

# PLANNING APPLICATION REPORT

**Case Officer:** Anna Henderson-Smith

**Parish:** Okehampton Hamlets

**Ward:** Okehampton North

**Application No:** 1726/20/ARM

**Agent:**

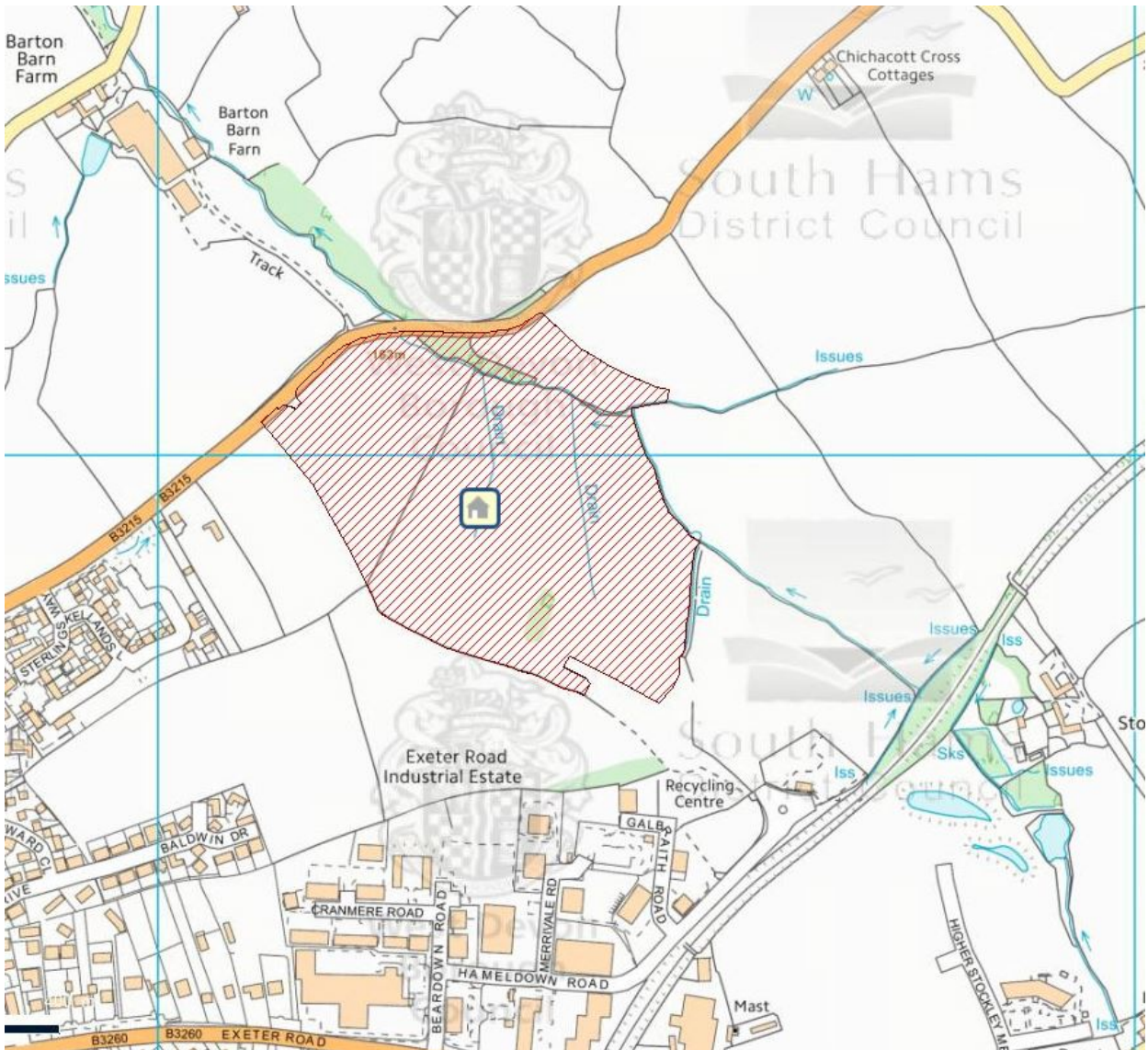
Mr Neil Mantell - LRM Planning Ltd  
22 Cathedral Road  
Cardiff  
CF119LJ

**Applicant:**

Barratt Homes (Exeter) Ltd  
Vanguard House  
Matford Business Park, Exeter  
EX2 8HL

**Site Address:** Land to East of Crediton Road, North of Kellands Lane, Okehampton

**Development:** Approval of reserved matters following outline approval 2731/15/OPA for the construction of 220 no. dwellings, public open space, landscape planting, pedestrian, cycle and vehicular links and associated infrastructure



### **Reason item is being put before Committee:**

This application has been called to the Development Management and Licensing Committee at the request of the Head of Planning Practice.

