ENVIRONMENTAL STATEMENT
VOLUME I

Non-Technical Summary

Noss on Dart Marina, Dartmouth
Premier Marinas (Dart) Ltd.

June 2017
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Introduction

Premier Marinas (Dart) Limited (known as ‘the Applicant’) is applying to South Hams District Council (SHDC) for the following:

“Hybrid planning application comprising:

Full planning permission for part demolition of existing buildings and removal of existing marina pontoons and buoys; redevelopment comprising a new marina of 232 berths with associated infrastructure including a new quay wall, public slipway and passenger ferry pontoon; boatyard with associated infrastructure, retail/café/commercial/education and training units (3,233 sq m Use Classes A1/A3/B1/B2/B8/D1), drystack boat storage facility, decked car park, water treatment works, electricity substations; a hotel (4,650 sqm); 39 residential units (Use Class C3); public square, car parking and access.

Outline planning permission for part demolition, and residential development (up to 10,000 sqm Use Class C3) with associated car parking, landscaping and public realm works and an electricity substation.”

The Applicant is proposing to redevelop the existing marina on a site known as Noss on Dart Marina, A379 Bridge Road, Kingswear, Dartmouth, Devon, as shown adjacent.
Introduction

The Application Site

The application site is a previously developed shipyard and existing operational marina of approximately 19 hectares, of land within both the terrestrial and marine environment. The site is located within the administrative area of SHDC and the Parish of Kingswear, on the eastern banks of the River Dart.

The wider surrounding area comprises isolated residential properties and a number of rural settlements, including the villages of Kingswear and Hillhead. The town of Dartmouth is located to the south west on the opposite side of the River Dart; Greenway House, a Grade II listed Registered Park and Garden, is located to the north.

The site lies on a promontory called Higher Noss Point and is bound by A379 Bridge Road to the east and south and the River Dart to the west. Two shallow drying inlets known as North Creek (or Higher Noss Creek) and South Creek (or Lower Noss Creek), which flow into the River Dart estuary, flank the promontory to the north and south, respectively. The site has an extremely variable topography and slopes steeply from its eastern entrance off A379 Bridge Road down to the riverbank and is bisected from north to south by the Dart Valley Heritage Railway, a single track line running between Paignton and Kingswear.

The site has a single access off A397 Bridge Road in the east which runs through the site, crossing the railway line on a bridge. Either side of the railway line cutting, the application site comprises two distinct land uses: predominantly brownfield land with the existing marina operations to the west and steep broadleaved woodland hillside to the east.

The central area of the application site contains the former shipyard which was established by Simpson Strickland & Company in the late 19th Century. Philips and Son Ltd. then purchased the site in 1918 and developed the principal buildings and slipways. These original buildings, including the red brick ‘Philips Building’ still remain; however, over the years have fallen into serious disrepair and are now derelict, unsafe for modern use and occupation.

There are two areas of land in the north and south of the site which are currently used as informal yard areas for seasonal boat storage. Existing car parking across the site has provision for up to 100 car parking spaces. These are mainly located within the central marina area at the base of the site access road and within an existing woodland car park on the eastern hillside.

The site has a number of key environmental and ecological features owing to its isolated location within the South Devon Area of Outstanding Natural Beauty (AONB). Higher Noss Creek is designated as a protected strategic flyway associated with the greater horseshoe bat interest of South Hams Special Area of Conservation (SAC). The site itself is also noted as a key feeding and foraging zone for bats.

The hillside woodland in the east is covered by two historic Tree Protection Orders (TPOs) and the western part of the site is located within Flood Zones 2 and 3.

The site location is shown in Figure 1 along with the planning application boundary (red) and ownership boundary (blue).
Introduction

Figure 1: Application Site Location & Boundary
Introduction

The Proposed Development

The proposed redevelopment comprises the creation of a new 232 berth marina and boatyard with associated marina and commercial facilities. In addition, the proposals provide mixed use development comprising residential, hotel, retail and commercial development with associated car parking, infrastructure and highway works. The detailed and outline elements of the application are contained within the following sections.

Detailed Application

Marina, Boatyard & Associated Infrastructure

The existing marina and associated facilities (including public slipways, boat hoist and ferry dock) are critical to the Applicant’s core business and services. The previously submitted planning application in 2009 includes full planning permission for the removal of the existing marina pontoons and buoys and construction of a new marina and associated facilities to be delivered within an early phase of the site’s redevelopment to secure the future of the site for berth holders and marina businesses.

The proposed development will provide 232 new berth marina and associated pontoons. The new marina pontoon infrastructure will comprise approximately 2,900 linear meters of berthing which will accommodate boats between 9m and 25m in length (average berthing length of 12.5m). The pontoon design uses a galvanised steel frame with a hardwood deck supported on fibre concrete floats. It is a modular pontoon system with floating walkways, platforms, and finger pontoons supported by 120 piles which on average are 434mm in diameter.

The pontoon layout broadly sits within the existing waterside marina footprint and has been chosen to allow safe berthing without impacting the main channel and other river users. The layout also takes into account tides, wash and extreme weather through incorporating larger berths and wider fairways to aid boat manoeuvring.

The marina design incorporates a floating dinghy rack in the north west of the site which will accommodate up to 60 dinghies and tenders.

The proposed development will also provide:

- A boatyard of up to 12,000 sqm in size to include onshore boat storage for up to 112 boats during winter months and boat lifting services. During the peak summer season, overflow parking spaces will be provided for up to 70 cars with the remaining area accommodating approximately 70 vessels;
- A new sheet piled quay wall to be constructed shoreward of its existing position extending along the waterside edge between the proposed location of the new hoist dock and hotel. It will facilitate the marina’s redevelopment and create improved flood risk protection for the site;
- Services for bertholders, including fuel berth facility, pump out station, freshwater supply, metered electricity, lighting on the main pontoon walkways/gangways and navigation lights, boat washdown area;
- A ferry berth to accommodate a new pedestrian ferry service/connection to improve waterborne accessibility between Noss on Dart Marina and Dartmouth;
- A public slipway to the east of the hoist dock for use by small trailorable boats, subject to a fair and reasonable charge;
- A dry stack facility for storage of up to 120 small power and motorboats of up to 10m in length and weighing up to 10 tonnes; and
- A decked car park holding approximately 195 car parking spaces.
Introduction

Employment & Education

A new Marina Control Building, ‘commercial units’ with provision for an education facility and training units for use by South Devon College, a hotel and a redeveloped Philips Building will be constructed alongside the new marina and associated facilities. Ancillary uses including cafes/restaurant uses will be provided within the marina control building and Philips Building, to support the businesses, users and visitors to the site.

