

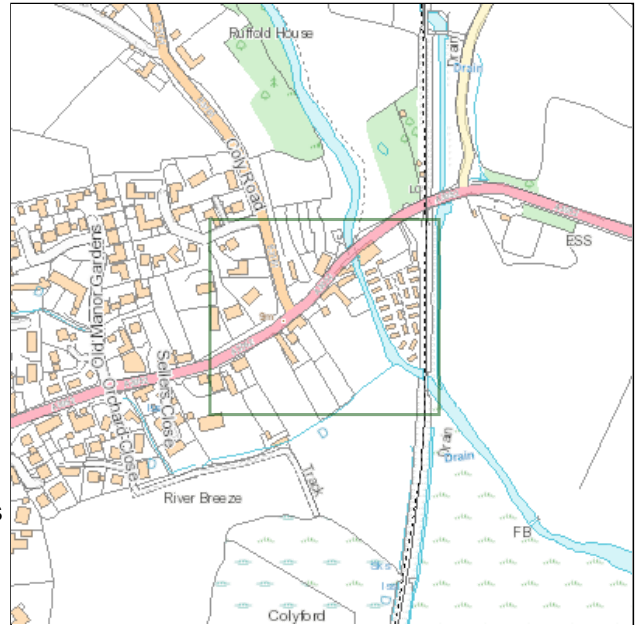
Ward Coly Valley

Reference 22/2632/FUL

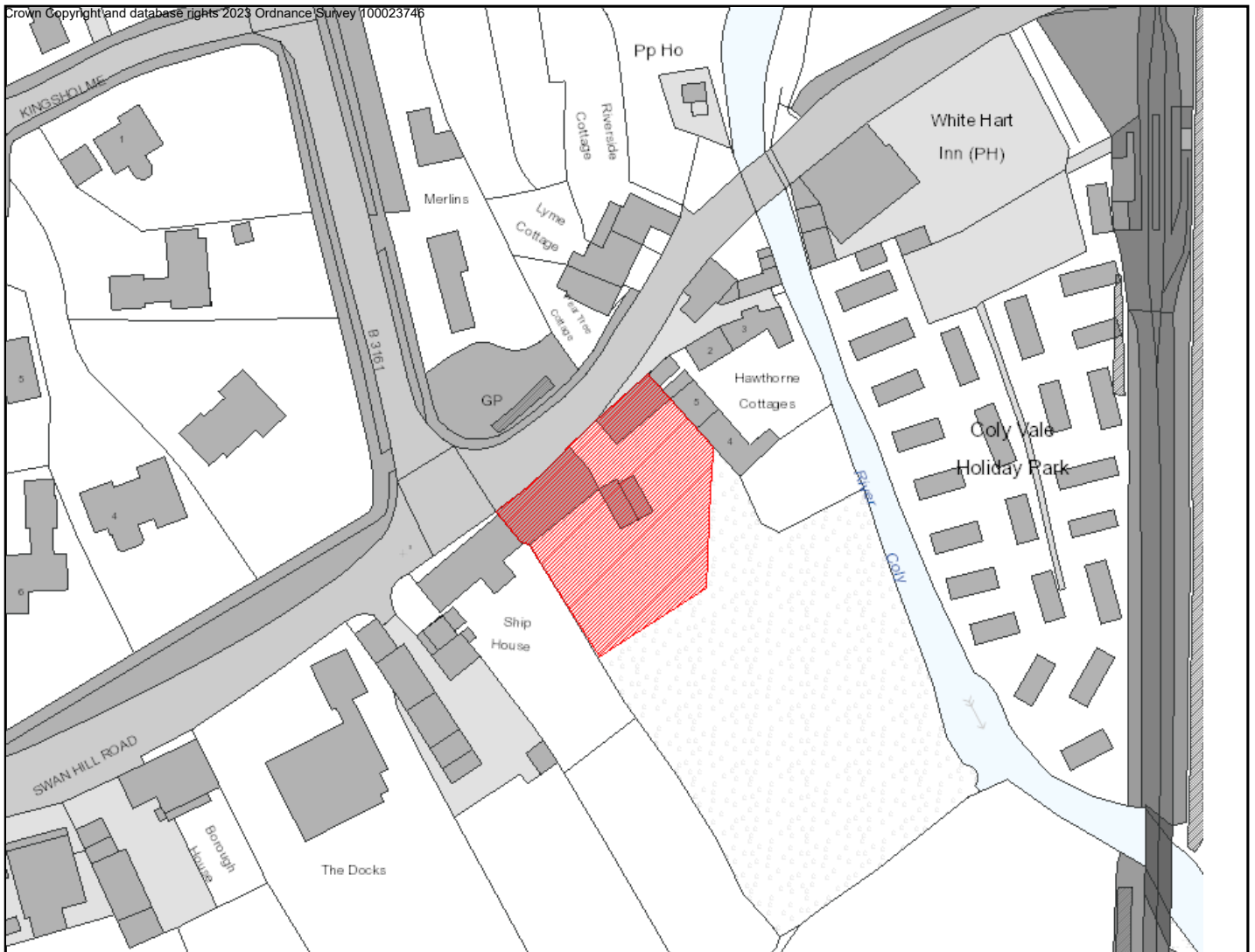
Applicant Deborah Rymer

Location Clarkham Cottages Swan Hill Road Colyford
Devon EX24 6QG

Proposal Construction of 1 no. dwelling, means of access
and associated works



RECOMMENDATION: Approval with conditions



		Committee Date: 25.04.2023
Coly Valley (Colyton)	22/2632/FUL	Target Date: 23.01.2023
Applicant:	Deborah Rymer	
Location:	Clarkham Cottages Swan Hill Road	
Proposal:	Construction of 1 no. dwelling, means of access and associated works	

RECOMMENDATION: Approval with conditions

EXECUTIVE SUMMARY

This application is before members as the proposal is a departure from the development plan.

The application site is located within Colyford and accessed off of the A3052. The site address ‘Clarkham Cottages’ refers to a former thatched building that comprised of two dwellings that date back to the late 19th Century. The former cottages were damaged during a storm between 1970 and 1980 albeit were never reinstated. All that remains is a single storey flat roof structure that consists of a mixture of stone and brick.

Permission is sought for the construction of a two storey dwelling. The external walls of the build would be finished in stone and render. Natural slate and clay ridge tiles are proposed for the roof. All openings would be constructed of timber or aluminium.

A single storey element is proposed off of the southwest elevation and a two storey gable end shall propel off the rear. An area of hardstanding shall be provided immediately to the south-west of the build for parking and turning.

The Local Authority can no longer demonstrate a 5 year land supply of housing and therefore development constraint policies such as Strategy 7 (Development in the Countryside) and 27 (Development at the Smaller Towns and Villages) no longer carry significant weight. As a result, paragraphs 11 d) of the National Planning Policy Framework is triggered;

“(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date 8 , granting permission unless:

- (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or**
- (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”**

