that the sales of the affordable units would be evenly spread across the sales curve of the development. In practice, of course, the sale of the affordable units occurs in lumps which actually helps the cashflow and reduces the finance costs.

Please note that we have arbitrarily selected the apartments to be affordable homes and assumed that they are valued as affordable rented properties. This is for the purposes of viability assessment only. We do not know the exact housing needs or requirements and are in no way identifying which particular properties should be transferred to the registered provider. The selection of the affordable homes and tenure type is beyond our remit.

If we allow for the education contribution of £85,325, then the profit is reduced to 17.11% of GDV. This is still within the RICS and PPG parameters of acceptability and we therefore conclude that this too would be justified on grounds of viability.

Based on the above position we conclude that the proposal of 7 affordable units is fair and reasonable and justified on the grounds of viability. This represents 24% affordable housing. We further believe that the education contribution of £85,325 can also be justified on grounds of viability.

Parish/Town Council Comments

Ashburton TC:

It is noted that the application has been revised and is now for the erection of 29 dwellings with access and layout, all

other matters reserved.

The site is approximately 1.45 acres in size and is located on the edge of the Ashburton Conservation Area off Chuley Rd. The site was last used for camping and caravan sales, although has been in a derelict state for several years, with the prior buildings having been given approval for demolition in March 2015 (although the portacabin still remains). An existing access is provided to the north west of the site, via Chuley Rd.

The application proposes 29 units: 7 x 2 bedroom and 16 x 3 bedroom open market houses, along with 4 x 1 bedroom and 3 x 2 bedroom affordable units (approx. 24 % affordable). There are also an additional 7 public car parking spaces offered as part of the development. DNPA Core Policy currently requires 50% affordable housing in town centres, the applicant has referenced the emerging local plan which seeks to reduce this figure down to 45%. The proposed percentage of affordable housing offered is insufficient to meet either of these requirements.

The Chuley Rd Masterplan identified a wholesale approach to development and to flood alleviation works. The Masterplan was withdrawn and the principle of all developments contributing to the flood works was removed. The burden of these works has fallen on the Brewery Meadow application and there appears to be no contribution from this application that will mitigate wider improvements in the Chuley Rd area. It is therefore recommended by Ashburton Town Council that the maximum number of affordable housing units be achieved or appropriate levels of public car parking be offered in lieu.

A viability assessment has been submitted to offset some of the affordable housing, however, there is dispute over the land value which forms an integral part of the costings. The level of affordable housing allocated on this site cannot be justified until the viability issue has been resolved. Teignbridge Housing Enabling Officer has concerns that the rare opportunity to provide affordable housing in Ashburton is met at the correct level, bearing in mind the housing need currently sits at 36 families. Their report states, 'Housing Enablers therefore have a holding objection to this application as it is not policy compliant and the viability from Bailey Partnership or Order of Cost Estimate dated 11/01/19 has not been independently verified evidence to justify a lower affordable housing percentage.' There were also concerns about the design of the affordable units and accessibility.

The applicant references Market Close and Brewery

Meadow as developments that provided no affordable housing due to viability, however, Market Close offered 20 public car parking spaces laid out and Brewery Meadow is conducting flood alleviation works that should benefit the wider Chuley Rd area. The TC understands that upon completion of Brewery Meadow a further assessment will be done as to whether any off-site affordable contributions are to be made.

The houses propose to have solar or PV panels which is estimated will offset 15% of carbon emissions, this is insufficient in light of the climate emergency declared both in Ashburton and by DNPA. The proposals intends to use bee bricks and bat boxes to encourage wildlife, however Natural England have requested a Landscape & Ecological plan that does not appear to be present. The reference of the applicant to use the emerging local plan regarding percentage of affordable housing would also require them to provide a net gain for biodiversity-this is not evident within the proposals.

There remain concerns from neighbours around vehicular access in and out of the site through the existing entrance at Chuley Rd. Although an existing access, this is a narrow lane approximately 3.1m wide, with the exit to the right having very limited visibility being on a blind bend. There are concerns that there may be issues with vehicle movements at peak times trying to exit the site.

The Appendices of the Flood Risk Assessment in the previous application mention that there is a ground water vulnerability in the area which is deemed to be high. There is a principal (major) aquifer providing a high level of water storage that supports the river base flow on a strategic scale with leaching potential of possible pollutants. The Environmental Desktop Report also recommends that 'intrusive ground investigation is undertaken to confirm depth to suitable bearing strata, bearing capacity and other relevant geotechnical parameters'. The TC would recommend that this, along with a detailed flood risk assessment should form the basis of the outline of how many houses the site can hold and where they should be located in order to negate any impact on existing residents.

Concerns remain that the limestone bedrock that runs through the site could potentially disturb the foundations and buttressing, particularly at 7 Chuley Rd. There were also concerns that the run off from the site had not been adequately addressed, particularly at the southern end that sits within Flood Zone 3 and that increased run off will exacerbate the flooding problems further down Chuley Rd as well as impacting on the houses that adjoin the site.

There are also fears that the environmental report states that due to the compressibility of the ground there is a 'possible increase in insurance risk' for the existing properties.

The worry remains from the residents at 3 Chuley Rd that their right to vehicular access to the rear of their property has still not been addressed.

The plans propose to build a house near to the boundary of 4 Chuley Rd. Due to the height of the proposed building, along with the topography and proximity, this would overshadow the existing house and block out much of the natural light.

There remains the need for this site to be developed, however, without substantiated viability assessments the level of proposed affordable housing remains inadequate according to Core Policy and although the 7 public car parking spaces are a welcome addition, there are insufficient to meet the shortfall of affordable housing, there would also need to be agreement that the spaces are managed properly by Teignbridge District Council, as with Market Close. There are also concerns over potential for exacerbating flooding issues along Chuley Rd and ground stability impacting on neighbouring properties. Ashburton Town Council OBJECTS to the current plans and request an extension for viability and meaningful public consultation to take place.

Relevant Development Plan Policies

- COR1 - Sustainable Development Principles
- COR15 - Providing for limited new housing to meet local needs
- COR18 - Providing for sustainable economic growth
- COR2 - Settlement Strategies
- COR21 - Dealing with development and transport issues in a sustainable way
- COR24 - Protecting water resources from depletion and pollution
- COR3 - Protection of Dartmoor's special environmental qualities
- COR4 - Design and sustainable development principles
- COR7 - Providing for the conservation of Dartmoor's varied plant and animal life and geology
- COR8 - Meeting the challenge of climate change
- COR9 - Protection from and prevention of flooding
- DMD14 - Biodiversity and geological conservation
- DMD17 - Development on contaminated land
- DMD1a - Presumption in favour of sustainable development
- DMD1b - Delivering National Park purposes and protecting Dartmoor National Park's special qualities
- DMD21 - Residential development in Local Centres

DMD3 - Sustaining the quality of places in Dartmoor National Park
DMD38 - Access onto the highway
DMD39 - Provision of car parks
DMD4 - Protecting local amenity
DMD40 - Parking provision - Residential
DMD45 - Settlement boundaries
DMD7 - Dartmoor's built environment
DMDASH2 - Redevelopment area at Chuley Road

Representations

6 letters of objection 1 other letter

The objectors raise concerns that the application should not be seen in isolation to other developments in this location (ASH2). While the redevelopment of this site is accepted traffic issues are of particular concern. The additional residential traffic will impact on the congested road network and may compromise road safety for residents and schoolchildren. Lack of parking is also an issue. The point of access is considered inadequate for 29 dwellings. Flood risk and drainage are major issues in this location. The application does not address ecology, land stability and direct impact of construction on neighbouring residents. A private right of access also needs to be retained. The site deserves a high quality design solution.