The table below sets out an indicative floorspace schedule for each of the detailed commercial elements of the scheme including the Marina Control Building, flexible commercial units, education facility (South Devon College Building), hotel and the redeveloped Philips Building.

<table>
<thead>
<tr>
<th>DETAILED COMPONENT</th>
<th>USE CLASS</th>
<th>GROSS INTERNAL AREA (GIA) (SQM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flexible Commercial Units</td>
<td>B1/B2/B8</td>
<td>1,550</td>
</tr>
<tr>
<td>South Devon College Building</td>
<td>D1</td>
<td>778</td>
</tr>
<tr>
<td>Marina Control Building</td>
<td>B1(a)</td>
<td>339</td>
</tr>
<tr>
<td>Philips Building: Retail/Café Units</td>
<td>A1/A3</td>
<td>423</td>
</tr>
<tr>
<td>Philips Building: First Floor Heritage Centre/Meeting Room</td>
<td>D1/B1(a)</td>
<td>143</td>
</tr>
<tr>
<td>Hotel &amp; Spa</td>
<td>C1</td>
<td>4,650</td>
</tr>
</tbody>
</table>

Further details of the commercial and education uses are provided below:

- The Marina Control Building will include the on-site management office, berth holder facilities and amenities, as well as acting as a landmark building for access to the marina.
- The flexible commercial units will include an ablution block, ground floor workshop units and first floor marine business units suitable for a range of B-class employment, A1 retail and D1 educational uses. The eastern block will be enlarged to make provision for the marine engineering training workshops and teaching rooms for South Devon College who currently occupy the site.
- The Philips Building will be reconstructed to create a unique mixed-use space, reflecting the industrial heritage of the site. It will include an open cafe space, ground floor commercial/retail units and a spa to support the hotel, a heritage centre displaying salvaged memorabilia from the shipyard’s history which can also be used as a flexible exhibition/meeting room/event space and residential floorspace on the upper levels. It is intended that the Philips Building of the Central Square would incorporate either the relocation of the existing war memorial or creation of a new war memorial.
- The hotel will comprise 50 beds, a restaurant and kitchens, foyer, members’ lounge and public bar. A riverside terrace will also be constructed over the new quay wall. A proportion of waterside, residential apartments will be located on the upper floors of the hotel.
Introduction

Residential

Full planning permission (detailed planning application) is being sought for a proportion of the proposed residential development, which includes 39 apartments to be located within the redeveloped Philips Building and hotel, as set out within the following table.

<table>
<thead>
<tr>
<th>PROPOSED SCHEME COMPONENT</th>
<th>NUMBER OF RESIDENTIAL UNITS</th>
<th>MIX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Philips Building</td>
<td>23</td>
<td>1-bed: 12</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2-bed: 9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3-bed: 2</td>
</tr>
<tr>
<td>Hotel</td>
<td>16</td>
<td>2-bed: 11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3-bed: 5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>39</strong></td>
<td></td>
</tr>
</tbody>
</table>

Access & Circulation

Central Square

The Central Square will be located within the west of the onshore development and will be surrounded by the hotel, flexible commercial units and redeveloped Philips Building. The square will provide a shared-space visitor pedestrian priority area with car parking for 99 vehicles. Ten spaces will be provided for temporary drop-off associated with the hotel.

Site Access Improvements

To improve the existing site access, a section of hedge/bank on the eastern side of A379 Bridge Road carriageway, immediately opposite the existing vehicular access will be removed, in order to provide appropriate forward visibility to the junction. This approach has been agreed with Devon County Council (DCC) Highways.

Infrastructure & Services

The site’s existing infrastructure network is generally not fit for purpose or suitable for re-use. An early phase of the proposals will therefore involve the upgrade or installation of the necessary infrastructure including electricity, surface water drainage and foul water drainage.

Foul & Surface Water Drainage Strategy

Surface water drainage to the River Dart will take place via a series of outfalls constructed within the new quay wall and existing frontages. Given the site’s topography and length of frontage, it is envisaged that each outfall will drain a small catchment area such that any exceedances in flows can be easily accommodated on-site. Runoff from trafficked areas will be appropriately managed according to best practice guidance to prevent pollution of the River Dart. Outfalls will be flapped so as to prevent tidal ingress to surface water drainage systems.

Ecological Mitigation

External Lighting Strategy

The external lighting for the site has been designed in accordance with the minimum levels from industry standards, guidance and recommendations, and in accordance with the Applicant’s requirements, to provide an adequate level of illuminance for security, safety and amenity throughout the site, whilst minimising obtrusive light and lighting impact on ecologically sensitive receptors. The central boatyard area will remain unlit to prevent light spill into North Creek and the strategic bat flyway. Dark corridors will be maintained along the heritage railway and through the hillside woodland for commuting bats, through the use of guide lights and non-lit reflective bollards where required for wayfinding.
Introduction

Bat Barn

Following a comprehensive series of bat surveys, 12 species of foraging and commuting bats and five species of roosting bats were identified across the site. Demolition of all the existing buildings on site would result in the loss of bat roosts. It has therefore been proposed to construct a ‘bat barn’ within the northern hillside woodland, to replace those roosts that are lost (including the roost mitigation provided under European Protected Species Licence 20159JL).

Outline Application

Residential

Outline planning permission is being sought for up to 10,000 sqm of residential floorspace (Use Class C3) which, for the purposes of the Environmental Statement (ES) has been assessed as comprising 91 residential units with a maximum height of four storeys (a total of 130 residential units across the site). These units are proposed to take a mixture of forms including: apartments, terraced and semi-detached houses and deck houses along the water’s edge over the foreshore. The proposed residential floorspace will be distributed across five main development zones.

Parking Provision

Parking spaces will be distributed across three key areas including two car parks to be located within the wooded hillside, a main Central Square (applied for in detail) and decked car park (applied for in detail) to be located within the boatyard adjacent to the dry stack boat facility. Residential parking will broadly be integrated within the curtilage of each dwelling. This is set out within the table below.

<table>
<thead>
<tr>
<th>CAR PARK</th>
<th>POTENTIAL USERS</th>
<th>PROPOSED NUMBER OF SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodland Car Parks</td>
<td>General visitors, marina staff, academy</td>
<td>147</td>
</tr>
<tr>
<td>(Outline)</td>
<td>staff &amp; students, hotel guests &amp; staff</td>
<td></td>
</tr>
<tr>
<td>Central Square (Detail)</td>
<td>Hotel apartments, hotel visitors, commercial customers</td>
<td>99 (10 temporary drop off)</td>
</tr>
<tr>
<td>Decked Car Park (Detail)</td>
<td>Marina bertholders, visitors</td>
<td>195</td>
</tr>
<tr>
<td>Boatyard</td>
<td>Marina bertholders, visitors</td>
<td>70 seasonal spaces</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>441 parking spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(80 temporary/seasonal)</td>
</tr>
</tbody>
</table>

Landscaping

To accommodate the construction of the new woodland car park and improvements to the existing, the removal of approximately 30 trees or 0.81 hectares will be required. By way of mitigation, large scale woodland compensation is proposed to include approximately 1.05 hectares of reinforcement planting and enhancement, a net gain of circa 0.24 hectares of woodland.