**Recommendation:** Delegated Authority to Head of Development Management to approve the application, subject to completion of acceptable Deed of Variation to the S106 Agreement and resolution of the outstanding issues identified in the open space, sport and recreation and landscape Sections of this report. If the deed of variation is not completed or substantial progress is not made within 6 months of this resolution authority is granted to the Head of Development Management to refuse the application in consultation with the Chair of the committee and Ward Members.

### **Conditions** (headings only)

1. Standard Reserved Matters time limit
2. Adherence to plans including revised Flood Risk Assessment (FRA)
3. Render colours as submitted and biocide treatment unless otherwise agreed in writing by LPA
4. Adherence to Tree and hedge Protection plan contained in 0931-AMS-AE Sep2020
5. Trigger for landscape scheme implementation and replacement if necessary for 5 years
6. Private Electric Vehicle Charging Points (EVCP) implementation in all units with on-plot parking
7. 4 parking spaces provided and serviced with the below ground cabling and capacity infrastructure to provide 4 fast public charge points
8. Prior to the occupation of the 110<sup>th</sup> dwelling to provide a management and operation plan to the LPA for the public fast charge EV points.
9. Bricks for facing on boundary wall shall be Ibstock multi
10. Notwithstanding the Permitted development order, no additional windows in SW elevations of plots 220, 216, 215 and 182
11. SW windows of 215 to be obscure glazed to w/c and bathroom, 216 ground floor w/c to be obscure glazed
12. Details of a development specific 'Biodiversity Residents Pack' and a copy of this to be made available to each new resident upon first occupation

### **Informatives:**

DCC Highways requested informative re adoption

### **Sister Deed of Variation application**

Submitted and under consideration to substitute link road phased delivery plan approved as part of Outline planning permission accompanying S106 Legal Agreement 'Highway Plan' 524 012, with new plan 'Highway Plan' 3820 PEAN ZZ ZZ DRA 1060 P1 so that it reflects the detailed route of the link road as now proposed and its phased delivery, rather than the previous indicative only route.

### **Key issues for consideration:**

This site is allocated in the adopted development plan policy (TTV14) and already benefits from outline planning permission so the principle of this quantum of residential development and a through road is already established.

As such then the key issues for consideration are whether the details of appearance, layout, landscape and scale meet with the aspirations for the site previously contained in the masterplan and now included within the adopted SPD, whether the link road through the site is the correct specification to serve its required purpose and whether the amenity of future and current residents as proposed would be acceptable.

**Financial Implications (Potential New Homes Bonus for major applications):**

The Government has advised that the New Homes Bonus scheme will end after the 2020-2021 financial year and this year is the last year's allocation (which was based on dwellings built out by October 2019). A statement about a replacement scheme is expected in Autumn 2020.

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**Site Description:**

The site forms part of a housing allocation within the Joint Local Plan under policy TTV14 'East of Okehampton' which designates the wider allocation site to accommodate 775 new dwellings.

The proposal benefits from an outline consent under reference number 2731/15/OPA permitting a residential development of up to 400 dwellings on Parcels 3 and 4.

The site area subject to this reserved matters application is approximately 11.4 hectares of land and is currently used for grazing, it slopes down to Brightley stream and takes in some areas of flood zones 2 and 3, the site covers all of parcel 3 and a small part of parcel 4 (the latter proposed for POS (Public Open Space) only). There is a Tree Preservation Order (TPO) on the site comprising a group of Oak trees.

**The Proposal:**

This is a reserved matters application for 220 residential units. 23.2% being affordable units (AH) (the S106 for parcels 3 and 4 secured overall 20% AH).

The Market mix proposed is:

32 x 2 bed  
89 x 3 bed  
48 x 4 bed

(169 units)

The AH units proposed comprise:

1 bed x 8  
2 bed x 33  
3 bed x 6  
4 bed x 4

(51 units)

The proposal also includes provision of the distributor road between Kellands Lane and the Exeter Road Industrial estate and Crediton Road (referred to hereafter as the Link Road) , plus landscaping, Public open space and site drainage areas.

**Consultations:**

Okehampton Hamlets Parish Council

*Initial comments dated 8<sup>th</sup> August 2020*

Objection with the below comments:

There is a need for Link Road to be open at start of development, it is needed as a Highway in accordance with the Masterplan, and not an Estate Road.

Play area located too close to Link Road but resolvable if the Link Road is moved – risk issue. Housing too close to Linden development.

Boundary hedge to Linden development – large amount of hedge appears to being replaced by fencing and walls, this needs to be a Devon bank with additional trees for screening.

Render colours need to be neutral cream type colours and not white.

Lack of visitor parking, and concerns over layout of parking ie too much parallel parking.

Refuse strategy appears not to be in line with WDBC strategy.

There is no mention of any footpaths from bottom of development on new roundabout along Crediton Road towards Broom Park and Primary School.

A path is needed, from the roundabout towards Broom Park and this should be inside the existing Devon Bank to avoid the removal of it.