Observations

PROPOSAL/SITE CHARACTERISTICS

The application was submitted to the Authority in July 2019. At that time it was for outline planning permission including matters relating to access and site layout (a plan showing the type and footprint of the proposed dwellings). Initial consultations were undertaken on that basis. The application was subsequently amended removing reference to site layout. It now seeks outline planning permission for 29 new dwellings (seven affordable units) with access – all other matters are now reserved for submission at the detailed stage. Detailed analysis and discussion of viability issues has delayed a decision until now.

Some of the responses from consultees are based on the initial scheme but remain relevant. All have been re-consulted on the amended proposal.

The site lies within the settlement boundary on the eastern side of the town adjacent to the A38. It is surrounded by a range of development including residential dwellings, light industrial units and garaging. It has been substantially cleared of buildings relating to its last use as a caravan retail and storage business and has been vacant for a number of years. The site is terraced following the natural slope from the higher ground (east to west).

The application boundary includes the whole of the former Outdoor Experience site seeking to re-use the existing point of access on the northern side with a direct link to Chuley Road. It forms only part of the wider allocation (ASH2).

MAJOR DEVELOPMENT

Paragraph 172 of the National Planning Policy Framework (NPPF 2019) states that planning permission should be refused for major developments in National Parks except in exceptional circumstances and where it can be demonstrated they are in the public interest. This is

reiterated in policy DMD2 of the Development Plan.

The determination of whether a proposal amounts to 'major development' is a matter of planning judgement. It is not consistent with the definition of a 'major planning application', but rather whether the development could be construed as major development in the ordinary meaning of the word having regard to the character of the development in its local context. That would normally be interpreted as applications such as fracking, power line infrastructure, quarrying etc.

Having regard to the character, nature and scale of the proposed development which is on previously developed land within the settlement boundaries of the Local Centre of Ashburton, and taking the local circumstances and context into account, it is not considered to be 'major development' under paragraph 172 of the NPPF.

PLANNING POLICY

The site lies within the settlement boundary of the Ashburton, one of the Local Centres defined in policy COR2. In these larger centres it is recognised that appropriate development, serving the needs of the settlement, will be acceptable and that the re-use of previously developed land will be a priority. All development should adhere to sustainable principles contained in policies COR1, DMD1a and DMD1b, respecting the importance of National Park purposes.

Policy COR18 states that 'The presumption will be that existing employment sites and premises will be retained for economic uses and proposals for the redevelopment of existing employment sites and premises for non-employment uses will be carefully assessed to ensure that the needs of business and industry in the National Park would not be harmed by such change of use'. Policy ASH2 (outlined below) recognises that, in this case, there are special circumstances to offset the retention of employment uses on this site.

Housing policies COR15 and DMD21 emphasise that residential development should be predicated on the provision of affordable housing to meet local needs. Within Local Centres this should be no less than 50% of the total units unless viability issues indicate otherwise or the development brings forward the delivery of significant local infrastructure provision

In this case matters of detail have been reserved for presentation at a later date. Nevertheless there is a requirement to ensure amenity issues (COR4 & DMD4), wildlife impact (COR14 & DMD7) and drainage characteristics (COR9) are adequately addressed.

SITE ALLOCATION - POLICY ASH2

Chuley Road has historically been the home to a range of business, light industrial, retail and residential uses following the closure of the railway in the 1970's. The allocation of the wider area (Policy ASH2) arose following the expressed interested of three major landowners seeking to redevelop sites in this part of the town. In particular, two major businesses; Edwin Tucker and Sons (Brewery Meadow) and Outdoor Experience (this site) were seen as incompatible with the nature of this location and their relocation offered the key to planned redevelopment, addressing traffic, parking and flooding issues for the benefit of the community. The third landowner continues to operate the garage in the centre of the allocated site.

Policy ASH2 states that;

“An area of land 3.5 ha in extent at Chuley Road, Ashburton, is identified for redevelopment for mixed use.

Development in this area may include:

(a) housing, including a proportion of affordable housing subject to further assessment of viability;

(b) commercial uses comprising principally business use (B1), financial and professional services (A2), shops (A1), and restaurants and cafés (A3).

Development of this site should:

(i) meet the parking needs of existing and new commercial and residential uses, and provide further public car parking to serve the centre of Ashburton;

(ii) conserve and enhance the site’s railway heritage;

(iii) provide a pedestrian link between Bulliver’s Way and the Recreation Ground;

(iv) adopt a sequential approach to the layout and design of development and be supported by a flood risk assessment which includes consideration of climate change and demonstrates that any development will be safe, not increase flood risk elsewhere and where possible reduces flood risk overall.

Proposals at ASH2 should accord with a comprehensive masterplan for the entire site prepared in association with the local community, relevant stakeholders and the Dartmoor National Park Authority”.

Edwin Tucker & Sons were granted a planning permission to relocate to a site at Pear Tree Cross, Ashburton but subsequently ceased trading. Their former site at Brewery Meadow is currently being redeveloped for housing.

Outdoor Experience moved their business to Teigngrace approximately 5 miles north of Ashburton. The site was then cleared of the majority of buildings and has remained vacant.

The allocation is retained in the final draft (reg 19 consultation) of the Local Plan which is currently under review.

MASTERPLAN

The allocation, and masterplan exercise, sought to respond to community aspirations to improve the built environment in this area on the edge of the historic core of the town, realising potential in a coordinated way, addressing some of the key issues raised by the community around highways, parking and flood events.

Work on the masterplan was suspended in April 2016 following consideration of a proposal to reinstate the historic route of the railway track through the masterplan site. A subsequent legal challenge was made against the Authority’s intention to approve the masterplan and the decision was taken to cease work on the masterplan and review the position.

Subsequently, in May 2017, it was decided not to pursue the masterplan further and focus discussion through the Local Plan review. The detailed reasoning for this was set out in the Authority report dated 26 May 2017.

In the absence of an adopted Masterplan legal advice is that the Authority can still apply (a-b), and (i-iv) of Proposal ASH2. The Authority may disregard the requirement for the Masterplan provided it advertises applications as departures. This application has been duly advertised as a departure.

The evidence which supported the preparation of the Masterplan can still be relevant and inform any application, however, the strategy or options proposed in any previous draft of the Masterplan will carry little weight.

It was expected that sites would come forward at different times given the number of different landowners and interests involved. Applications are now to be considered on the basis of case-by-case negotiation and site viability.

VIABILITY

It is recognised that the application is not policy compliant in respect of affordable housing provision. In this location there would be an expectation that not less than 50% of the total units should be meeting an identified local need. Demand is clearly still expressed in the parish despite the recent permission for 39 affordable homes at Longstone Cross on the western outskirts of the town. Where there is a shortfall in the application it is incumbent on the applicant to provide a detailed viability assessment to justify this. Policy DMD21 allows for the consideration of a lower threshold where viability dictates otherwise. This approach is consistent with the Government guidance in this respect.