As per the requirements of 11, (d) (i) and (ii), The main issues for consideration are the following;

- Proximity to existing services and facilities.**
- Impact on the Colyford Conservation Area and nearby listed buildings.**
- Ecological Impact.**
- Impact on neighbouring amenity.**
- Impact on the local highway network.**

The application site is well related to a number of services within the core of the village including the Colyford Service Station, café, the Wheelwright pub and the White Hart Inn. Slightly further afield is the Post Office, a small shop, butchers, the village hall, Elmwood Care Home and Saint Michael’s Church. Colyton Grammar School and Leisure Centre are accessed off Stafford Lane. The majority of these services and facilities are accessible on foot via dedicated footpaths that run adjacent to the A3052.

There are a couple of bus stops located on the A3052 and another, almost immediately opposite the application site, on Coly Road. No’s 9A and 20 provide services to and from Exeter – Seaton and Seaton – Taunton. The Seaton Tram also stops within Colyford on a daily basis between April and September.

The proposal dwelling seeks to take on a form and orientation sympathetic to the linear character of the road. The design seeks to mimic that of a traditional cottage with a pair of chimney stacks, slate roof, and decorative clay tiles. The windows on the principle elevation are narrow, constructed in timber and located immediately beneath the eaves to reinforce characteristics prevalent elsewhere within the conservation area.

The overall scale and spacing between the dwelling, the highway and nearby heritage assets ensures that development would appear as a natural addition to the street scene and conserve the setting and therefore the significance of adjacent heritage assets. The removal of the dilapidated garage building and its replacement with the proposal building is considered to reinforce the established pattern of development that underpins the character of the conservation area whilst acknowledging the local vernacular. As such, there is considered to be some minor enhancement to the Colyford Conservation Area. The Local Authority’s Conservation Officer has raised no objections to the scheme.