Councillors support comments made by Highways and Environment Agency.

Councillors would welcome opportunity to discuss further with Planning Officers and Developers to ensure all information is reviewed

Comments on revised plans, 7/10/20:

‘Councillors acknowledge many issues have been resolved by the amended plans and resolved that on condition that the provision of parking spaces is revisited, that they support the application. They do not feel that there are sufficient parking spaces available for residents and visitors.’

Okehampton Town Council

*Initial comments dated 7<sup>th</sup> July 2020*

Resolved to support the application subject to below conditions:

- The through road to be constructed first
- Ensure that the trees are adequately protected and that the Tree Specialist's recommendations are taken into account
- Safe means of crossing the link road between developments is provided for pedestrians

*Comments to revised plans dated 6<sup>th</sup> October 2020*

Resolved to support the application

County Highways Authority:

Initial comments dated 20th July summarised as below

Revisions to plans required in relation to electric charging vehicle points, footway terminations, visibility splays, manoeuvring and parking spaces, refuse collection and fire brigade access.

The Highway Authority may wish to recommend conditions on any grant of planning permission following submission of revised plans.

Further comments received after reconsultation: All of the issues raised, with the exception of 'General' comment 2 have now been satisfactorily addressed by the applicants. As mentioned in the original response, the design in the cul-de-sac will not raise highway safety issues but may prejudice the eligibility of those roads for adoption as highways. It is therefore recommended that the informative note detailed below is included in any permission granted.

WDBC Environmental Health Section:

Initial comments dated 5th August 2020

Further clarification required regarding the noise assessment and mitigation required and confirmation of recommendations around the road construction.

*Following revised /additional information:*

The applicant has addressed the outstanding concerns (discussed in full below)

Devon County Council – Mineral Authority

No comments to make as applications for Reserved matters are exempt from needing consultation within a MCA.

WDBC Tree Specialist

*Initial comments dated 2<sup>nd</sup> July 2020 summarised as below*

Objection recommended on arboricultural merit raising the below concerns:

- Undescribed ingress into RPAs of A category trees
- Shade paths of trees not plotted
- Units 130 and 131 appear to be close to the visually dominant protected tree group
- The need for provision of a footpath within the RPAs of the protected tree group is questioned
- Species proposed for the link road are a cultivar of Field Maple which develops compact form at maturity and would be unlikely to engender a robust visual identity of local provenance
- Opportunity should be taken as discussed within the pre-application meeting for the planting of Beech avenue

*Further comments in response to revised documents date 23<sup>rd</sup> September 2020*

‘Upon review of the submitted information I would recommend the application is suitable for approval on arboricultural merit’

Biodiversity Specialist:

No objection, discussed in detail below

Historic England

No comments to make – suggested that views of the LPAs Conservation Officer are sought if appropriate.

Natural England

No comments to make.

South West Water

No objection – as noted in the Flood Risk Assessment and for information only a public sewer crosses the site which will require diversion

*Further comments following re-advertisement*

No further comments to those already given

Environment Agency

*Initial comments dated 20<sup>th</sup> July 2020*

“We object to this reserved matters application in the absence of an acceptable and up to date Flood Risk Assessment (FRA). More detail on the reason for our position is provided below

The submitted FRA does not comply with the requirements for site-specific FRAs, as set out in paragraphs 30 to 32 of the Flood Risk and Coastal Change section of the Planning Practice Guidance. The FRA does not therefore adequately assess the development’s flood risks. In particular, the FRA fails to take into account the latest information regarding flood risk to the

site.

The flood map for planning shows parts of the site located in Flood Zones 2 and 3. The proposed site layout appears to impede one of the flow paths shown on the map. The FRA should be revised to take into account the latest available flood risk information. This may mean that the site layout is changed to incorporate the flood (surface water) flow route and discharge it down access roads (etc.) away from the dwellings.

To overcome our objection, the applicant should submit a revised FRA which addresses the points highlighted above “

*Further comments following submission of revised details dated 2<sup>nd</sup> October 2020*

“ We have no objections to this application provided that conditions 9, 10 and 15 on outline approval 2731/15/OPA are complied with.

In our letter dated 20 July 2020 we advised that the Flood Risk Assessment (FRA) needs to be updated to ensure that the reserved matters details were informed by an up-to-date evidence base.

We have now reviewed the addendum to the FRA by PHG consulting engineers and consider that this provides sufficient information to satisfy our previous concerns. “

DCC as Lead Local Flood Authority

*Initial comments dated 16<sup>th</sup> July 2020*

“ At this stage, we object to this planning application because we believe it does not satisfactorily conform to Policy DEV 35 Managing Flood Risk And Water Quality of Plymouth And South West Devon Joint Local Plan 2014 - 2034 (Adopted March 2019) which require developments to appropriately manage surface water drainage in order to reduce the risk of flooding. Furthermore the applicant should incorporate water efficient principles and the provision of high quality SuDS will need to be fully integrated into the design design process. The applicant will therefore be required to submit additional information in order to demonstrate that all aspects of the proposed surface water drainage management system have been considered. “

*Comments following revised plans and info:*

Following review of the additional information and revised FRA the LLFA have removed their objection. Content no additional conditions required at RM< stage as these were secured at outline.