Landscaping proposed within the outline residential development parcels seeks to protect and retain the mature tree cover. More specific details will be established through future reserved matters applications.

Energy Strategy

The detailed elements of the proposed development achieve compliance with Building Regulations Part L.

The proposed scheme is shown in Figures 2, 3 and 4.
Introduction

Figure 2: Proposed Development Sketch View from the West
Introduction

Figure 3: Proposed Development Block Plan
Introduction

Figure 4: Proposed Development Illustrative Masterplan
Parameter Plans

The key development parameters associated with the outline application for the proposed residential development seek to set out design principles relating to appearance, quantum of maximum floorspace and materials. Matters reserved for future consideration include:

- **Layout** – the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development;
- **Scale** – the exact height, width and length of each building proposed in relation to its surroundings;
- **Appearance** – the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development; and
- **Landscaping** – the treatment of private and public spaces to enhance or protect the site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

Outline planning permission is also being sought for an electricity substation to be located within the existing hillside car park and a new car park within the woodland opposite. All related matters associated with these elements of the proposed scheme will be subject to approval at the reserved matters stage.

The Applicant has submitted a number of plans setting out certain development parameters and key development and design principles to be approved at the outline stage to guide and inform future reserved matters applications. The design parameters and principles have also been used to inform the assessments contained within the ES.

The development plans include:

- **Site Location Plan**;
- **Block Plan**;
- **Outline and Detailed Elements (Parameter Plan 1)** set out the elements within the initial and later phases of construction:
  - **Green Infrastructure (Parameter Plan 2)** including trees and areas of woodland to be retained, improved and managed, and new tree and shrub planting;
  - **Building Heights (Parameter Plan 3)** including minimum finished floor levels and maximum heights in meters Above Ordnance Datum (mAOD);
  - **Land Use (Parameter Plan 4)** including zones of development for each use type;
  - **Access and Movement (Parameter Plan 5)** including primary areas of circulation around the site, pedestrian priority shared space and proposed areas of car parking. The plan also indicates public rights of way (PRoW) through the site; it should be noted that the section of path marked to the north of the existing car park through the hillside woodland is permissive between the site access road and A379 Bridge Road; and
- **Illustrative Masterplan** to indicate how the application site could be redeveloped in accordance with the parameter plans and associated floor space parameters.
Introduction

Environmental Impact Assessment

Given the location of the site, sensitivity of the surrounding area and to ensure a robust assessment of the likely environmental effects of the proposals, the Applicant has chosen to voluntarily undertake an Environmental Impact Assessment (EIA) and submit an ES to SHDC with the planning application.

An EIA is a process to ensure that planning decisions are made with full knowledge of a proposed development’s likely significant environmental effects and that any adverse effects are prevented, reduced or offset, while beneficial effects are enhanced.

The ES is one of the outcomes of the EIA process and comprises a series of studies, surveys and consultations that have informed the design of the proposed development to seek to minimise its environmental effects and to identify measures to ensure that the proposed development is built and ‘operated’ in a sustainable way.

The EIA for the proposed development has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended in 2015 (‘the EIA Regulations 2011’).

Planning Documentation

This ES is one of a number of documents which have been submitted alongside the planning application. All of the documents that have been submitted are listed in the following table.

Planning Application Documents

<table>
<thead>
<tr>
<th>TITLE</th>
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<tbody>
<tr>
<td>Application Forms &amp; Schedules to the Form</td>
</tr>
<tr>
<td>Ownership Certificates &amp; Notices</td>
</tr>
<tr>
<td>Parameter Plans</td>
</tr>
</tbody>
</table>

Structure of the Environmental Statement

This ES comprises the following:

- Volume I Non-Technical Summary (NTS) – This is presented as a separate document, prepared to provide a concise, accessible overview of the proposed development and the findings of the EIA for a wide and non-technical audience.
Introduction

- **Volume II Main Text & Figures** – The main body of the ES document detailing the results of the environmental assessments, impacts arising and proposed mitigation measures. The text is divided into technical chapters supported with references provided at the end of each chapter and all supporting figures. An abbreviations and acronyms list is provided at the end of the document.

- **Volume III Technical Appendices** – A set of technical appendices, including technical supporting documents, monitoring data and consultation records, provided in support of Volume II of the ES.

**Screening**

Screening is the first stage of the EIA process. It establishes whether or not a development is ‘EIA development’ and therefore, whether the planning application needs to be accompanied by an ES.

The Applicant has chosen to voluntarily submit an Environmental Statement.

**Scoping**

Scoping is an important, though optional exercise undertaken throughout the early stages of the EIA process. It involves determining the information that needs to be included in the ES and enables the environmental assessment to focus on key areas and avoid the unnecessarily complicated examination of minor issues. It is undertaken through consultation with the competent authority, statutory consultees and other stakeholders.

A request for a scoping opinion (‘scoping report’) was compiled and submitted to SHDC in July 2016. A formal scoping opinion was received from SHDC on 07 December 2016. Further to the receipt of this opinion, formal comments were received from the Marine Management Organisation (MMO) on 08 February 2017. A revised scoping opinion was then subsequently issued by SHDC on 23 March 2017 to incorporate the comments received by the MMO.

**Consultation**

In addition to the public consultation events that have been undertaken by the Applicant, the technical team have also consulted with the following external consultees:

- Dart Harbour Navigation Authority;
- Ducky of Cornwall;
- Kingswear Parish Council;
- Dartmouth Town Council; and
- Ward and Division Members.

**Scoped Out Technical Areas**

The following technical areas have been scoped out of the assessment:

- Air Quality;
- Noise and Vibration;
- Ground Conditions;
- Cultural Heritage and Archaeology;
- Transportation and Access;
- Microclimate; and
- Waste Management.

This does not mean that these technical areas have been ignored. Each has been carefully reviewed and it is considered the proposed development will not result in significant environmental effects with regard to these technical areas.

Whilst the following issues have been scoped out of consideration within a stand-alone chapter of the ES, relevant surveys/assessments undertaken as
part of the EIA process have been included within the technical appendices (Volume III) for completeness:

- Noise Assessment (AECOM, Appendix 2.4);
- Air Quality Assessment (Accon, Appendix 2.5);
- Phase 1 Environmental Assessment, AECOM, Appendix 3.1); and
- Heritage Statement (AECOM, Appendix 3.3).