Owing to the site’s proximity to the Beer Quarry and Caves Special Area of Conservation (SAC), the proposals are habitat development as per the

provisions of the Conservation of Habitats and Species Regulations. A Habitats Regulation Assessment (HRA) is therefore required to ascertain as to whether the development would result in likely significant effects. The designated area of the SAC is relatively small and comprises of the quarry and caves and areas that immediately surround it. However, a number of bat populations are dependent on a much wider area beyond the SAC boundary which provide foraging habitat and commuting routes that support key roosts. Protection of these areas is therefore essential in order to maintain and enhance favourable conservation status.

The HRA concludes that the development is unlikely to result in 'likely significant effects'. This HRA has been circulated to Natural England who have accepted the conclusions drawn. Therefore there is no need for an Appropriate Assessment. Despite this, if permission is to be granted, development shall still need to be undertaken in accordance with the submitted Ecological Appraisal and the recommended mitigation measures.

With regards to the 'tilted balance' as required by paragraph 11 (d) of the NPPF, it is the position of officers that the development would not result in significant or demonstrable harm. In order to access services and facilities that are not readily available in the village a degree of dependency on private modes of transport is to be expected. Notwithstanding this, owing to the level of accessible facilities that are available within Colyford and nearby public transport links, the subsequent environmental harm is considered to be low.

Finally, once factoring in the modest heritage benefits identified to the Conservation Area and minor environmental benefits by providing EV charging and air source heat pumps, the planning balance is considered to tilt in favour of the development. As such the application is recommended for approval subject to conditions listed at the end of the report.

CONSULTATIONS

Local Consultations

Parish/Town Council

The Colyton Parish Council feel that the design of the property is very good and would support the application on the condition that the property is set back from the road slightly and a footpath installed at the front of the property. This would grant safer access for pedestrians coming to and from the property and would give a higher level of visibility for vehicles entering and leaving the property which is on a busy main road right near a junction.

Councillor Helen Parr

10.03.2023 - I support the recommendation of Approval with Conditions, and on that basis I do not wish to attend the meeting (In response to an email prior to taking the application before Chair Delegation).

Technical Consultations

Natural England

11.01.23 - See scanned document for comments.

08.03.23 - See scanned document for comments

Environmental Health

I have considered the application and note that this site is close to nearby residents who may be impacted during the construction process. Construction working hours shall be 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays, with no working on Sundays or Bank Holidays. There shall be no burning on site. We would request the applicant to consult and follow the council's Construction Sites Code of Practice prepared by Environmental Health and adopted by the council in order to ensure that any impacts are kept to a minimum. This is available on the council's website

County Highway Authority

The property has suitable visibility with walls below 0.6m high, the proposed footway would not provide a net benefit as it does not adjoin a longer contiguous footway and therefore can actually be a safety concern with drivers not expecting pedestrians to be re-joining the carriageway.

Overall, however the County Highway Authority (CHA) is satisfied with the trip generation from one dwelling and has no objection to raise.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, HAS NO OBJECTION TO THE PROPOSED DEVELOPMENT

Conservation

CONSULTATION REPLY TO PLANNING PROPOSAL AFFECTING THE SETTING OF LISTED BUILDINGS AND CONSERVATION AREA.

22/2632/FUL

Clarkham Cottages, Swan Hill Road, Colyford, Devon, EX24 6QG

Construction of 1 no. dwelling, means of access and associated works

The location, orientation, form, design and use of materials as proposed for the dwelling and associated works, would continue to preserve the contribution the setting makes to the significance of the surrounding listed buildings and conservation area.

Recommend approval

06.01.23

SLG

Other Representations

None

POLICIES

Adopted East Devon Local Plan 2013-2031 Policies

Strategy 5B (Sustainable Transport)

Strategy 7 (Development in the Countryside)

Strategy 27 (Development at the Small Towns and Larger Villages)

Strategy 46 (Landscape Conservation and Enhancement and AONBs)

D1 (Design and Local Distinctiveness)

EN14 (Control of Pollution)

EN22 (Surface Run-Off Implications of New Development)

TC2 (Accessibility of New Development)

TC9 (Parking Provision in New Development)

EN10 (Conservation Areas)

EN9 (Development Affecting a Designated Heritage Asset)

Colyton Neighbourhood Plan (Made).