WDBC Affordable Housing

*Initial comments dated 3rd August 2020*

The location of the units has been considered acceptable however issues were raised regarding the size of various properties which did not meet the NDSS.

*Comments following revised plans*

A tenure split in the region of 80:20 (rented to intermediate) is inline with the S106 and acceptable

Now been demonstrated that the units which appeared to fall short on the NDSS space standards do actually comply when measured and typos in submitted documents now corrected.

#### Police Designing Out Crime Officer

*Initial comments dated 6<sup>th</sup> August 2020*

Detailed comments expressing strong concern regarding the tandem parking approach, lack of overlooking for the Public Open Space and ensuring appropriate rear gate access locking.

#### WDBC Planning Policy Team

Detailed response in regards of policy DEV8 (Housing Mix) and DEV32 (Low Carbon Development raising the below issues:

- Current housing mix fails in providing a diverse mix of house types in respect of 2-bed properties
- The proposal fails to meet the requirement of delivering at least 30% of affordable homes (although accept this was agreed at outline due to viability issues)
- Conditions requested for submission of 'at design' and 'as built' SAP assessments
- EV charging points to be installed at all dwellings

*Comments on revised info/plans:*

Mix is not an area of maintained objection

The energy statement meets the requirements of outline condition 11 (although noted that this is not being formally sought for discharge at this time)

Disappointing air source has been discounted on visual grounds

#### WDBC OSSR Specialist

*Initial comments 30<sup>th</sup> July 2020*

Not able to support application at time of writing raising the below points:

- Supports comments from the LLFA that the new basin in the north-west should be designed for landscaping and amenity purposes
- Areas designated for private and public need to be reviewed
- Concerns over the location of play areas adjacent to the link road
- Further details required in respect of play equipment, fencing and surfacing
- Condition suggested to requiring deliver of open space and play prior to occupation of 50% of the dwellings

*Further comments after revisions:*

Welcomes the linear play equipment and overall movement of play areas to the north, however remains unable to support due to the splitting of the proposed play provision areas



Also requests more benches and that the LEMP mowing regime is altered as previously requested in order to allow the dis used basin to the east to be informally used for play.

### Barnstaple Fire Station

‘Consideration should be given to the requirements for fire and rescue access into and around the buildings for fire-fighting purposes. They went on to give advice and guidance on this’

### **Representations from Residents**

12 letters of objection have been submitted and can be summarised as below:

- Overbearing, overlooking and over dominant impact on adjacent properties
- Concerns on highway safety issue raised
- New link road through the estate causes highway safety issues
- Increased traffic though Stockley rural lanes
- Increase in general traffic detrimental to safety and air quality
- Loss of privacy
- Loss of light/overbearing
- Security or existing premises

### **Relevant Planning History**

2731/15/OPA - READVERTISEMENT (Extension to consultation period) Outline application with some matters reserved (access to be considered) for residential development of up to 400 dwellings – APPROVED 22/1/19

Planning Application relating to the wider TTV14 allocation within the Joint Local Plan (JLP):

4059/16/VAR – Outline approval for up to 375 units and a school - APPROVED

4394/17/ARM – Reserved matters application for 73 dwellings (Redrow phase 1) – APPROVED

2647/18/ARM – Reserved Matters application for 17 units – APPROVED

2646/18/ARM – Reserved Matters application for 111 units and a retail unit – APPROVED

2648/18/ARM – Reserved Matter application for 6 units – APPROVED

### **ANALYSIS**

#### **Principle of Development/Sustainability:**

As set out in key considerations above, the principle of this development is established through a policy designation TTV14 and the outline permission 2731 which was approved prior to the adoption of the new SPD.

The key policy for consideration is the spatial policy SP4 and allocation policy TTV14 as a starting point against which to consider the scheme proposed, (although it should be remembered this policy is for the whole East of Okehampton area designation and not just for Parcel 3). The scheme has been arrived at as a result of pre-applications discussions and further revisions following wider consultations where a number of consultee concerns or requests have been accommodated where possible/appropriate.