The Authority has employed an independent specialist assessor to interrogate the applicant's forecast for development returns. There has been an in-depth analysis of all aspects of financial model with particular emphasis on expected land values, construction costs and returns to investment. That has been undertaken in line with the guidance set out in the NPPF (2019). As this is an outline application this assessment can only be based on a range of assumptions as there are no detailed plans for consideration. That process has been protracted but has now reached a satisfactory conclusion.

The independent advisor has concluded that the offer of seven affordable units (29%) is fair, reasonable and justified on viability grounds. That assessment has factored in the request for a contribution to education infrastructure. Officers accept these findings as a reasonable conclusion to a lengthy and detailed set of negotiations. Such assessments will always be a snapshot in time. It is appropriate to ensure that there is an opportunity to review viability matters if that is necessary where construction costs fluctuate. That can be incorporated into the required legal agreement but should not be used as a method of changing the agreed level of affordable housing units.

FLOOD RISK/DRAINAGE

The site lies in a designated critical drainage area related to the Balland Stream which flows through the valley to the west of the site and is culverted in a number of locations along Chuley Road. Flooding and surface water run-off is therefore a sensitive issue. It does however, lie outside of the defined flood zone. A detailed flood risk assessment has been submitted with the application and has been scrutinised by the Environment Agency and the Lead Flood Authority (DCC). There is no indication that the proposed development will lead to additional flows exacerbating problems. A detailed drainage scheme will need to be designed to accommodate a suitable on-suite drainage solution as part of the detailed plans to follow. At this stage there are no objections to the principle of development from this perspective.

NOISE ATTENUATION

The application is accompanied by a detailed noise impact assessment given the potential disturbance caused by its proximity to the A38 on its eastern boundary. This has modelled the

predicted noise levels on both dwellings and external garden areas. While internal noise levels can be controlled by alternative ventilation methods, other than opening windows, the main impact is assessed as being in the proposed garden areas. This may require a creative solution, involving acoustic fencing. The EHO has agreed with this approach and advised that a detailed scheme will need to be considered at the design stage.

PROTECTED SPECIES

It is noted that the eastern aspect of the site lies within a defined Bat flyway linked to the protected roost site at Buckfastleigh. Natural England has been consulted on the proposals and has commented on the likely impact. Our Ecologist has confirmed that this is unlikely to be significant given the former use of the site and that the necessary Habitats Regulation Assessment is likely to conclude that the principle of the development is acceptable and will not lead to any harmful impact. That is predicated on the detailed design taking into account the need to retain a dark, unlit corridor on the eastern boundary and the retention and augmentation of existing landscaping. That principle is supported in the comments received from the Trees & Landscape Officer.

CONTAMINATION FROM FORMER USE

As a previously developed site it is prudent to consider whether there are any known or unknown contaminants on the site. A Phase 1 assessment has been undertaken to identify potential risks. This recommends a precautionary approach in line with current guidance, where further assessment will need to be carried out at the detailed design and construction stage. The EHO is in agreement with this approach which can be met by appropriate conditions.

HIGHWAY IMPLICATIONS

The applicant has submitted a traffic assessment with the application. It must be remembered that existing and former use is one of light industrial which, in the past, has led to conflict in the local road network through the type and scale of vehicles associated with that use. It was a prime reason the local community supported the wider allocation (ASH2) when the current Local Plan was being prepared. The type and frequency of traffic associated with the proposed development, post construction, will be of lesser type and scale. Its proximity to the town centre may also encourage more sustainable modes of transport.

PARKING PROVISION

The applicant has recognised that the allocation (ASH2) refers to a wider requirement to provide appropriate on-site parking and also, across the wider area, offer the opportunity for public parking provision. It is anticipated that the detailed plans will incorporate the required on-site parking for residents. In addition, seven public parking spaces are proposed. The mechanism for their management will be controlled by legal agreement. That offer is considered proportionate to the scale of the development site.

HERITAGE

During the consideration of the masterplan exercise much has been made of the issue of safeguarding the line of the former railway and remaining terminus buildings to ensure that there is an opportunity, however remote, of reintroducing the line to the centre of the town. This proposed development site does not directly impact the former line and has no associated buildings. Its redevelopment will not directly impact on any such future aspirations.

Throughout negotiations Officers have made it clear that a high quality design solution will be expected – one that respects Ashburton’s vernacular traditions and that makes a positive contribution to the townscape in this location. Those matters will be for discussion when the detailed submission is presented.

EDUCATION INFRASTRUCTURE

The development is expected to create additional pupils for the local schools. The contribution to primary school infrastructure is considered to be proportionate and can be collected by means of a legal agreement at the point the dwelling are constructed.

SUMMARY

This is a vacant, previously developed site in the heart of one of the National Park’s most important Local Centres. The relocation of the previous business was always seen as a catalyst for allowing this site to be brought forward for a variety of uses. That is reflected in the allocation (ASH2) which is to be transferred to the new Local Plan. Residential use is considered the most appropriate opportunity, providing sufficient returns to bring forward development which will enhance what is currently a vacant and unsightly gap in the built form of this part of the town. That new use fits comfortably with other residential properties in this location.

The outline planning permission reflects this principle – it must be acknowledged that many matters of detail will require further scrutiny when the reserved matters application is presented. That will include a thorough examination of the layout and design to accommodate ecology, landscaping, parking and drainage concerns.

RECOMMENDATION

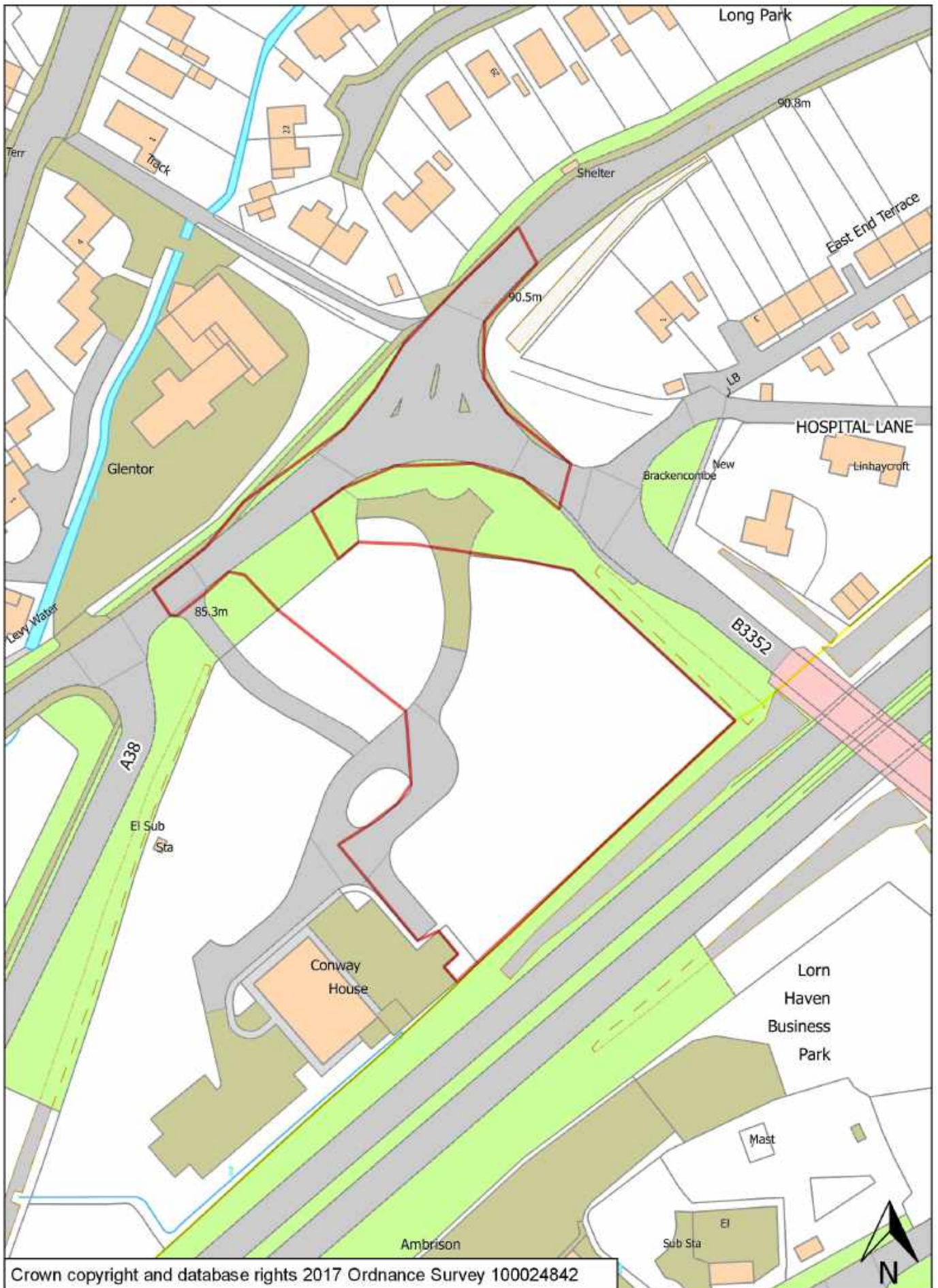
It is recommended that outline permission is granted for this allocated site subject to the completion of the necessary legal agreement to safeguard affordable housing, the expectation of public parking and contributions to education infrastructure. The agreement should include a clause allowing for the reconsideration of viability issues at the point of the delivery.