Coly6 (Sustainable Development)

Coly7 (Housing Development within the Built-up Area Boundary)

Coly 9 (Parking Provision for New Housing Development)

OFFICER REPORT

Site Location and Description

The application site is located within Colyford and accessed off of the A3052. The site address 'Clarkham Cottages' refers to a former thatched building that comprised of two dwellings. Photos of the former pair are included within the applicant's Design and Access Statement at Figures 1, 2 and 3. The building is also shown within historic ordnance surveys dating back to the late 19th Century.

The submission details that the former cottages were damaged during a storm between 1970 and 1980 albeit were never reinstated. All that remains is a single storey flat roof structure that consists of a mixture of stone and brick. The building is connected to an adjacent outbuilding within the curtilage of Hawthorne Cottages both of which immediately front and run parallel to the A3052.

Proposed Development

Permission is sought for the construction of a two storey dwelling. The external walls of the build would be finished in stone and render. Natural slate and clay ridge tiles are proposed for the roof. All openings on the principal elevation would be constructed of timber and aluminium on the rear.

A single storey element is proposed off the southwest elevation and a two storey gable end shall propel off the rear. An area of hardstanding shall be provided immediately to the south-west of the build for parking and turning.

The main issues for consideration are the following;

- Principle of development.
- Proximity to existing services and facilities.

- Impact on the Colyford Conservation Area and nearby listed buildings.
- Ecological Impact.
- Impact on neighbouring amenity.
- Impact on the local highway network.

Each issue shall be considered in turn.

Principle of Development

The Council's position with regards to the spatial distribution of housing has changed as the LPA can no longer demonstrate a 5 year land supply of housing. The Council's latest Housing Monitoring Report ending 31st March 2022 went before Strategic Planning Committee on the 4th October where the report put before members stated the following;

"This report provides a summary of house building monitoring information to the year ending 31 March 2022. It had been noted in the previous Housing Monitoring Update that the housing land supply position was declining and that action was needed to address this position. In the meantime the annual requirement figure has gone up from 918 homes per year to 946 homes per year as a result of changes to the affordability ratio which is a key input into the government's standard method for calculating housing need. The increased need figure combined with a declining supply position means that a 5 year housing land supply can no longer be demonstrated. The report advises Members of the implications of this and what actions are and should be taken to address this position."

Under government policy if an authority cannot demonstrate a 5 year housing land supply then the presumption in favour of sustainable development will apply as set out in paragraph 11d of the National Planning Policy Framework. This states:

"(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date 8 , granting permission unless:

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

Development constraint policies, such as Strategy 7 (Development in the Countryside) that applied built-up area boundaries to settlements can no longer carry significant weight. Proposals for residential development that are outside of these areas that are not compliant with the spatial strategy of the Local Plan should be approved unless points (i) and (ii) above apply. With regards to sub-paragraph (i) the protected areas referred to includes AONB's, SSSI's, designated heritage assets and areas at risk of flooding among others.

On the 10th January 2022, East Devon District Council decided to 'make' (adopt) the Colyton Parish Neighbourhood Plan (NP). As the NP has been adopted within the last two years and as Colyford is included within the Neighbourhood Plan area, paragraph 14 of the NPPF applies.

“14. In situations where the presumption (at paragraph 11(d)) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply⁹ “

However, the housing policies within the NP only support the principle of residential development within BUABs through the provisions of Coly 7 (Housing Development within the Built-up Area Boundary) and exception sites through the provisions of Coly8 (Rural Exception Sites). Despite this, paragraph 8.7 of the Neighbourhood Plan acknowledges that Colyton, which has been allocated with a BUAB through the NP (see Map 8), is considered *“appropriate to accommodate growth and development. It has been defined using the standard criteria adopted for the task. Colyford has not been similarly delineated and therefore, in strategic policy terms, it is regarded as part of the ‘countryside’ and subject to Local Plan Policy S7, which limits development to that which “would not harm the distinctive landscape, amenity and environmental qualities within which it is located”*.

It is the position of officers that residential development elsewhere within the Neighbourhood Plan area outside of the Colyton BUAB is not precluded by the NP albeit is subject to strategies and policies of the Local Plan. As a result, in the absence of a five year land supply, the various strategies and policies relevant to the spatial distribution of housing no longer carry significant weight. Paragraph 11d) of the NPPF is therefore triggered.

