

Planning Committee – Tuesday 3 September 2019

Late representations/updates

Item No.	Description
1	<p>NEWTON ABBOT - 19/01172/FUL - The Minerva Building, Minerva Way - Installation of extract flues and biomass system</p> <p>No updates received</p>
2	<p>BISHOPSTEIGNTON - 19/01414/FUL - Michaels Field, Newton Road - Installation of a single 10m column with two LED lights for Devon Air Ambulance to use at night</p> <p>No updates received</p>
3	<p>NEWTON ABBOT – 19/00456/MAJ – A382-A383, Forches Cross – An improved highway link, including pedestrian and cycle facilities, sustainable drainage features and landscaping</p> <p>All relevant further correspondence is available on the application file.</p> <p>1 further representation received in support of the proposals as a consequence of the positive impact on flows through Jetty Marsh / Highweek has been received.</p> <p>In addition we have received the following further updates and comments:</p> <p>Further response from <u>Sport England</u> requesting confirmation that football pitches will be available during / after construction, to which the applicant team have replied:</p> <ul style="list-style-type: none">- The proposed works should not prevent continued playing/training on the site. The developer will liaise with the club in advance of work starting and provide any information to assist the club eg. marking out the area of the proposal.- Construction work and construction traffic in this location is likely to be limited to the area of the proposal. Reasonable efforts will be made to maintain access to the playing field, although it is likely that there will be some disruption during the construction period. The developer/Contractor will liaise with the club prior to works starting to minimise as far as possible the effects of any disruption to access. <p><u>Consultation Response - Lead Local Flood Authority DCC</u> Summary of response, see case file for the full text.</p> <p>At this stage, we have no in-principle objections to the above planning application, from a surface water drainage perspective, assuming that the pre-commencement planning conditions are imposed on any approved permission:</p>

- Submission of detailed design of the proposed permanent surface water drainage management system.
- Submission of detailed design of proposed surface water drainage management system for the period of its construction.

Observations

The applicant has proposed a SuDS Management Train which incorporates swales upstream of detention basins. The swales will initially treat surface water runoff and the detention basins will provide further treatment as well as storage of surface water.

The application site is split into multiple catchments and the applicant's drainage strategy aims to replicate this. The detention basins will drain towards the River Lemon, which is within a Critical Drainage Area. The applicant is therefore required to restrict discharge rates to the 1 in 10 year return period rate, whilst managing surface water up to the 1 in 100 year (+40% allowance for climate change) rainfall event.

To manage the Long-Term Storage volume the applicant has proposed to use two outfalls. Due to the size of the areas draining to each basin, this has required small orifices for the outfalls. The applicant should assess discharging at Q_{bar} to increase the sizes of the outfalls. The applicant has assessed utilising alternative outfalls, such as perforated risers and gabion baskets. If discharging as Q_{bar} is not viable, then the applicant should robustly assess the suitability of these outfalls (these outfalls may need to be regularly monitored to ensure that they remain flowing).

Overtopping of the basin should be assessed and overtopping points should be determined. This is to ensure that any applications for development of the surrounding allocated land are informed of exceedance flows emanating from this road.

The freeboards within the basins are currently proposed to be 200mm. The proposed basins are quite large, therefore, the freeboard should be increased. It is understood that the freeboard will be assessed at detailed design stage when more detailed model outputs are produced and assessed.

The applicant has clarified that the 200m² of impermeable area within Catchment 1, referred to within the technical note submitted in Appendix B of the Flood Risk Assessment (Ref. 41197/4001; Rev. E; dated 7th February 2019), can be stored within the proposed swale. The applicant should confirm this at detailed design stage, and provide model outputs to demonstrate this.

The applicant has noted that basin side slopes shall be a maximum of 1 in 4. The applicant should assess varying these side slopes to

incorporate the basins into the landscape. The applicant should confirm the planting of the basins at the detailed design stage.

An ordinary watercourses run through this site, so if any temporary or permanent works need to take place within these watercourses to facilitate the proposed development (such as an access culvert or bridge), Land Drainage Consent must be obtained from Devon County Council's Flood and Coastal Risk Management Team prior to any works commencing. Details of this procedure can be found at: <https://new.devon.gov.uk/floodriskmanagement/land-drainage-consent/>.