TTV14:

*East of Okehampton*

*Land to the east of Okehampton is allocated for residential development.*

*Provision is made for in the order of 775 new homes. Development should provide for the following:*

- 1. Strategic landscaping and open space within and surrounding the site to address the site's scale and prominence to mitigate any adverse visual impact on the Dartmoor National Park, and to soften the development edges. The scale, materials, design and extents of development should ensure that it is not overly prominent when viewed from the surrounding countryside, improving the eastern edge of Okehampton.*
- 2. Develop a site wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.*
- 3. No development in Flood Zone 2 or Flood Zone 3 and appropriate flood risk mitigation measures.*
- 4. The link road between Crediton Road and Exeter Road.*
- 5. Appropriate local facilities to support the new residents and to enhance the sustainability of the existing area, including a new primary school, local retailing facilities of a scale and format to meet local retailing needs where it can be demonstrated that there will be no significant adverse impact on the existing town centre which act as a focal point for local community interaction.*
- 6. Contributions to enhance public transport.*
- 7. Safe and attractive cycling and walking routes linking to the town.*
- 8. Contributions to playing pitches and the provision of formal and informal open space.*
- 9. Delivery of Stockley Valley Park providing open and recreational space for nearby residents, businesses and visitors to enjoy.*
- 10. A design and layout which conserves and where appropriate enhances the significance of the scheduled monument and the contribution made by its setting to the north west of the site and the layout of the Roman Road running across the site which should be incorporated as part of the public realm.*

*11. An appropriate strategy to mitigate for any impact on air quality within the town centre.*

Overall then the principle of this development is established and at a broad spatial level the proposal complies with policies SP4 and TTV14.

## **Design**

The mix of units is considered acceptable and to meet the need - it is being delivered alongside other portions of TTV14 which have different offers on mix, so overall when considered against the SHMNA and the mix required, this is considered acceptable by officers, as confirmed by the Strategic Policy specialist upon re-consultation following revisions and further information submission.

The mix provided is comprised of a number of detached, semi-detached and terraced units all 2 storeys. The housing styles are relatively simple in their design approach, however this is the local vernacular of the area. Where the adjacent Linden development took a more contemporary approach to design, this current proposal is more traditional and the local identity has been injected into the scheme more by layout, exterior property treatments, boundary treatments and the landscape detailing.

The layout of the scheme is good with excellent permeability through this site but also into adjacent parts of the wider allocation, so Parcel 4, AdPad and Meldon Fields. There are informal routes around wand within the site through the POS but also more formalised and properly surfaced circular routes too which will allow accessibility and usability by all residents, the need for which has become even more alive in our considerations over recent months.

## **Materials**

The exterior materials are a combination of brick, render and composite stone with roofing being either concrete plain grey tiles or natural slate. Following pre-application discussions with officers and discussions with the Town and Parish Councils, the initially proposed render colours have been altered to more reflect the palette set out in the Masterplan and to include more variety across the site. The colours now proposed are light beige, mushroom and stone grey. The applicant is also aware of the problems of colour leaching experienced elsewhere in the town and Borough on rendered properties and so has proposed to use a water-based masonry wash on the units which treats a broad range of bacterial, fungal, algal, yeast and mould species. It is used as a masonry cleaner and steriliser to kill green, black and other organic growths on walls and other masonry, particularly prior to the application of decorative finishes.

The brick being used over large wall areas and boundary walls is not a red brick but is more muted with some grey/brown variation within it (similar to AdPad and Redrow opposite). The reconstituted stone propose is acceptable and is similar to that approved opposite at the Redrow scheme so there will be some continuity of materials throughout.

## **Boundaries**

There are no public facing close board fences, the boundaries along main routes and thoroughfares is a planted Devon bank with railings and knee rails form boundaries to some

of the defensible public space. Rear and dividing private boundaries are timber fences but where publicly visible these are altered to walling. This is acceptable, reflects the local vernacular and town edge setting as well as simultaneously incorporating more habitat and green infrastructure into the site and connecting these corridors to the existing linear hedge and stream features around the site.

The fire service responses to the LPA consultation and state that: Fire-fighting facilities should be selected and designed to assist the fire and rescue service in protecting life, protecting fire fighters, reducing building losses, salvaging property and goods and minimising environmental damage. Early consultation with the Fire Authority and local authority building control is advised when deciding which facilities should be provided. Where appropriate, fire-fighting facilities should include: the provision of vehicular access for fire appliances to the perimeter of the building(s) or site; provision of easy and quick entry to the site/building(s) for fire fighters and their equipment; provision of and access to sufficient supplies of fire-fighting medium (usually water); provision for removing spent fire-fighting extinguishing medium (eg drainage). Every building should be provided with suitable access for fighting purposes and where access is restricted, fire appliances access to buildings should be discussed with the fire and rescue service at an early stage.

Officers asked that the applicant demonstrate adherence to this advice and in response the agent/consultant engineer stated that *'Fire tenders can access within a maximum of 45m of the furthest point of any dwelling, this is based on either a turning head being provided or a reverse manoeuvre not exceeding 20m. Fire tender access is shown on the vehicle tracking layout, drawing 1999-102-F all accesses with the potential to be used by a fire tender will be suitably designed. The layout consists of standard residential dwellings with no restrictions to access, there will be water supply to each dwelling and therefore supplies for firefighting will be readily available. Spent water will enter channels or gullies and be directed away from dwellings.'*

Low carbon/energy:

The energy statement submitted acknowledges and accords with condition 11 of the outline permission and as such has demonstrated that it can achieve the targets and designs required.