Location and Accessibility to Nearby Services and Facilities

The application site is located towards the eastern end, albeit well related to, the built up form of the village. The northern side of Swan Hill Road (A3052) is lined with dedicated footpaths into the centre of the village. Within a 130 metre walk from the site are the Colyford Service Station, café, the Wheelwright pub and the White Hart Inn. Slightly further afield is the Post Office, a small shop, butchers, the village hall, Elmwood Care Home and Saint Michael's Church. Colyton Grammar School and Leisure Centre are accessed off Stafford Lane. A number of smaller businesses are dotted elsewhere within the village including an IT consultancy and a caravan supply shop.

There are a couple of bus stops located on the A3052 and another, almost immediately opposite the application site, on Coly Road. No's 9A and 20 provide services to and from Exeter – Seaton and Seaton – Taunton. The Seaton Tram also stops within Colyford on a daily basis between April and September. Outside of these months the frequency of service is reduced.

As such, there is considered a wide range of nearby services and facilities to support the day to day needs of prospective occupants. The majority of which are accessible via foot or, in order to access the Grammar School and leisure centre, by bike. The

village does lack a GP and arguably is limited in employment opportunities. Despite this, the proximity of nearby public transport links ensures that there is a realistic opportunity for prospective occupants to utilise sustainable modes of transport to access employment opportunities elsewhere.

Overall, despite Colford having not been allocated a BUAB through the provisions of Strategy 7 or Strategy 27, the site is well related to the core of the village and located near a number of services and facilities which are within walking distance. Furthermore, as a result of the LPA being unable to demonstrate a 5 year land supply of housing, the provisions of Strategies 7 and 27 no longer carry weight in the planning balance. As such, it is the position of officers that the sustainability credentials of the site perform well against other policies, such as Strategy 5b (Sustainable Transport) and Policy TC2 (accessibility of New Development), that can still be attributed weight. This weighs in favour of the application.

Impact on the Conservation Area and other Designated Heritage Assets

The site is located within the Colyford Conservation Area which was first designated in September 1999. There are three listings covering four properties within close proximity to the application site, all of which are Grade II listed. These include;

Ship House – Located immediately west of the site and consists of a range of 17th Century cottages of stone construction with rendered frontages, brick chimney stacks and thatch roof.

Pear Tree Cottage – Located opposite side of the A3052, late 18/ early 19th century, stone construction, brick detailing and thatch roof.

Lyme Cottage and Riverside Cottage – converted to two dwellings early 17th century and constructed of chert with brick detailing, brick chimney stacks and thatch roof.

The Conservation Area appraisal details the wide range of traditional housing constructed from chert stone, beer stone, red brick which are vernacular to the village. Rendered masonry and cob are also prevalent throughout the western end of the village on buildings that front the A3052. Roof coverings are usually thatched or slate on steeper pitches.

To facilitate development the remnants of the former dwelling would be removed. During an officer site visit it was noted that this structure has been converted into private storage for the applicants. The external wall that fronts the highway exhibits evidence of a number of repairs with brick and a pair of openings having been boarded up. Due to its dilapidated state and prominence from public views along Swan Hill Road, the existing structure negatively impacts the street scene and appearance of the wider conservation area.

The proposal dwelling seeks to take on a form and orientation sympathetic to the linear character of the road. The design seeks to mimic that of a traditional cottage with a pair of chimney stacks, slate roof, and decorative clay tiles. The windows on the principle elevation are narrow, constructed in timber and located immediately beneath the eaves to reinforce characteristics prevalent elsewhere within the conservation area.

The overall scale and spacing between the dwelling, the highway and Ship House ensures that development would appear as a natural addition to the street scene and conserve the setting and therefore the significance of adjacent heritage assets. Removal of the dilapidated garage building and its replacement with the proposal building is considered to reinforce the established pattern of development that underpins the character of the conservation area whilst acknowledging the local vernacular. As such, there is considered to be some minor enhancement to the Colyford Conservation Area. The Local Authority's Conservation Officer has raised no objections to the scheme.

Ecology

Owing to the site's proximity to the Beer Quarry and Caves Special Area of Conservation (SAC), the proposals are habitat development as per the provisions of the Conservation of Habitats and Species Regulations. A Habitats Regulation Assessment (HRA) is therefore required to ascertain as to whether the development would result in likely significant effects.

UK legislation requires Local Planning Authorities (LPAs), and other competent authorities, to assess plans or projects which may have a likely significant effect on a European Site, alone or in-combination with other plans or projects. Such plans or projects can only proceed if the competent authority is convinced, they will not have an adverse effect on the integrity of a European Site, other than in exceptional circumstances. These requirements are known as Habitats Regulations Assessment (HRA) requirements.