In addition the following stand-alone reports in regards to transport have also been submitted alongside the planning application:

- Transport Assessment;
- Non-Motorised User Audit;
- Construction Traffic Management Plan; and
- Side Wide Travel Plan.

Assessed Technical Areas

The following technical areas have been assessed as a chapter within the ES:

- Socio-Economics;
- Landscape and Visual Impact Assessment (LVIA);
- Ecology and Nature Conservation; and
- Water Environment.

Each technical assessment chapter provides a detailed appraisal of the potential and likely significant effects of the proposed development during construction and operation. The evaluation of significance is based on the relationship between two factors:

- The value or sensitivity of the affected receptor; and
- The nature, magnitude or severity of the impact (i.e. the predicted change taking place to the environment).

Further details regarding the ES findings for each of these technical areas are provided subsequently.

The Consultant Team

This ES has been written predominantly by CBRE Ltd with specific inputs from sub-consultants on the technical chapters. It has been prepared based on information provided by the Applicant, the architect, the civil engineer, and the planning consultant. The members of the Applicant’s consultant team as well as the authors of the ES are listed below.

<table>
<thead>
<tr>
<th>ROLE</th>
<th>COMPANY</th>
</tr>
</thead>
<tbody>
<tr>
<td>EIA Project Manager</td>
<td>CBRE</td>
</tr>
<tr>
<td>Planning Consultant</td>
<td>CBRE</td>
</tr>
<tr>
<td>Architect</td>
<td>Harrison Sutton Partnership</td>
</tr>
<tr>
<td>Socio-Economic Consultant</td>
<td>Regeneris</td>
</tr>
<tr>
<td>Landscape &amp; Visual Consultant</td>
<td>Lavigne Lonsdale</td>
</tr>
<tr>
<td>Ecology Consultants</td>
<td>AECOM</td>
</tr>
<tr>
<td>Flood Risk &amp; Drainage Consultant</td>
<td>CBRE</td>
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<tr>
<td>Transport Consultant</td>
<td>Hydrock</td>
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<td>AECOM</td>
</tr>
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<td>Air Quality Consultant</td>
<td>Accon</td>
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<tr>
<td>Contaminated Land Consultant</td>
<td>AECOM</td>
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<tr>
<td>Heritage Consultant</td>
<td>AECOM</td>
</tr>
</tbody>
</table>
Socio-Economics

The socio-economic assessment undertaken for the proposed development has focused on the following:

- Delivery of housing;
- Population;
- Employment and the local economy; and
- Community infrastructure including education and healthcare.

The assessment has used a range of nationally recognised research and survey information to establish a baseline profile of the local and regional economy and community, with the potential impacts of the proposed development assessed using standard industry ratios, data, assumptions and professional judgement.

The application site is located in the Dartmouth and Kingswear ward, where there is currently a population of approximately 4,200 people. The ward is characterised by a relatively older population and a highly limited ethnic diverse population, with approximately 98% of the population within the white ethnic group.

The rate of economic activity within the local authority is about equal to the county level and slightly higher than the national levels. The same trend is seen with unemployment rates, as the local authority is in line with the country average and outperforms the national average.

In terms of housing the ward possesses a higher proportion of households with a surplus of two or more bedrooms when compared to the county and national levels, and a high proportion of home ownership.

There are two primary schools and one all-through school (with a primary element) within a 1.5 mile walking distance of the application site and one secondary school and one all-through school within a 2.25 miles walking distance of the application site. Based on the latest available data the identified primary schools have a combined surplus of 161 places and the secondary schools a surplus of 269 places.

There are 2 GP surgeries within 2 miles of the application site and in terms of patients per GP are currently operating under the wider Clinical Commissioning Group (CCG) average.

The proposed development aims to deliver a scheme that appropriately responds to the immediate local site area context and local authority needs. To this end the proposed development includes a number of mitigation measures inherent in the design. These include (but are not limited to) the provision of new residential units and a range of commercial units.

The proposed development would act as a catalyst for the regeneration of the local site area and the immediate surroundings. In particular it would:

- generate 261 Full-Time Equivalent (FTE) construction jobs which would have a temporary Minor Beneficial residual effect at a local level;
- deliver 127 new residential units which would result in a Minor Beneficial residual effect at a local level;
- introduce a new residential population of 400, increasing the size of the labour market and contributing a mix of skills, which would result in a Minor Beneficial effect at a local level;
- the additional population would create a demand for both additional healthcare and education services although GP surgery capacity and both primary/secondary school capacity exists to accommodate this...
Technical Assessment Findings

- demand, resulting in Negligible effects at both a local and local authority level; and

- in regards to the local economy, deliver commercial space which would create up to 174 gross additional FTE jobs on-site once fully operational and up to 100 jobs supporters across SHDC and create household expenditure of up to £4 million per annum across SHDC resulting in a Minor Beneficial residual effect at a local level.

As such it is considered that the proposed development would not require any further mitigation measures unless any financial contributions are required for the additional healthcare and education demand which will be discussed with SHDC.

Landscape & Visual Impact Assessment

The Landscape and Visual Impact Assessment (LVIA) methodology, viewpoints and photomontages considered as part of this assessment were agreed in advance and during the process of the assessment with the local authority and the National Trust.

The development of the proposals has been an iterative process, with the findings of the landscape and visual assessment baseline data informing the design. Mitigation measures would include:

- i) the avoidance of the removal and the retention of blocks of woodland around the site (north of the ‘Dart View Mound’, west of the woodland car parks, behind the Southern Creek, etc.) to mitigate adverse effects on views from Greenway and on the Dart Valley Trail and retain wooded slopes that are a key characteristic of the area;

- ii) moving the sub-station to the south of the access road to utilise the dense woodland cover for screening purposes;

- iii) additional woodland mitigation/compensation planting around the proposed woodland car parks and sub-station to mitigate adverse effects on local views from the Dart Valley Trail and to reinforce the woodland character of the area;

- iv) the restriction on storey heights of the residential uses to mitigate and avoid adverse effects on views from Greenway and from the River Dart;

- v) the retention of the Philips building façade and the restriction of building heights on the main site area (the hotel is the tallest at five storeys (17m above 5m AOD) and the existing Philips building is 17m tall – above 4.5m AOD));

- vi) the avoidance of ‘buildings’ (other than the foul water treatment plant and fuel storage, decked parking and dry stack) on the northern boat yard area to mitigate adverse effects on views on Greenway by pulling development away from the garden;

- vii) the extension of the boat moorings to the south towards the existing Dartmouth boat moorings to avoid any conflicts with Greenway views and loss of ‘tranquillness’ north of the river;

- viii) the use of ‘natural’ dark tones and colours primarily on the buildings to integrate them into the natural hues of the surrounding woodland and estuary; brighter colours have been used to highlight certain features;

- ix) working with existing ground levels where possible to minimise cut and fill and to retain the character of the existing developed site; and

- x) utilising the existing developed areas of the site and minimise development on undeveloped areas where possible.
The assessment established that within the Dart Valley Landscape Character Area (LCA), there were four landscape character types (LCT’s) that may be affected by the proposals – LCT 4A Estuary/LCT 1B Local Open Coastal Plateau/LCT 3G River Valley Slopes and Coombes/LCAs identified on the site and surroundings.