### **Amenity:**

In relation to future residents, the relationship between units is considered acceptable and Most have a back to back distance of 20m plus which is in keeping with other similar recent and more historic urban arrangements so it provides adequate space and privacy while also providing a high enough density to deliver the required housing numbers and provide a suitable urban grain.

The main existing properties which bound this site are those along Kellands Lane and on the NE edge of Meldon Fields. There has been a specific comment received from No 44 Broom Park, it is 14.7 m to the blank gable on plot 220 to rear elevation on this adjacent pair of semis on Meldon Fields. This relationship is acceptable given it is a blank gable to the NE of plot 220 and it is set lower than the Meldon Fields property. A condition will ensure no windows are introduced into this gable and as a result of the comments the applicant has extended the Devon hedge bank around the rear of number 44 in order to add screening, this would be managed by the management company and is shown on the landscape plan. Such

a condition preventing the insertion of additional windows will be repeated for other close currently blank gables and obscure glazing ensured to facing bathroom or w/c windows.

To give an idea of the closest proximities; plot 216 to nearest existing semi-detached properties is 13.5m hip side to rear and plot 215 is 15.08 side to rear, 16.8m from wall of plot 182 to the rear of the adjacent terrace. These are the closest but due to orientation, blank gables (or obscure windows only) and level differences are considered acceptable. Most other units are between 20-30 m back to back from new proposed development to the existing and the and new development is set lower down so this is reasonable and usual with regards the privacy and amenity of both current and future occupiers.

The proposed gardens are considered large enough to serve their accompanying properties, they are akin to those in the wider area and are as large as they can be whilst also securing the number of units on this site specified at outline and required to be delivered by policy. This site provides more POS than was required in the S106 secured at outline stage and as such adds to the available outdoor amenity space available to future residents.

The site is adjacent to both the proposed link road and the existing Crediton Road, following initial concerns and the submission by the applicant of further details and information, Environmental Health specialists considered their noise concerns addressed:

*" We have now considered the updated information and the report by BY Acoustics is clear and comprehensive. Planning condition 8 requires that noise levels within properties must accord with the standard BS8233. The report shows that the majority of homes will comply with this without special measures being taken. There are some properties, in zones CS1 and S1 which may be susceptible to daytime road noise on the first floor. The report outlines how road noise generally will be reduced by using special tarmac on the new link road and by the speed limit on the Crediton road being reduced from 50 to 30mph at this location; these will make significant and noticeable audible improvements for all residents in this area. For the properties in CS1 and S1 details of the required enhanced acoustic performance have been given, and this applies to first floor bedrooms where the calculations show this is necessary.*

*The report demonstrates that the requirements of Condition 8 to provide a noise assessment prior to commencement of the residential phase have been met."*

### **Landscape:**

Overall following the pre-application discussions and then further negotiation the majority of the revisions to landscape features such as hedge routes and tree locations were incorporated. One main feature required by officers was that the link road be flanked by beech trees in order to provide a spine/corridor through the site and to echo other such road entering into the town. It will also, in time, break up the roofscape which, due to topography, is very visible on entry to the Town from the road from North Tawton.

There is no hard or soft landscaping scheme condition on the outline permission, as such all the detail of hedge/shrub/seed mix and size protection, location etc all needs to be provided upfront at this juncture in order to fully address the 'landscape' aspect of the reserved matters approval sought. At the time of writing the applicant's landscape consultants had been asked to undertake a revised landscape plan to address the need for outstanding information, this is expected to be provided in line with the landscape officers comments prior to the committee

meeting and as such the recommendation of approval is based on this assumption at present.

### **Trees:**

The main arboricultural features on this site are the group of TPO oaks to the south east of the site and the trees which bound the Brightley Stream. Initially insufficient room had been given to the TPO trees and plots and paths invaded their RPAs, however following discussion and some design revisions by the applicant the POS and paths were better orientated around the group and the adjacent houses redesigned to avoid close proximity and the RPAs. The TPO group was also better incorporated into the 'loop' of POS and play throughout the site and the breathing space and POS with bench afforded to it at this focal entrance helps to make the most of this one key piece of green infrastructure on the site.

A tree and hedge protection plan is included within the submission and a condition is included above in order to ensure these protection measures are in place prior to, and for the duration of, the development.

### **Biodiversity:**

As a result of comments made on the initially submitted scheme, the Suds Pond which has steeply sided slopes on all sides (1:3) which is the maximum 'acceptable' slope but would result in a significant feature and sterilisation of land for any purpose other than water attenuation was altered slightly. Whilst it will be 1.5m deep, with banking at 1 in 3, a shallower area was introduced to allow for access, this is welcome as it would indicate that this is facilitating access for informal recreation.