The designated area of the SAC is relatively small and comprises of the quarry and caves and areas that immediately surround it. However, a number of bat populations are dependent on a much wider area beyond the SAC boundary which provide foraging habitat and commuting routes that support key roosts. Protection of these areas is therefore essential in order to maintain and enhance favourable conservation status.

The application site is located within the following designations:

- Bechstein's Landscape Connectivity Zone
- Greater Horseshoe Bat Landscape Connectivity Zone
- Lesser Horseshoe Bat Landscape Connectivity Zone
- Lesser Horseshow Bat Sustenance Zone

Due to the site's location within the above designations, the applicant's ecologist has provided an initial HRA screening document that assesses the development's impact upon the wider area. In particular, the screening assessment has regard to the impact of light spill from the development upon vegetation to the south of the application building.

It is acknowledged that in reality the southern garden is already likely subjected to a degree of light spill from existing street lighting and southerly facing windows that

serve properties along the A3052. The assessment details that any external lighting shall be operated on a Passive Infrared Sensor (PIR) and positioned not to illuminate any of the roosting provisions recommended within the Bat and Protected Species Survey.

The assessment concludes that the development is unlikely to result in 'likely significant effects'. This HRA has been circulated to Natural England who have accepted the conclusions drawn and have themselves come to the same position. In the absence of likely significant effects there is no need for an Appropriate Assessment. Despite this, if permission is to be granted, development shall still need to be undertaken in accordance with the submitted Ecological Appraisal and the recommended mitigation measures.

Impact on Neighbouring Amenity

The dwelling would physically abut a pair of mono pitch extensions to the northwest of No.5 Hawthorne Cottages. The rear garden of the proposed dwelling would also run parallel to the south west elevation of No.4 Hawthorne Cottages.

The development is considered to provide sufficient relief from the westerly facing windows on No.2 Hawthorne Cottage and the north east elevation of Ship House as not to be overbearing. There are no windows along the rear elevation of No.4 ensuring that there is no mutual overlooking from the rear garden.

As a result there are minimal concerns regarding the impact of the build on adjacent neighbours and no objections have been received. However, there is potential to be some disruption during the construction phase. As such the Environmental Health Team have recommended that a Construction and Environmental Management Plan (CEMP) is submitted prior to commencement.

Impact on Local Highway Network

The Parish Council have commended the design of the dwelling although have requested that the dwelling be set back from the road slightly and a footpath installed at the front of the property. They have justified this provision as

'This would grant safer access for pedestrians coming to and from the property and would give a higher level of visibility for vehicles entering and leaving the property which is on a busy main road right near a junction'.

However, the submitted drawings show that there would be a degree of relief between the road and the principle elevation through the provision of a series of steps. Such a request would need to be justified through demonstrable conflict with planning policy and in the absence from any objection from the County Highway Authority it is not thought that the LPA could reasonably request that a footpath be provided or the development set back further from the highway.

An area of hardstanding is proposed immediately to the south west of the dwelling to provide turning and parking. The County Highway Authority have reviewed the access and egress arrangements and consider them satisfactory.

Conclusion

As the Local Planning Authority is unable to demonstrate a five year land supply the 'tilted balance' as required by paragraph 11(d) is triggered. With regards to 11(d), (i), development would not cause undue harm to any of the '*protected areas or assets of particular importance*' as detailed within footnote 7. Notwithstanding this, the development is considered to provide some minor enhancement to the character and appearance of the Colyford Conservation Area by virtue of the dwelling's sympathetic design, scale, form and orientation.

Following on from 11(d), (i), Paragraph 11(d), (ii) states that development should be approved unless '*any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole*'. In this case, some environmental harm may arise from the need for prospective occupants to access some of the services and facilities that are not readily available nearby such as a GP surgery or shops to obtain goods that are not on offer within those already in the village. As such, if the public transport on offer is not convenient or does not provide a service to a nearby settlement required, some dependency on private modes of transport may be inevitable.

Despite this, as already alluded to within the report, the availability of a number of services and facilities and public transport links would go some distance in serving the day to day needs of residents. Additionally paragraph 79 of the NPPF acknowledges that residential development in rural areas '*should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby*'. As such, owing to the site's proximity to the core of the village and the availability of nearby footpaths, there is considered realistic opportunities for occupants to make use of nearby services and facilities through sustainable means. Where occupants may need to travel further afield it is not thought that the occasional use of private modes of transport would amount to a level of harm significant enough to warrant refusal of the application.