Email from Principal Delivery Officer TDC

I said I would write to you and set out the justification for a bat roost contribution relating to the proposed road between the A382 and A383.

Section 16 of the applications appropriate assessment expects a contribution towards one dedicated SAC bat roost and recognises that there are no suitable locations within the road application site. It refers to the Houghton Barton Development Framework SPD, which expects three new roosts to be provided across the wider mixed use development allocation.

Amount

£40,000 should be sought in order to deliver the roost.

The same amount is being secured in Chudleigh, where designs for a roost have been costed. I am mindful of other cost estimates and a unilateral undertaking at Whitehill where a figure of £25,000 was put forward but would suggest that the larger figure should apply and if the cost outturn is less than £40,000 then the difference can be returned to the applicant.

Delivery

The appropriate assessment anticipates that the roost might be situated within the allocations natural greenspace. Housing led development proposals for the wider allocation are being prepared and a planning application that will provide publicly accessible natural greenspace is expected shortly. It is reasonable to conclude that land will be available to deliver the roost.

Email from DCC Highways Officer

I have discussed this with the applicant who has advised that the results presented in the Transport Assessment give a robust analysis and worst case scenario in terms of traffic growth. All Local Plan development is included in the Heart of Teignbridge, plus wider growth

outside of this area. So the 30 PCU queue is a worst case. This is however only on one arm, and only in the PM peak. Other arms and other times of day are within capacity.

The Junction Assessments in the TA assumed the “one hour” traffic flow profile as the most robust assumption for assessment. This represents the situation where during the peak hour traffic builds in the first part of the hour, reaching a peak half way through and tails off towards the end. In congested conditions a more flat profile is usually experienced, and from looking at existing traffic flows on the A382 the PM peak is already quite flat. Amending that assumption to assume a flat profile at the Forches Cross roundabout assessment results in an RFC of 90% and queue of 8.59 PCUs on the A382 North arm in the PM Peak in 2036, suggesting it would operate within capacity.

I am content with this response and therefore accept the TA and its conclusions along with this clarification and therefore have no objection to the application.

With regards Section d I would think it prudent to impose a condition at the access onto Buttercup Way to ensure the connection can be delivered.

Case Officer Update

We continue to await a consultation response from the Environment Agency responding to the further detailed drainage information provided. No decision on the application will be issued without considering conditions required to address any further concerns that may arise and Members will be updated verbally in Committee in this regard if possible.

The recommendation is therefore updated to read:

SUBJECT TO:

A) Completion of a S106 Obligation for provision of a contribution of £40,000 towards an offsite bat roost to be delivered within the wider NA1 allocation and

B) receipt of satisfactory further information in respect of drainage and flood risk and Environmental Statement content;

PLANNING PERMISSION BE GRANTED subject to Conditions addressing, as a minimum, the following matters as well as any additional material matters arising from the receipt of further information and consultation responses, with the final drafting of conditions, their number, content and triggers to be delegated to the Business Manager – Strategic Place

	<p>Additional conditions to include:</p> <p>Permanent drainage design Construction drainage design Delivery of the road to boundaries</p>
4	<p>KINGSKERSWELL - 19/00822/FUL - 7 Torquay Road, Kingskerswell - Erection of a dwelling in garden</p> <p>No updates received</p>
5	<p>WOODLAND - 19/01351/FUL - Sunset Cottage , Woodland - Single storey rear extension</p> <p>No updates received</p>
6	<p>BOVEY TRACEY - 19/00723/FUL - 65A Fore Street, Bovey Tracey - Change of use from retail (Use Class A1) to a dwelling (Use Class C3) including replacement fenestration details and replacement of single storey rear roof</p> <p>2 further representations received – 1 comment and 1 objection: highlighting the need for a vibrant town centre and the Town Council’s aspirations for improved traffic management in the Town Centre as well as concerns regarding the loss of a commercial unit.</p>
7	<p>COFFINSWELL - 19/00850/MAJ - Manor Farm , Dacombe - Use of additional land for camping purposes</p> <p>No updates received</p>