The extensive nature of the meadow grassland proposed is welcomed, as is the proposed management within the LEMP.

As a result of advice and pre-app discussions, at the willingness of the applicant the EclA now includes at Appendix 9 an example of a Residents Biodiversity pack – this is welcome as an example. It will be useful in any subsequent iteration to tailor this to the particular development, the bat, bird and box provisions that are made, and the habitats onsite and their management regimes. A condition is attached to secure a development specific 'Biodiversity Residents Pack' and for a copy of this to be made available to each new resident. This is the result of a constructive pre-application discussion where the LPA tabled the proposal for such a pack with the applicant. This scheme is a perfect example of where residents moving to the site may not understand why there is a hole in their fence (hedgehog gaps) and block it, why some areas remain unmown at times (habitat), what the special bricks on their houses are for, (bats/birds) and what protection the Oak trees have, for example. This pack need not be onerous but is an excellent vehicle to help inform on such matters and help residents understand, 'own' and even enhance the site's value, as such it is very welcomed by officers, good practice and a benefit to the scheme and sustainability of the site.

The newly adopted JLP SPD includes a target of 1 no. bat, 1.no bird, and 1 no. bee brick/box per new dwelling unless structurally impracticable. This level of provision has been provided on neighbouring developments and is the norm for a number of developers not least because it is a cheap, long lasting and generally effective way of enabling opportunity for wildlife within the built environment, following discussion, the bat, bird and bee box provisions have been significantly increased from the previous offering and will make a considerable increase in the

biodiversity offering within the built environment. Hedgehog gaps are all secured in fences through the mitigation proposal.

Upon first consultation amendments were required to the LEMP, these updates have now all been made as requested by officers.

A Street Lighting Strategy has also been submitted, and this clearly shows that new street lighting will avoid illumination of the green corridor associated with the Stockley Valley.

Overall no objection on biodiversity ground and with conditions is policy compliant.

### **Highways/Access:**

There are two main aspects to this in regard to this application: the finer detail of the development internal roads and streets, and the overarching aspect of delivering the link road between Crediton and Exeter road which is required to serve the East of Okehampton developments and to ease pressure on the Barton Street junction, loop past Mole Avon and Farmer Luxtons farm shop (TTV 15 allocation) and Limehayes Road.

#### Link road:

Point 9 of SP4 and point 4 of TTV14 explicitly require this road:

*9. Working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town, including exploring opportunities to deliver a town centre access road, and delivery of a link road between Exeter Road and Crediton Road.*

#### *4. The link road between Crediton Road and Exeter Road*

The road principle was secured via the outline permission and its delivery was secured at a time through the outline S106. The plan within the outline S106 does currently show the road taking its previous expected route (straighter and closer to the boundary with Linden homes) however as the road has not been approved in detail this was indicative only and was to visually demonstrate the phases of delivery, not to definitively set its path. A Deed of Variation to the S106 has been submitted by the applicant to the LPA in order that, should members agree the proposal before them, that a substitute road phasing plan be inserted into the S106 in order to accurately reflect the new approved route of the road.

Overall Officers from the LPA and DCC Highways are content that the proposed link road satisfies the need identified for such a road here in terms of route and engineering specification (width etc). Its revised alignment also promotes speed restraint and is likely to result in less instances of vehicles exceeding the speed limit.

Two Bus stops were secured at outline stage along Crediton Road on a parameters Plan. DCC have confirmed that their ideal situation would be for a further 2 to be provided along the link road within this site. However as this was not secured at outline the applicant has said that they are prepared to either provide 2 on Crediton Road or 2 on the Link Road. A plan of an alternative siting on the Link road of 2 stops has been submitted and is adequate to demonstrate it can be achieved. As the provision was secured at outline it does not need to be conditioned again. The exact location will be agreed at a later stage with DCC Highways.

There are no set pedestrian crossing locations identified or secured, this is because there will be uncontrolled pedestrian crossing points along the route. The number of vehicles using the route will not, in DCC Highway's view, justify a controlled crossing and an underused controlled crossing is more dangerous than an uncontrolled crossing.

Internal roads/streets:

Other than an issue with some cul-de-sacs which may require some elements to remain private rather than adopted, the issues initially raised by DCC Highways have all been addressed/resolved and as such it is acceptable to DCC and officers with the inclusion of a highways informative.

**Parking:**

The parking levels shown on plan have been interrogated, it is noted that Oakhampton Hamlets Parish Council have asked that the issue of parking be revisited. As such the amount and sizes provided have been compared to the recently adopted indicative requirements of the SPD.