The proposed conditions are relevant to the issues that will need to be addressed when the further application for the reserved matters is made.

0251/19 - Land at Dolbeare Business Park, Ashburton



Scale 1:1,250



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3. Application No: **0251/19** District/Borough: **Teignbridge District**
Application Type: **Full Planning Permission** Parish: **Ashburton**
Grid Ref: **SX763704** Officer: **Nicola Turner**

Proposal: **Erection of part two and part three storey eighty bedroom hotel with associated car parking, cycle parking, landscaping and access**

Location: **Land at Dolbeare Business Park, Eastern Road, Ashburton**

Applicant: **Premier Inn Hotels Ltd**

Recommendation **That permission be REFUSED.**

Reason(s) for Refusal

1. The proposed hotel, and associated works are not small scale tourism development therefore are considered to be contrary to policy COR1, COR2, COR4, COR8, COR12, COR18, DMD1a, DMD7, and DMD44 of the Dartmoor National Park Development Plan and to the advice contained in the English National Parks and the Broads UK Government Vision and Circular 2010, and the National Planning Policy Framework 2019.
3. The proposed hotel, by reason of its bulk, scale and poor design is considered contrary to policy COR1, COR2, COR4, COR8, DMD1a, DMD7 and DMD44 of the Dartmoor National Park Development Plan and to the advice contained in the English National Parks and the Broads UK Government Vision and Circular 2010, the National Planning Policy Framework 2019 and the Dartmoor National Park Design Guide.

Introduction

The site is sandwiched between the A38, linking the M5 with Cornwall and the South West including Plymouth, and the main access road, Eastern Road, into Ashburton from the north.

The proposal is for the construction of an 80 bed hotel set in the existing undeveloped site adjacent to the Police building, together with associated parking for 67 cars, 4 disability spaces and 10 cycle spaces. The site is set below the level of the local roads serving the site, and screened from the A38 by mature trees along the roadside. The site slopes from the north to the east and currently has a temporarily approved access serving the existing unit on the site.

Ashburton is a characterful and vibrant town with a strong emphasis on independent stores and speciality food and drink trade. Visually, the buildings in the town vary from stone, to render and slate hung, mostly small scale buildings. It is a gateway town from which to explore the moor.

The application is presented to the Committee in view of its scale and impact in this location. A decision was deferred at the March 2020 Development Management Committee to allow for the consideration of further information in respect of ecology on the site.

Planning History

0506/18	Erection of eight B1 or B8 units and one B1, B8 or D1 (vet) unit, vehicle access and new junction works, landscaping and infrastructure
	Full Planning Permission Grant Conditionally 23 November 2018

0450/15	Temporary approval for retention of access road with limited improvements to access road and boundary fencing/landscaping	Full Planning Permission	Grant Conditionally	15 October 2015
0312/14	Continued use of temporary access road for a period of three years	Full Planning Permission	Grant Conditionally	06 August 2014
0523/11	Temporary access road for a period of three years (retrospective application)	Full Planning Permission	Grant Conditionally	09 January 2012
0906/07	Erection of seven business units with associated access road, car parking and landscaping	Approval of Details	Approve Conditionally	14 April 2009
0286/06	Variation of Condition 1 of outline permission ref 0043/02 to allow period for submission of reserved matters to be extended from three years to five	Full Planning Permission	Grant Unconditionally	16 June 2006
0043/02	Employment use, Class B1 only	Outline Planning Permission	Grant Outline Conditionally	07 July 2003
5/31/028/95/03	Renewal of permission ref 88/0388/31/3D for the construction of an office building with associated car parking and access works	Full Planning Permission	Grant Conditionally	11 April 1995
05/31/0388/88	Headquarters for Greymatter Ltd: Business use classes B1, B2 and B8	Approval of Details	Approve Conditionally	07 March 1990

Consultations

County EEC Directorate:

No objections subject to:

1. No part of the development hereby approved shall be commenced until the access approved by planning permission 0506/18 has been provided and completed to the satisfaction of the planning authority after consultation with the highway authority.
2. No part of the development shall be brought into its intended use until the access, parking facilities, commercial vehicle loading/unloading area and turning area have been provided and maintained in accordance with the application drawings and retained for that purpose at all times.

Environment Agency:

Flood Zone 1 - Standing Advice

Devon and Cornwall Police:

Devon and Cornwall police has concerns about the location of the building. It has been positioned adjacent to their building and may result in overlooking. This has been mitigated through only a small number of windows being located on the side elevation and these appear to be stairway windows. They respectfully request that these are frosted to reduce the likelihood of a security breach.

From a construction point of view, it would appear that the site will utilise a separate roadway into the new building and the Police would want assurance that we are given 24/7

uninhibited access.

DNP - Trees & Landscape: The development will have minimal impact on the trees surrounding the site.

Teignbridge District Council (EHO): Noise arising from the use of any mechanical or electrical plant used in conjunction with this application should not exceed the background noise levels prevailing at the time at any noise sensitive receptors. Additionally in accordance with BS7445 Description and measurement of Environmental noise, there should not be any fugitive tonal components detectable at any of the nearby noise sensitive receptors through either airbourne or transmitted sound. The applicant should seek and obtain the services of a professional sound consultant to compile a scheme of works which will enable compliance with the above conditions attached to this consent, and should be submitted for the planning authorities consideration before the commencement of any works.