The modest enhancement to the Colyford Conservation Area, provision of Air Source Heat pumps, EV charging points and an additional dwelling to the district's housing stock are considered to weigh in favour of the scheme. In the absence of any significant or demonstrable harm, or objections from statutory consultees or third parties, the application is considered acceptable and therefore recommended for approval subject to conditions listed below.

RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission and shall be carried out as approved.
(Reason - To comply with section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
2. The development hereby permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.
(Reason - For the avoidance of doubt.)
3. No development above foundation level shall take place until details of materials to be used externally have been submitted to, and approved in writing by, the Local Planning Authority. The development shall be built in the materials approved.
(Reason - To ensure that the materials are sympathetic to the character and appearance of the area in accordance with Policies D1 - Design and Local Distinctiveness and EN10 - Conservation Areas of the Adopted East Devon Local Plan 2013-2031.)
4. Development shall be carried out in accordance with the recommendations and mitigation measures in the Bat and Protected Species Survey prepared by Ecologic Consultants dated July 2022.
(Reason - In the interests of wildlife protection in accordance with Policy EN5 (Wildlife Habitats and Features) of the East Devon Local Plan.)
5. Before the relevant parts of the works begin on the items specified below, the following details and specification for these items shall be submitted to and approved in writing by the Local Planning Authority:
 - Details of new windows including sections, mouldings, profiles and paint colour. Sections through casements, frames and glazing bars should be at a scale of 1:2 or 1:5.

The development shall be carried out in accordance with the approved details.

(Reason - In the interests of the historic character of the Colyford Conservation Area in accordance with Policy EN10 - Conservation Areas of the Adopted East Devon Local Plan 2013-2031.)

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

Development shall take place in accordance with the approved details.

(Reason - In the interests of amenity and highway safety in accordance with policies D1 (Design and Local Distinctiveness) and TC7 (Adequacy of Road Network and Site Access) of the East Devon Local Plan 2013-2031. This needs to be a pre-commencement condition to ensure impacts of construction are mitigated from the outset of development)

7. Prior to occupation of the two dwellings hereby approved, details of the air source heat pump and car charging points, including location, manufacture details shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained and maintained for the lifetime of the development. The air source heat pump and charging points shall be installed prior to occupation of the dwelling.
- (Reason - To ensure development is designed to a high level of energy efficiency aiming towards zero carbon in accordance with Policy Coly6 - Sustainable Development).

8. Prior to first occupation of the dwelling hereby approved, details any external lighting required shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

(Reason: To avoid adverse ecological impacts in accordance with Policy EN5 - Wildlife Habitats and Features of the East Devon Local Plan).

9. In accordance with the submitted application details surface water drainage shall be provided by means of soakaways within the site which shall comply with the requirements of BRE Digest 365 for the critical 1 in 100 year storm event plus 50% for climate change unless an alternative means of surface water drainage is submitted to and agreed in writing by the Local Planning Authority prior to installation. To adhere to current best practice and take account of urban creep, the impermeable area of the proposed development must be increased by 10% in surface water drainage calculations. The development hereby approved shall not be occupied or brought into use until the agreed drainage scheme has been provided and it shall be retained and maintained for the lifetime of the development.

Reason: In the interests of adapting to climate change and managing flood risk, and in order to accord with Policy EN22 of the East Devon Local Plan and the guidance contained in the NPPF.

NOTE FOR APPLICANT

Informative:

In accordance with the requirements of Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 in determining this application, East Devon District Council has worked positively with the applicant to ensure that all relevant planning concerns have been appropriately resolved.

Plans relating to this application:

	Location Plan	28.11.22
RYMERPRO	Proposed Elevation	28.11.22
RYMERPRO2	Proposed Elevation	28.11.22
RYMERPRO3	Proposed roof plans	28.11.22
RYMERPRO4 :	Proposed Floor Plans	28.11.22
ground		
RYMERPRO5 :	Proposed Floor Plans	28.11.22
first		
SP500PROVIS	Proposed Site Plan	28.11.22

SP600PRO

Proposed Site Plan

28.11.22

List of Background Papers

Application file, consultations and policy documents referred to in the report.