**Landscape & Visual Effects**

A majority of the mitigation measures are integral to the scheme and so the effects on the operation year 1 and year 15 are similar as both include the integrated primary mitigation. The secondary mitigation works (woodland compensation and planting) mainly affect the outline application areas, particularly the woodland car parks.

The following sections identify the likely ‘significant’ landscape and visual effects.

**Construction Operations**

There would be significant (Major Adverse) effects, as a consequence of the construction impacts on the identified sensitive receptors. However, these impacts are localised and temporary effects during the construction period. The degree of effect is largely due to a combination of the sensitivity of the landscape/visual receptors and the scale of the operations. These effects cover the local area and not the wider setting.

The significant visual effects are largely associated with either close views from the river or close views from the Noss Plantation which is understandable due to the close proximity of the operations. The more distant RV 31 (Dart Valley Trail) viewpoint looks down on the site and so the full extents of the operations are visible.

**Operational Year 15**

There would be significant (Major Beneficial) effects on the local area as a consequence of protecting and supporting the maritime uses which are a key characteristic of area.

The woodland car park and sub-station would have a Major Adverse effect although the woodland compensation mitigation planting would help to integrate the scheme over time and reduce the effect to Moderate/Minor Adverse.

The effects of the southern creek deck houses would have a Major Adverse effect primarily on the basis that they are developing on ‘greenfield’ land although the Design Code parameters would ensure that the scheme is appropriate for its setting.

The significant visual effects remain largely associated with close views from the river although these could be seen as Major Neutral effects being neither a detrimental effect nor an improvement; essentially the scheme is removing derelict large buildings and replacing them with some large buildings and some smaller buildings but in a different configuration. However, some may consider these works to be adverse given the intensification of development.

Close views from the Noss Plantation are also significant although the compensatory planting will mitigate and whilst the scheme is still a major change on the local area the effect would be considered to be Neutral rather than adverse.

The more distant RV 31 (Dart Valley Trail) viewpoint looks down on the site and therefore mitigation is difficult. The full extents of the operations are visible and the site would be seen as an intensification of development albeit on previously developed land. The effect would be significant but
given the fact that there is already built development, the effect is considered to be Neutral rather than adverse.

The addition of night time lighting, whilst controlled, would have an effect of increasing light pollution (mainly from within the hotel and residential units). This would be seen as a Major Adverse effect on local views from the River Dart (RV1) although this effect would reduce on the more distant viewpoints as the site would be seen in the context of the significant lights sources associated with Kingswear and Dartmouth.

Whilst there would be some Major Adverse effects on local views and landscape character, the overall effect on the wider setting is not significant given the fact that the scheme is a previously developed site and its development would be beneficial with regards to protecting and supporting the maritime uses.

Ecology & Nature Conservation

This Ecological Impact Assessment (EcIA) has followed guidelines set by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2016) to assess potential effects on ecological features associated with the proposed new Nos on Dart Marina development. The development will take place in three phases and is scheduled to be completed in 2022. Outcomes have been assessed taking relevant national and local policies and guidelines into account.

This assessment has identified several potentially significant effects to ecological features either on or close to the application site area. The main feature identified involves greater horseshoe bats, the qualifying feature of the South Hams Special Area of Conservation (SAC). The application site is part of the known strategic flyway that connects component areas of this SAC; the flyway, in particular, Higher Noss Creek, is where greater horseshoe bats from Berry Head have been radio-tracked in the past, then crossing the River Dart (Robinson et al, 1999). This is an important commuting route for the species which were found to still be commuting along Higher Noss Creek and around the shoreline and across the site during earlier 2006/07 and the recent 2016 surveys. The main issue that could affect this flyway is the proposed external, internal and site lighting which may spill from the development and prevent this light sensitive species from using the site habitats for commuting. This effect may also impact on other European Commission (EC) ‘Habitats Directive’ Annex II bat species, namely lesser horseshoe and western barbastelle. A further nine species of bats have been identified as using the application site for commuting/and or foraging. Five of these species (greater and lesser horseshoe, whiskered, brown long-eared and common pipistrelle) were also found to be using buildings within the application site for roosting purposes. A European Protected Species Licence (EPSL) will be required before any of these bat roosts can be demolished. A bespoke bat barn will be constructed prior to any demolition of buildings. To mitigate for the impacts to greater horseshoe and other bat species a series of mitigation measures have been embedded in the design including a bat mitigation plan, integral replacement/enhancement roosting features in new buildings, woodland bat boxes and a lighting strategy that will allow dark corridors around and across the site to enable all bat species to continue to use it. Monitoring of bat mitigation measures will be undertaken post-construction.

Other potentially significant impacts relate to the release of contaminants contained within intertidal sediments in the Dart Estuary during dredging and piling works associated with the construction of a new sea wall and piling for deckhouses and new pontoons respectively (also annual, maintenance dredging) which may impact on marine species including migratory salmon, seahorses, other fish, shellfish and invertebrates. In addition noise and vibration may also impact on marine species and
Technical Assessment Findings

Otters. Mitigation has been proposed that will include annual and tide related timing of works, soft piling prior to main activity, silent vibration free sheet piling, or works to avoid impacts to fisheries, migratory salmon and sea trout, seahorses and marine invertebrates. A Site Management Plan will be produced for the long-term management of activities on site.

Other issues have been identified including adverse effects on birds, reptiles, invertebrates, amphibians and reptiles. To reduce or prevent these impacts, common species of reptiles and amphibians which are known to use the site will be cleared and translocated to a nearby receptor area and will be allowed to recolonise the site once construction has been completed. Impacts to nesting and wintering birds have been addressed by timing of habitat clearance, provision of bird boxes and retention of existing old railway infrastructure used for high tide roosting.

As much of the site is already developed, the majority of the vegetative habitats are confined to the site margins. Where these habitats are to be retained they will be protected during clearance and construction via a Construction and Environmental Management Plan (CEMP). Details involve protection of trees to British Standard 5837: 2012 - Trees in relation to design, demolition and construction, which will be undertaken by fencing off root protection zones with weld-mesh fencing or similar. Habitat creation will also be undertaken and included within a Landscape and Ecology Mitigation Plan (LEMP).