Teignbridge District Council: No objection

Highways England: Highways England has no objection in principle to the proposed development subject to planning conditions being attached to any consent the planning authority is minded to grant to the effect that:

- i) Prior to the commencement of the development hereby permitted, a detailed drainage strategy including detailed drainage design plans shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highways England).
- ii) Prior to the commencement of the development hereby permitted, a planting schedule detailing the species to be planted adjacent to the A38 boundary shall be submitted to agreed in writing by the Local Planning Authority (in consultation with Highways England). A boundary visual screening mitigation strategy shall also be submitted to and agreed in writing by the Local Planning Authority (in consultation with Highways England) prior to commencement.
- iii) Prior to the commencement of the development hereby permitted, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Highways England).

Natural England Consultation Service: Natural England has been reconsulted on the information including an amended ecological appraisal and Phase 2 Bat survey. It notes that a full lighting survey has now been commissioned.

The current proposals demonstrate that dark corridors can be provided where the lux level is below 0.5 lux.

This survey has been commissioned by the Whitbread Group PLC on the 21 January 2020.

No further consultation necessary with NE after dark corridor agreed by Agent and no likely significant effect on the Special Area of Conservation (SAC).

DNP - Ecology & Wildlife:

No objection on ecology grounds, subject to conditions. Internal light spill from windows on the SE boundary tree line - I recommend conditions to secure the mitigation as set out in the internal light spill assessment (Strenger, April 2020) AND that automated blackout blinds or 'smart' glazing will be installed to all bedroom windows on the SE elevation. External lighting - I recommend a condition requiring that a detailed lighting plan is submitted and approved in writing, and implemented as approved. This should include the measures set out in the External lighting layout plan (Thornley & Lumb, C7289/E/801 rev C) and External lighting calculation report (Liam Marriss ref C7289, updated March 2020).

Other ecology matters - The ecology report and recommendations are adequate and should be addressed by a condition requiring that a Construction Environment Management Plan (CEMP) and Landscape and Ecological Management Plan (LEMP) are submitted and approved in writing, and carried out in accordance with a timetable for implementation as approved. This should include the mitigation, compensation and enhancements set out in the Ecological appraisal and phase 2 bat report (Lindsay Carrington Ecological Services, updated April 2020).

Parish/Town Council Comments

Ashburton TC:

Ashburton Town Council's original comments regarding trees, ecology, lighting, design, adequacy of parking and sustainability still stand on this application.

(i) The revised plans do not enhance the special purposes of Dartmoor National Park i.e. "foster the economic and social wellbeing of the local community". To illustrate this the revised Design and Access Statement point 2.5 still states there are two hotels serving Ashburton, Lavender House and Dartmoor Lodge but again fails to mention Gages Mill, Furzleigh Mill, Abbey Inn and numerous B&Bs and Air Bnbs: although the revised statement has changed a couple of B&Bs to several B&Bs. Again the applicant states "there is a surprising limited provision given that Ashburton is the gateway to Dartmoor" We suggest Walsingham planning research more thoroughly the accommodation provision within Ashburton and the surrounding area.

(ii) Economic Assessment - There is still no independent economic assessment in the revised application. The TC note that Walsingham planning are disingenuous in their reply to the TC stating that there was no need for an

independent Retail assessment when we have not requested one, furthermore we would suggest that we cannot progress in our judgement on this application without being given an independent economic impact assessment which is why we requested one in July 2019.

(iii)Bats - The revised ecological survey does not include a bat survey carried out during spring and early summer when female bats form nursery roosts and give birth. We note that this proposed development is approximately 420m from a proposed development which has planning permission at Longstone Cross. This development has a bat corridor. We note that DNP objected to the first application: "Based on the information provided these proposals do not meet the requirements of Policy DMD14 and could be in breach of Conservation of Habitats and Species Regulations 2017". We would urge DNP to be thorough in the application of these regulations. The amended application does not have an amended lighting scheme.

(iv)Trees - the revised Design and Access statement has an addition to point 7.1 stating-"Consideration for existing tree/roof zone. The TC find no information to support this statement, indeed, there is still no drawing of the large Sycamore tree at the entrance on the revised site drawings. However, it is shown in the photomontage. This sycamore tree is a landmark tree in the landscape.

(v)Building Design Changes - The proposed external appearance is changed in that there is no longer any rendering on the outside instead the building will be clad mainly with a dark grey standing seam metal cladding with timber effect cladding planks in the reveals between the metal cladding. The roof line is no longer flat but is stepped in several places to break up the overall massing. Point 10.2 states that "Inspiration has been drawn from the eclectic local style". We dispute this as the local style has rendered frontages on timber framing or, if stone, are either granite or limestone from the local quarry (which is adjacent to the site of the proposed development), not a generic stone cladding that can be found on other Premier Inns throughout the country. Revised plans cite the house of a local architect, with photograph, as an example of the modern buildings in Ashburton. Said architect has written an objection and I quote "The scale and massing of the proposal is completely out of sync. with Ashburton and its surroundings. It seems as though a generic, city centre development proposal has been dropped onto the site. I also find the reference to my own house in the design statement a little spurious please champion design excellence and not mediocrity." We agree with these

statements. A more imaginative design in keeping with the local vernacular would perhaps be more acceptable especially if it was of a far smaller size.

(vi)Scale - Ashburton Town Council's original comments included the fact that this proposal was not for a small hotel but was for a large scale development which would have a negative impact on local amenities and the character of Ashburton. Very surprisingly the revised plans have enlarged the site-internal size from 2,890sqm (however in Walsingham Planners reply to Ashburton Town Council the internal floor space is stated to be 2,882sqm!) to 2,952sqm and externally from 3,116sqm to 3,179sqm. We request justification for the proposed increase in size. Maybe this large scale development would be better sited at the crossroads at Drumbridges or Haldon and not in the National Park where small scale development is allowed if necessary.

(vii)The distance from the proposed hotel is 1km, 0.62 miles, from the town centre not half a mile as stated in the application.

(viii)In summary these revised plans have not taken into account our original objections and do not address the concerns of Ashburton Town Council. These proposed plans, if permitted, would become the service station hotel on the A38 as was indicated by a member of Whitbread staff at the Ashburton Exhibition.

The proposed development's proximity of nearby dwellings and Ashburton's hilly environment leads us to ask if the familiar entrance façade and lighting be visible beyond the Business Parks entrance. The lighting and signage ambience, mass and scale of design is more appropriate to an urban setting where the special purposes of the National parks are not relevant.

Ashburton Town Council has been consulted on the latest plans and continues to object.

Relevant Development Plan Policies

COR1 - Sustainable Development Principles

COR10 - Providing for renewable energy

COR11 - Retaining tranquillity

COR12 - Meeting the need for local infrastructure, community facilities and public services

COR13 - Providing for high standards of accessibility and design

COR14 - Meeting the infrastructure requirements of new development

COR18 - Providing for sustainable economic growth

COR19 - Dealing with proposals for tourism development
 COR2 - Settlement Strategies
 COR21 - Dealing with development and transport issues in a sustainable way
 COR3 - Protection of Dartmoor's special environmental qualities
 COR4 - Design and sustainable development principles
 COR7 - Providing for the conservation of Dartmoor's varied plant and animal life and geology
 COR8 - Meeting the challenge of climate change
 COR9 - Protection from and prevention of flooding
 DMD14 - Biodiversity and geological conservation
 DMD19 - Sustainable Communities
 DMD1a - Presumption in favour of sustainable development
 DMD1b - Delivering National Park purposes and protecting Dartmoor National Park's special qualities
 DMD2 - Major Development
 DMD3 - Sustaining the quality of places in Dartmoor National Park
 DMD38 - Access onto the highway
 DMD39 - Provision of car parks
 DMD4 - Protecting local amenity
 DMD41 - Parking provision - Non Residential
 DMD44 - Tourist accommodation
 DMD5 - National Park Landscape
 DMD7 - Dartmoor's built environment

Representations

109 letters of objection 45 letters of support 8 other letters

Objections -

- Negative effect on current accommodation business locally
- Eyesore on quaint Dartmoor town
- Should be used for local housing
- Detriment to Dartmoor Lodge
- Road junction already a site for near misses
- Contrary to the town ethos of small local traders
- Detriment to local traffic flow
- Poor design
- Too large
- Lack of public engagement prior to application submission
- Lack of consideration of local materials and the environmental cost of the building and carbon footprint
- Lack of consideration for the environment.
- Dartmoor is a place for wildlife and natural beauty, not more tourists
- Precedent for further eyesore development
- Jobs leakage to recruitment outside the area
- Loss of business for accommodation providers as well as food outlets
- Inappropriately sized
- Not the Devon vernacular which people come to see
- Current accommodation providers are rarely full in high season so this will impact upon that further.
- There is a Premier Inn 7 minutes drive away in Newton Abbot

- Inappropriate materials
- Access should be via the previously approved roundabout
- Low occupancy rates at existing hotels therefore no demand for bed spaces
- Undercutting existing providers
- Taking supply and sourcing of food etc outside the locality
- Is there adequate capacity in the sewage treatment works for the additional load shared with Buckfastleigh?
- All the money will benefit the shareholders and not Ashburton
- Incomplete information to allow DNP to assess Habitat Regs.
- No electric car charging points

Support -

- Well established and well known brand will attract more people to visit
- Creation of jobs and increase trade in stores
- Beside A38 so unlikely to have a major impact on locals
- Asset to the town
- Affordable accommodation
- Improve the current site state
- Character of the town unaffected
- Provision of cycle parking in the rooms
- Provision of accommodation to support businesses such as Ashburton Cookery school and Grey matter.
- Healthy competition
- Variety of choice for locals

Observations -

- Has it been considered to extend the 88, 672 and X38 buses in terms of hours and distance?

Comment -

- Easy access to town so does not need restaurant and bar
- Design should be better thought through to be vernacular
- Good transport links so biomass should be used
- Electrical charging points should be introduced as standard as well as PV etc
- Recommend a shuttle bus to take visitors to the town centre.
- Business people coming to stay in the hotel will be visiting businesses in the area, so beneficial.

After reconsult date - these new issues raised:

Design will blend in eventually

Observations

PLANNING HISTORY

The site has been the subject of a number of planning applications. Application 0906/07 for the erection of seven business units, associated access, car parking and landscaping has been partly implemented and is therefore extant.

Application 0405/15 sought temporary permission, retrospectively, for approval of an access. This permission expired on 1 October 2018 and requires the temporary access to be removed and land restored to its previous condition. This access remains in use and is the main access

to the Devon and Cornwall Police building.

Application 0506/18 proposed 9 commercial units and 41 car parking spaces. The access for this hotel is proposed in the same location as the access approved with the 2018 application.

This application has undergone extensive discussions with officers concerning the design, to reduce the scale and bulk.

MAJOR DEVELOPMENT TEST

Paragraph 172 of the NPPF states that planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. This is reiterated in policy DMD2 of the Local Plan.

The determination of whether a proposal amounts to 'major development' is a matter of planning judgement to be decided by the decision maker. It is not synonymous with the definition of a 'major planning application', but rather whether the development could be construed as major development in the ordinary meaning of the word having regard to the character of the development in its local context. Recent headline applications for major developments in England's National Parks include fracking, power line infrastructure, quarrying etc.

Having regard to the character, nature and scale of the proposed development for hotel accommodation, café and restaurant adjacent to the A38, and taking the local circumstances and context into account, it is not considered to be a 'major development' under paragraph 172 of the NPPF.

The proposal was screened under the Environmental Impact Assessment (EIA) Regulations and determined not to have a significant environmental impact requiring the submission of an Environmental Impact Assessment. Making this judgement under the EIA Regulations however does not mean in general that a proposed development is considered suitable in broader environmental and policy terms.

PRINCIPLE OF USE

Local Plan policy COR18 provides support for small scale business opportunities that are compatible with National Park purposes. Within designated settlements policy recognises the opportunity to develop and expand existing businesses and offers support for creative small scale development aimed at light industrial/office based uses. The object of this policy is to direct employment opportunities to sustainable locations within or near to existing settlements.

The site is located within the Local Centre of Ashburton, and it is within the settlement boundary, where one could expect to see new business premises located.

The succession of previous applications for employment use on this land has also established B1, B8 and D1 uses as appropriate in this location.

There is no objection to the principle of the construction of buildings on this site as there is the extant permission. This application presents a proposal that should be assessed under policies referring to hotel provision, namely DMD44.

POLICY

The site has extant (part implemented) permission for employment uses. Core Strategy Policy COR18 states:

“The presumption will be that existing employment sites and premises will be retained for economic uses and proposals for the redevelopment of existing employment sites and premises for non-employment uses will be carefully assessed to ensure that the needs of business and industry in the National Park would not be harmed by such change of use.

A C1 (hotel) use in the location should therefore in the first instance, demonstrate clear justification that it will provide a level of employment, direct and/or indirect, commensurate with an employment site. The direct employment from this proposal is relatively low for a site/floorspace of this scale. In respect of wider economic benefits, the level of evidence supporting the assertions around secondary spend in particular, appears to not to have a specific bearing on Ashburton specifically.

The planning statement shows that 60% of the company’s occupancy is business travellers, but that a ‘higher proportion’ of leisure traveller ‘would be expected’. It is unclear how much higher, why or how this is facilitated. For example, what, other than the location in a National Park, differs about this proposal, its layout, offer, marketing, etc. which would mean it would be expected to attract a different clientele from the company’s usual profile.

The National Planning Policy Framework sets out that there should be a presumption in favour of development and that positive planning solutions should be found to ensure economic development is brought forward. With regard to National Parks, paragraph 172 reads as follows:

‘Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.’

The applicant appears to consider that the proposal is Major Development in respect of para 172. It should be assessed as to whether this does constitute major development. The NPPF (para 172 footnote 55) notes it is for the decision maker to judge whether a proposal is Major Development. Irrespective of this, the NPPF paragraph notes that the scale and extent of development within [National Parks] should be limited. This is consistent with Policy DMD44, considered below. Given this, the assessment of options or alternatives is critical, in ensuring that opportunities for the development to take place elsewhere have been genuinely considered. The consideration of alternative sites outside the National Park, or the alternatives which have been deemed unsuitable have not been detailed, or justification as to why a site in the National Park should be acceptable.

There is reference to alternatives in respect of the town centre sequential test, which appears to have considered other locations within Ashburton, and one other site elsewhere.

It is considered that in the context of the National Park, read together with this paragraph of the NPPF, the Development Plan Policy DMD44 leads towards small scale accommodation being acceptable in the National Park.