A low number of trees will need to be removed from the application site to make way for the development. A number of trees will need to be removed from the Furland ‘Other Site of Wildlife Interest’ (OSWI) to make way for a carpark extension, new car park area and electrical sub-station, of these 23 trees have been identified as having bat roost potential and as such will be surveyed by climbing for evidence of bat roosting before removal. If any bats are found an EPSL will be required before trees can be removed.

In line with planning policy the overall outcomes will result in a minor gain for biodiversity on the site and will allow species to continue to use the site and its environs.

Water Environment

The water environment assessment focused on potential effects on water quality, foul and surface water drainage, groundwater resources and flood risk and was informed by the Water Framework Directive (WFD) Assessment carried out in line with the recent guidance ‘Clearing Waters For All’, published by the Environment Agency. The potential effects on the River Dart were the primary focus of the assessment, along with the underlying ground conditions of river deposits and mudstone/siltstone/limestone bedrock.

Potential significant effects from flooding were addressed at the outset of the design development process by ensuring that more vulnerable uses, such as residential dwellings, were located on higher ground above the level at risk from flooding. A Flood Management Plan (FMP) will be in place to ensure safe access and egress from the completed development.

Existing contamination of groundwater has been identified through historical site investigations. Hotspots of contamination identified will be removed through the implementation of the remediation strategy. Risks of contaminant migration to groundwater receptors are therefore considered to have a minor beneficial effect.

The assessment included consideration of effects on the characteristics of the River Dart (flow regime, wave patterns, water quality, morphology). To accommodate the new pontoon layout, dredging of approximately 15,000 cubic meters of river deposits would be required. It considered that whilst most of the effects in relation to the dredging and piling activities (associated with the marina construction) are adverse, they are of
Technical Assessment Findings

Negligible significance and will only be temporary and localised within the marina footprint. A construction environmental management plan including method statement for particularly activities will be in place to ensure works are undertaken in line with best practice guidelines.

Existing foul at the site is dealt with through the use of cess pits. As part of the proposed development, a new, bespoke sewage treatment works will be built within the boatyard, adjacent to the railway line. Foul water from the scheme will be treated and discharged into Higher Noss Creek via an outfall already consented by the Environment Agency. Given that the discharged water will be carefully controlled, effects on the water quality of the River Dart are not considered to be significant.

Site management plans and guidance will be in place for the operation of the boat wash down area and re-fuelling facilities in order to prevent oil spills and contaminated sediment run-off into the River Dart.
Residual Effects, Mitigation & Summary

Residual Effects Summary

The findings of the intra-cumulative effects assessment on the sensitive receptors identified within this EIA are provided below for the construction and operational phases.

Construction Phase

During the phases of demolition, site clearance and construction, the local population will benefit from the creation of construction job opportunities, which is considered to result in a Minor Beneficial effect that is temporary, short term and reversible in nature. The removal of scrub, invasive terrestrial ecological species and tree planting within the proposed woodland compensation area is considered to have a Significant Beneficial localised effect on the long-term flora and fauna at the site and provide increased opportunities for breeding birds.

There will be a number of Major Adverse, significant impacts on the landscape and townscape amenity during the construction phase, particularly on local views in relation to the construction of the new hillside woodland car parks and electricity substation. However, these effects will only be short term and temporary and generally on a much localised scale.

During construction, although there will be some short-term loss of habitat within the intertidal zone which will be permanent, the quality and ecological value of the habitat within this area is considered to be low and therefore the loss is not considered significant.

Removal of ‘hotspots’ of contamination related to the site’s historic uses, through the implementation of a remediation strategy, is considered to have a permanent Minor Beneficial effect on groundwater. The proposed dredging works to accommodate the new pontoon berthing, and construction of the new quay wall, is considered to have Minor Adverse effect on the morphology of the River Dart as result of the removal of approximately 15,000 cubic meters of sub-tidal material. However, this material will be re-used where possible, and disposed on land, to raise, re-level and infill the new quayside and existing, degraded public slipway.

Implementation of a Construction Environmental Management Plan (CEMP), once a contractor is appointed, will ensure that there are no significant effects on air quality or noise during the construction phase.

Operation Phase

The knowledge and understanding of the site’s constraints gained during the previous application (30/1504/09/0; 30/1505/09/0) resulted in many of the residual Significant effects previously identified, being ‘designed out’ during the early stages of the design development process.

The majority of the Significant residual effects relate to the scheme’s visibility from local views. In the main, these Significant effects are considered Neutral. It is anticipated that the scheme will have a Major Beneficial effect on the landscape character of the Dart Estuary through the protection and reinforcement of the maritime uses within the developed areas. An increase in the development density with the introduction of the hotel, Marina Control Building and commercial units is considered to have a Major Neutral effect on local, short-range views. Effects on the setting of designated heritage assets within the assessment study area are not considered to be Significant in the context of the EIA Regulations 2011, given the distance and visibility of the scheme within these longer range views.

There are no Significant residual ecological effects anticipated during the scheme’s operation. An external lighting strategy has been designed to prevent light spill into dark corridors protected for bat activity, and a number of bat mitigation features have been incorporated into the scheme, including a bespoke ‘bat barn’, to mitigate and offset the loss of roosts during demolition.
Residual Effects, Mitigation & Summary

Effects on the water environment are in the main considered negligible given their localised nature. Foul water and boat wash down will be treated prior to discharge into the River Dart and management procedures will be in place for the re-fuelling berth and thus, overall, no Significant effects are anticipated.

Cumulative Effects
There were four schemes identified as having the potential for cumulative effects alongside the proposed development. However, given the distance of these schemes from the application site, these schemes have only been considered within the Transport Assessment.

Mitigation Measures
Various mitigation measures have been proposed to help reduce any adverse effects identified. These include good practice construction measures such as the production of a CEMP which will help to manage works on the application site during the construction phase.

Many of the mitigation measures refer to the development of appropriate detailed design solutions which have either been submitted alongside the detailed application or will considered during the reserved matters applications stage. This seeks to ensure that as the design is further developed it does so in accordance with the findings of this EIA. The mitigation measures recommended are typically identified as being secured via planning condition.