This proposal is not small scale, in terms of either the number of rooms provided together with the restaurant and bar facility, or the bulk and size of the building itself. The Agent has stated that given the bulk and scale of the previous approved buildings, this is comparable.

Policy DMD44 allows for 'small scale' hotels within Local Centres. 'Small scale' is a term which must be treated relatively, in this context, and is not defined in the Local Plan. From the evidence DNPA holds in relation to the STEAM tourism modelling, this hotel would, if permitted, be the largest hotel in the National Park by over twenty rooms. On this basis it would be clear that the proposal could not reasonably be considered small scale in the context of the Dartmoor Development Plan, and the grant of permission would therefore not align with this policy.

There may be opportunities for new hotel and guest houses in Local Centres where they would not detract from the distinctive character of the settlement. They should also help the local economy. It is considered that the proposal would not significantly feed back into the local economy with centrally acquired staff and food suppliers, with no information to refute this.

Core Strategy Policy COR19 states:

"Proposals for tourism development should be based on and respect the special qualities of the National Park - its distinctive landscape and natural beauty, its cultural heritage and history, its biodiversity – making use of the opportunities that the National Park offers for quiet, informal, open air recreation."

It is unclear from the planning statement how it meets this policy. Indeed with reference to the planning statement, it is important to ensure that in principle there is no perceived acceptance of development which could be of harm to the National Park simply because it is close to its boundary. All proposals should be considered on their merits, and taking into account the special qualities of that part of the National Park and the opportunities for conservation and enhancement.

ECOLOGY

The primary reason for a decision being deferred at the meeting in March was in order to properly address the late submission of additional ecological information. That has now been scrutinised by the Authority's ecologist whose updated comments appear earlier in this report.

It is acknowledged that the applicant has been working hard to address all aspects of the impact that this development will have on protected species and in particular bat species which are using the boundaries of the site as flyways. The Authority has an obligation to ensure that any development does not have a harmful impact on protected species and that any proposed mitigation measures are appropriate, reasonable and enforceable as part of any planning permission. The information now submitted satisfies the ecology requirements, in particular the installation of blackout blinds on all rear elevation bedrooms.

Through extended negotiations with the Agent, it is considered that the proposed scheme provides adequate mitigation to prevent harm to protected species.

DESIGN

The Government attaches great importance to the design of the built environment within the National Planning Policy Framework, establishing good design as a key aspect of sustainable development. Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Policies COR1, COR3, COR4, DMD1b, DMD3 and DMD7 require new development to provide high quality, locally distinctive design that conserves and enhances the character and appearance of the built environment of the Dartmoor National Park. Specifically, policy DMD7 requires new development to reinforce locally distinctive qualities of place through consideration of open spaces, uses, scale, height, alignment and design. This is reiterated in the Design Guide.

The building is designed with its rear elevation facing the A38, with a main elevation and carpark on the town/entrance side of the building. The general appearance of the building is a three storey, 72m long building which is somewhat sprawling in its design.

There have been some alterations to the appearance of the building during the course of the application, with a general darkening of the materials, alteration of the feature gable, breaking up of the roofline, and reduction in large windows at ground floor.

The proposed building is designed in an unsympathetic style which does not fit comfortably in this location. It uses neither local stone, or sympathetic window design, the mass of the building has been slightly broken up by the recessed elements of timber, however with the windows and small dormer features standing proud, it gives them an even more prominent appearance. The horizontal emphasis, steel features running the height of the building, square windows and no differentiation in the parts of the building other than the imposing entrance gable increase the perception of a bulky, large scale building.

The Agent was advised to address either a more vernacular style, or in this gateway position, a landmark contemporary scheme, neither of which, it is considered, have been achieved with this revised design. There has been correspondence to discuss a way forward with design, however it is considered that due to the fundamental policy objections to this application this would require a new application. Any new application would need to be reduced substantially in scale, bulk and massing, to overcome the reasons for refusal of this application.

It is acknowledged that there are business units around the site which are remarkably simple in their appearance, however the overall bulk of them does not amount to that of this building, therefore a simple design has been acceptable for the business buildings on the site.

Planning permission was granted in 2009, under application ref. 0906/07, for the erection of seven business units at what was then Dolbeare Meadow, including one building (two units) on the site of the proposed hotel with a floorspace of 2,652sqm. By comparison, the floor area of the proposed hotel building is larger at 2,882sqm. It is considered that the desired number of guest rooms in the hotel results in the scale being excessive for this site within the National Park, whilst the design is considered bulky, overbearing and a poor reflection of the location

and local vernacular.

HIGHWAYS

No objection has been received from Highways England or the Highways Authority.

Some suggestions have been made regarding the specifics of the parking layout, but no fundamental objections. There is a proposed condition recommended by DCC, if approval is granted, to ensure the access and junction layout is the same as approved in the application reference 0506/18.

LANDSCAPING

The Trees and Landscape Officer has advised that a mature sycamore tree is growing at the current site entrance. An application for a new access road has already been determined by the Authority. The sycamore is shown for retention, but the road is so close to the tree that it is unlikely to survive in the long term and this has been accepted. The Design Guide states that materials for boundary and landscaping should be of high quality and in sympathy with the character of the area. It is considered that neither of these aims have been met.

POLICE

There are concerns about the location of the building, due to its proximity to the Police building, and it has been requested that the windows on the side elevation overlooking the police building are frosted to reduce security breach. Suggestions have also been put forward to ensure luminaire lights are used to ensure security around the building, while additional height limits on planting have also been suggested, to allow unhindered surveillance.

ECONOMIC IMPACT

The proposed hotel would support approximately 50 full time equivalent jobs over the build period. It is projected that there would be a 50% leakage of jobs to outside the Dartmoor and Teignbridge area.

Once operational it is stated in the supporting documents that the management roles are recruited internally for 80% of the positions, however that 50% of new jobs created in the establishment would be filled by those not in employment or education or training. Total additional jobs, within TDC and DNP would be 23, and within the South West, 34.

There is no reference to the number of local jobs which this development would offer to people currently working in the hospitality industry and there is also no reference to the potential number of jobs which would be created by an alternative employment use on the site, compared to those to be created by this proposal.

SURFACE WATER DRAINAGE

A large proportion of the car parking area is to be surfaced in permeable material.

The proposal is not considered to have any adverse effects on drainage patterns or flood risk in accordance with COR8 and DMD3 of the Development Plan.

CONCLUSION

It is considered, that in principle, the proposal is contrary to Policy DMD44 as it is not for a small scale hotel, in the context of the National Park. There is insufficient detail to demonstrate that there would be financial and economic benefit to the locality, which would not otherwise be gained by an employment use on this site.