The mitigation measures recommended and how these can be secured are provided in full at Chapter 10 of Volume II of the Environmental Statement.
Residual Effects, Mitigation & Summary

Summary of Residual Effects

Effects have been classified as follows:

Key: ST/MT/LT = Short-term/Medium-term/Long-term; D/IND = Direct/Indirect; P/T = Permanent/Temporary; R/IRR = Reversible/Irreversible

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<tr>
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<th>SUMMARY RESIDUAL EFFECT</th>
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<tbody>
<tr>
<td>Demolition &amp; Site Clearance</td>
<td>Invasive plants</td>
<td>-</td>
<td>-</td>
<td>Removal of invasive plants, which should result in long-term benefits for native flora and fauna. Significant Beneficial (Local), LT, D, P, R</td>
<td>-</td>
<td>SIGNIFICANT BENEFICIAL (Local)</td>
</tr>
<tr>
<td>Demolition &amp; Site Clearance</td>
<td>Breeding Birds</td>
<td>-</td>
<td>-</td>
<td>Long-term positive effect due to an increase in nesting opportunities. Significant Beneficial (Local), LT, D, P, R</td>
<td>-</td>
<td>SIGNIFICANT BENEFICIAL (Local)</td>
</tr>
<tr>
<td>Construction Jobs</td>
<td></td>
<td></td>
<td>-</td>
<td></td>
<td></td>
<td>Minor Beneficial</td>
</tr>
</tbody>
</table>

It is estimated the construction of the proposed development will require 1,570 person years of construction employment which equates to around 260 FTE jobs per annum over the six-year build period. Minor Beneficial (Local), ST, D,
## Residual Effects, Mitigation & Summary

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<tr>
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<tbody>
<tr>
<td>Construction</td>
<td>Dart Estuary Landscape Character Area (LCA) (Landscape)</td>
<td>-</td>
<td>General construction operations (hotel, marina extension and residential development) Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>LCT4A Estuary (Landscape)</td>
<td>-</td>
<td>General construction operations (hotel, marina extension and residential development) Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>LCT 3G – River Valley, Slopes &amp; Coombes (Landscape)</td>
<td>-</td>
<td>General construction operations (woodland car park and sub station) Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>Local Landscape Character Areas 1, 2b, 3, 4, 5 &amp; 7 (Landscape)</td>
<td>-</td>
<td>General construction operations across the site Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>RV1: River Dart, Dart Marina (Visual)</td>
<td>-</td>
<td>Detailed Application demolition &amp; hotel construction Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>RV2: River Dart Noss Point (Visual)</td>
<td>-</td>
<td>Detailed Application demolition &amp; hotel construction Major Adverse, ST, D, T, R</td>
<td>-</td>
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<td>MAJOR ADVERSE (Temporary)</td>
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<tbody>
<tr>
<td>Construction</td>
<td>RV3: River Dart Higher Noss Point (Visual)</td>
<td>-</td>
<td>Detailed Application: Demolition &amp; Hotel (primarily) and Marina Control Building, commercial units, decked parking construction. Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>RV4: River Dart : Long Wood (Visual)</td>
<td>-</td>
<td>Detailed Application: Demolition &amp; Hotel (primarily) and Marina Control Building, commercial units, decked parking construction Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>RV16: Noss Plantation north (Visual)</td>
<td>-</td>
<td>Outline Application — car park construction Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>RV17: Noss Plantation south (Visual)</td>
<td>-</td>
<td>Outline Application — car park construction &amp; Sub Station Major Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>RV18 : Noss Plantation — woodland car park (Visual)</td>
<td>-</td>
<td>Outline Application — car park construction &amp; Sub Station Moderate Adverse, ST, D, T, R</td>
<td>-</td>
<td>-</td>
<td>MODERATE ADVERSE (Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>RV31: Balcombe Dart Valley</td>
<td>-</td>
<td>Detailed &amp; outline application</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE</td>
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## Residual Effects, Mitigation & Summary

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</thead>
<tbody>
<tr>
<td>Trail (Visual)</td>
<td></td>
<td></td>
<td>combined - general increase in development density</td>
<td></td>
<td></td>
<td>(Temporary)</td>
</tr>
<tr>
<td>Construction</td>
<td>River Dart (Morphology)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
<td>Minor Adverse</td>
</tr>
</tbody>
</table>

- Removal of approximately 15,000 cubic meters of subtidal material; loss/modification of 100m² of subtidal area in the marina and 78m² of intertidal in the area of Lower Noss Creek.
- Reclamation or re-levelling of approximately 0.37 hectares of land above mean high water (MHW). The majority of this area comprises the existing derelict public slipway, which will be infilled using the capital dredge material, and the raising of a small area within the intertidal zone, which broadly comprises fly-tipped material, boulders and rock from the subsiding yard storage edge.
### Residual Effects, Mitigation & Summary

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<tbody>
<tr>
<td><strong>Construction</strong></td>
<td><strong>Groundwater</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Minor Beneficial</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Hotspots of contamination will be removed through the implementation of the remediation strategy. Risks of contaminant migration to groundwater receptors are therefore considered to be reduced. Minor Beneficial, LT, IND, P, IRR</td>
</tr>
<tr>
<td><strong>Operation</strong></td>
<td><strong>Population</strong></td>
<td>It is estimated that 170 economically active residents would potentially be employed in higher value skilled occupations (higher managerial and professional occupations), contributing to the area’s skills profile. Minor Beneficial (Local), LT, D, P, IRR</td>
<td></td>
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<td></td>
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<td>-</td>
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<td>-</td>
<td>Minor Beneficial</td>
</tr>
<tr>
<td><strong>Operation</strong></td>
<td><strong>Housing</strong></td>
<td>The delivery of 127 additional housing units represents a 6%</td>
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<td></td>
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<td>-</td>
<td>Minor Beneficial</td>
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<tbody>
<tr>
<td></td>
<td></td>
<td>increase in the number of households within Dartmouth and Kingswear. It is estimated that the Council Tax revenue could total in excess of £300,000 annually. Minor Beneficial (Local &amp; District), LT, D, P, IRR</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Minor Beneficial</td>
</tr>
<tr>
<td></td>
<td>Operation</td>
<td>Economy</td>
<td>Around 174 additional on-site jobs would be generated by the proposed development once fully operational. This would enhance the size of the local economy, increasing the number of jobs within the Dartmouth and Kingswear ward by around 8%. Minor Beneficial (Local), LT, D, P, IRR</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Operation</td>
<td>Dart Estuary LCA (Landscape)</td>
<td>-</td>
<td>Protecting and reinforcing the maritime uses within the developed areas. Major Beneficial, LT, IND, P,</td>
<td>-</td>
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## Residual Effects, Mitigation & Summary