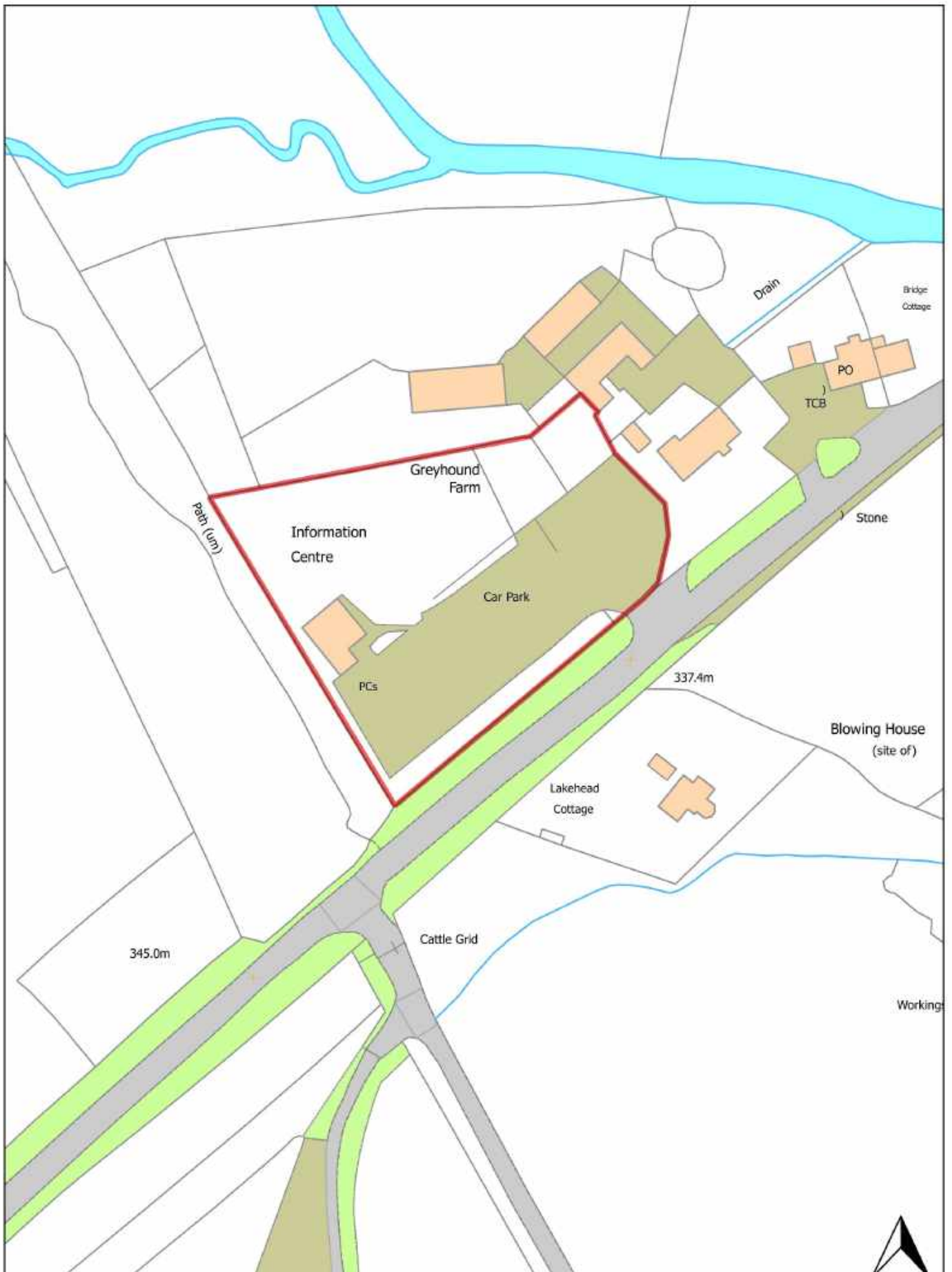
The design is not considered to be locally distinctive to reflect the character of the host settlement and has a bulk which would be out of keeping in this location. It would have a detrimental impact upon the gateway into Ashburton, and the National Park.

It is recommended that the proposal is refused as contrary to the principles Dartmoor Development Management and Delivery Development Plan.

0262/20 - Postbridge Visitor Centre



Scale 1:1,250



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4. Application No: **0262/20** District/Borough: **West Devon Borough**
Application Type: **Advertisement Consent** Parish: **Dartmoor Forest**
Grid Ref: **SX646788** Officer: **Nicola Turner**

Proposal: **Erection of a timber sign on the front of the visitor centre**

Location: **Information Centre, Postbridge**

Applicant: **Dartmoor National Park Authority**

Recommendation **That consent be GRANTED**

Condition(s)

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. No advertisement shall be sited or displayed so as to: (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military); (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or (c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
3. Any advertisement displayed and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.
4. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.
5. The proposed sign shall be positioned and thereafter maintained so that no part of the sign is less than 2.1 metres above the public highway and no part of the sign is less than 0.5 metres from the edge of the public highway.
6. The development hereby permitted shall be carried out in accordance with the following approved Site Location Plan and Block Plan, and drawings numbered; 2561 - 800 received 12 June 2020.

Introduction

This site is currently the public parking area and visitor centre for the National Park, approximately 150m west of the Clapper Bridge. The site is located on the edge of Postbridge. This application is for a timber 'National Park Visitor Centre' sign on the frontage of the extension approved under reference 0013/19.

The application is presented to Committee as Dartmoor National Park Authority is the Applicant.

Planning History

0013/19	Erection of single storey extension, new entrance and ground floor exhibition space	Full Planning Permission	Grant Conditionally	04 March 2019
3/55/144/92/03	Extend existing information centre to provide additional interpretation display space, store, covered seating area, lobby and new disabled w.c.			

Consultations

West Devon Borough Council: No objection

County EEC Directorate: No highway implications

Environment Agency: Flood Zone 1 - Standing Advice applies

Parish/Town Council Comments

Dartmoor Forest PC: No comment received

Relevant Development Plan Policies

COR1 - Sustainable Development Principles

COR19 - Dealing with proposals for tourism development

COR3 - Protection of Dartmoor's special environmental qualities

COR4 - Design and sustainable development principles

DMD1a - Presumption in favour of sustainable development

DMD1b - Delivering National Park purposes and protecting Dartmoor National Park's special qualities

DMD3 - Sustaining the quality of places in Dartmoor National Park

DMD36 - Signs and advertisements

DMD4 - Protecting local amenity

DMD43 - New visitor attractions and development of existing enterprises

Representations

None to date.

Observations

This application proposes the erection of a timber sign to the right of the new visitor entrance at Postbridge Information Centre. This is on the side of the new building facing the car park, which slopes gently down to the east. The proposed sign would be 4.5 metres long and 1.5 metres in height. It is proposed to be sustainable Accoya timber with the text engraved, and the National Park logo filled in epoxy resin.

PLANNING POLICIES

Policies DMD1, COR1, COR4 and DMD7 establish the objectives for conserving and enhancing the character and appearance of Dartmoor's built environment. This is reflected in The English National Parks and Broads UK Government Vision and Circular 2010.

Policies DMD7 and COR4 set out design considerations for new development, notably; scale, height, alignment, layout detailing and materials.

DMD36 set out that advertisements should be of an appropriate size, shape and material, and should not create a cumulative impact.

ASSESSMENT

The proposed sign is considered to be modest in size and the design is to be constructed of appropriate materials.

The design has been approached through the use of locally distinctive materials and designed to compliment the palette of materials on the extension which is nearing completion.

AMENITY

There would be no harm on the amenity of adjacent properties and would therefore not be in conflict with policy DMD4.

CONCLUSION

The proposed signage is considered to be a simple design to reflect quality materials and its setting within the landscape and on the new visitor centre extension. It is of benefit to the clarity of direction for the visitor experience of the National Park with no harm to its landscape or special character.

Having regard to the above factors, it is recommended that advertisement consent be granted.

CHRISTOPHER HART