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</tr>
</thead>
<tbody>
<tr>
<td>Operation</td>
<td>LCT 4A: Estuary (Landscape)</td>
<td>-</td>
<td>Protecting and reinforcing the maritime uses within the developed areas. Major Beneficial, LT, IND, P, IRR</td>
<td>-</td>
<td>-</td>
<td>MAJOR BENEFICIAL</td>
</tr>
<tr>
<td>Operation</td>
<td>LCT 3G: Ria Valley, Slopes &amp; Coombes (Landscape)</td>
<td>-</td>
<td>Outline application — the loss of woodland and intensification of perceived development in the form of a substation and car parking will have a detrimental effect on the character of the local area in the immediate vicinity of the works. However, works are well screened from surrounding area so impacts are local; beneficial effects from the improved parking and access arrangements. Major Adverse/ Major Beneficial localised effects LT, D, P, IRR</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE (Localised) MAJOR BENEFICIAL (Localised)</td>
</tr>
<tr>
<td>Operation</td>
<td>Local Landscape Character</td>
<td>-</td>
<td>Effects on South Creek (Area 2)</td>
<td>-</td>
<td>-</td>
<td>MAJOR ADVERSE</td>
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# Residual Effects, Mitigation & Summary

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<th>SUMMARY RESIDUAL EFFECT</th>
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<tbody>
<tr>
<td></td>
<td>(Landscape)</td>
<td></td>
<td>Major Adverse, LT, IND, P, IRR</td>
<td></td>
<td></td>
<td>(Localised)</td>
</tr>
<tr>
<td>Operation</td>
<td>RV1 River Dart, Dart Marina</td>
<td>-</td>
<td>Detailed application: impact of hotel &amp; boat moorings primarily.</td>
<td></td>
<td></td>
<td>MAJOR NEUTRAL</td>
</tr>
<tr>
<td></td>
<td>(Visual)</td>
<td></td>
<td>Major Neutral, LT, IND, P, IRR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation</td>
<td>RV2: River Dart Noss Point</td>
<td>-</td>
<td>Detailed application: Impact of increased development density.</td>
<td></td>
<td></td>
<td>MAJOR NEUTRAL</td>
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<td></td>
<td>(Visual)</td>
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<td>Major Neutral, LT, IND, P, IRR</td>
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<tr>
<td>Operation</td>
<td>RV3: River Dart Higher Noss Point</td>
<td>-</td>
<td>Detailed application: Impact of increased development density.</td>
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<td>MAJOR NEUTRAL</td>
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<td></td>
<td>(Visual)</td>
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<td>Major Neutral, LT, IND, P, IRR</td>
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<tr>
<td>Operation</td>
<td>RV4: River Dart: Long Wood</td>
<td>-</td>
<td>Detailed application: Impact of hotel primarily plus Marina Control Building, commercial units, decked parking</td>
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<td>MAJOR NEUTRAL</td>
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<td></td>
<td>(Visual)</td>
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<td>Major Neutral, LT, IND, P, IRR</td>
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<tr>
<td>Operation</td>
<td>RV16: Noss Plantation North</td>
<td>-</td>
<td>Outline application: car park - woodland / planting compensation helps to mitigate and create possible neutral effect.</td>
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<td>MAJOR NEUTRAL</td>
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<td>(Visual)</td>
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<td>Major Neutral, LT, D, P, IRR</td>
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## Residual Effects, Mitigation & Summary

<table>
<thead>
<tr>
<th>PHASE</th>
<th>RECEPTOR</th>
<th>SOCIO-ECONOMICS</th>
<th>LVIA</th>
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</thead>
<tbody>
<tr>
<td>Operation RV17: Noss Plantation South (Visual)</td>
<td>-</td>
<td>Outline application: car park &amp; substation - woodland / planting compensation to mitigate and create possible neutral effect. Major Neutral, LT, D, P, IRR</td>
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<tr>
<td>Operation RV18: Noss plantation: woodland car park (Visual)</td>
<td>-</td>
<td>Outline application: car park &amp; substation - woodland / planting compensation. Major Neutral, LT, D, P, IRR</td>
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<tr>
<td>Operation RV31: Balcombe Dart Valley Trail (Visual)</td>
<td>-</td>
<td>Detailed &amp; outline application combined - general increase in development density but the proposal is already seen within the context of existing built development. Major Neutral, LT, IND, P, IRR</td>
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<tr>
<td>Operation Night time effects: RV 1 (River Dart local views) (Visual)</td>
<td>-</td>
<td>Effect of increased light sources on the hotel and residential units. Major Adverse, LT, IND, P, IRR</td>
<td>-</td>
</tr>
</tbody>
</table>

**SUMMARY RESIDUAL EFFECT**
- **MAJOR NEUTRAL**
- **MAJOR NEUTRAL**
- **MAJOR NEUTRAL (MODERATE ADVERSE – outline)**
- **MAJOR ADVERSE**
The Applicant has prepared and submitted to SHDC three hard copies and one electronic copy (as agreed with SHDC) of the various volumes of this document that together constitute an ES under the EIA Regulations. SHDC has also publicised the planning application by display of a site notice and by advertisement in a local newspaper.

In accordance with Regulation 16(2), once it has received the ES, the local authority shall:

- send to the Secretary of State, within 14 days of receipt of the statement, one copy of the statement and a copy of the relevant application and of any documents submitted with that application;
- forward to any consultation body, which has not received a copy direct from the Applicant, a copy of the statement and inform any such consultation body that they may make representations; and
- send a notice to any person who is likely to be affected by, or has interest in, the application, who is unlikely to become aware of it by way of a site notice or by local advertisement.

**Determination Period**

As per Regulation 16(5), SHDC shall not determine the application until the expiry of 14 days from the last date on which a copy of the statement was served to any of the above persons/bodies. The determination must also be made after the expiry of 21 days from the display of the site notice and 14 days from the date of publication in the local newspaper (whichever is the later).

In contrast to normal planning applications, which should be decided upon within either 8 or 13 weeks of submission, those applications accompanied with an ES are to be decided within 16 weeks of submission (Regulation 61(2)).

**Copies of & Comments on the ES**

The ES and the planning application documents may be inspected at the following location:

South Hams District Council
Follaton House
Plymouth House
Totnes
Devon
TQ9 5NE

Comments on the planning application and ES should be addressed to Thomas Jones, Principal Planning Officer, at the above address or may be made online via SHDC’s planning applications website where a copy of the ES and other planning application documents will also be available to view and download:

http://www.southhams.gov.uk/searchlanding

Paper copies of this ES can be obtained for £820.00 + VAT (to reflect printing and distribution costs) by contacting:

Planning – CBRE Ltd
Henrietta House
Henrietta Place
London
W1G 0NB

Alternatively, an electronic copy of the ES can be obtained for £10.00 by contacting CBRE at the above address. Charges for paper and electronic copies of the ES are made in accordance with Regulation 21 of the EIA Regulations 2011. Please note that printing costs may vary from those stated above.

**Alternative Formats**

The text size used in this document has been chosen to cut down on the quantity of paper required in its production. A large text version of this document is available upon request. Please note that printing costs may vary from those stated above.