There are 484 spaces proposed on this site in total for 220 units which equates to 220% this includes 4 public parking spaces (with the infrastructure serving them to provide fast public charging EV points if a provider is secured):

Size of Dwelling	SPD Indicative Provision	No. of Spaces Provided	Of Which are Garages	Additional Visitor Spaces
1 Bed	1 Spaces	1 Space	0 Spaces	4 spaces for EV charging
2 Bed	2 Spaces	2 Spaces	0 Spaces	
3 Bed	2 Spaces	2 Spaces	0 Spaces	
4 Bed	3 Spaces	3 Spaces*	1 Space	

\*The 4 bed affordable units have 2no. spaces.

The garages are 'over-sized' to accommodate a car and storage/charging points (they are 3.7 x 6.74, compared to the indicative size in the SPD of 3.5 x 6.5). Accordingly, it is reasonable that they are counted as parking provision as they will still accommodate a vehicle even with a level of domestic/cycle type storage within the garage.

Overall then the parking provision and EVCP provision is considered beneficial and acceptable on this site and to be in line with the SPD indicative requirements. Domestic and public EVCPs were not secured at outline stage as they would be now, however BDW (Barratts David Wilson, the applicant) have agreed to provide these at the levels set out above. The 4 fast charge spaces were requested by officers at pre-app stage and have been provided, these will be laid out and serviced with the below ground infrastructure with a hope they could be fitted with 50kw+ rapid charge points if possible, and made available so that a provider such as the Council (through grants etc) or a company specialising in EVCP points can deliver and manage the points and spaces. This is a beneficial piece of infrastructure for both the public and the environment.



## **Open Space Sport and Recreation (OSSR)**

This is an important element of this proposal, the policy aspiration for the wider TTV14 is the delivery of a 'Stockley Valley Park' which would be a green spine through the allocation making the most of the existing landscape and GI feature of the Brightly Stream whilst also allowing the area to be used positively whilst avoiding built development in the flood zones. Following pre-app and discussion post submission the green spine has been well incorporated into this proposal, a large wide area either side of the stream has been left undeveloped other than for play space and drainage ponds, which have been improved to provide amenity and ecological value. This area sweeps around the site and links in to the TPO group and then across into the play area included within the existing Meldon Fields site. Similarly on the NW side it continues across the road into the AdPad POS and through the coombe of Parcel 2 with a play area and trim trail equipment.

Overall then the location and quantity of POS and equipment proposed is acceptable and has adhered to this vision, in fact the quantity of public open space exceeds the amount required through the s106 agreement. Several alterations and amendments requested by officers have been willingly accommodated by the developers such as the change from equipped play areas adjacent to the link road, to moving these to the quieter north of the site whilst leaving these 'green' in the centre and under the TPOS as Public Open space with benches. Similarly officers suggested that in order to encourage circulation around the various POS areas both within and around the site that linear equipment be placed on the path from the TPO group to the equipped POS, this has been duly incorporated by the applicant and improves the offer and amenity onsite.

It is essential that the bridges accessing parcel 4 and the POS proposed on here are provided not later than 50% of the housing/occupation of 110 units, similarly the POS and play areas should be provided not later than this trigger. This can be ensured through the agreement by the LPA of a phasing programme as secured via condition number 2 of the outline permission. Similarly officers have requested benches be placed in the 2 central POS pockets (the central green and under the TPOs) the applicants have willingly agreed to this and the delivery of these can be secured through this condition 2 phasing plan also.

At the time of writing there are still a couple of aspects outstanding such as a request by officers for an alteration to the mowing regime in the LEMP in order to allow the disused pond to the south to be more useable open space and to increase its amenity value. An increase in the number of benches, an additional access into the central 'village green', an amalgamation of two of the smaller play spaces and a plan demonstrating the topography of the older children's play area (North of Brightley Stream) in order to ensure usability have all also been requested.

The recommendation above is based on the assumption that these issues will have been addressed and either resolved or explained, prior to the committee date and a verbal update will be given by officers on the committee day.

## **Affordable Housing:**

Size, mix and tenure proposed is all compliant with policy and the outline permission/S106. The location and groupings also considered acceptable. It was always anticipated that a higher proportion of the secured 20% AH would be provided on Parcel 3 than parcel 4 due to

its better connectivity and higher density layout. As such this parcel proposes 23% AH which equates to an additional 7 dwellings more resulting in 51 AH units on Parcel 3.

### **Conclusion:**

Overall this detailed scheme is compliant with the previously approved outline permission, it responds well to the Masterplan and TTV14 policy requirements and delivers the correct quantum of housing for the site and Town. The scheme proposes acceptable details for a key and essential piece of identified infrastructure in the form of the link road and in a way which should naturally reduce the traffic speeds and moves it away from existing, unprotected properties in Meldon Fields.

As key features the proposal also delivers high proportions of on plot electric vehicle charging points, the infrastructure and land for 4 public faster charge points alongside the link road, it retains and respects the TPO group, incorporating them into a comprehensive generous POS belt around the site which also incorporates the stream and play areas. The play areas are split due to site constraints and this remains an aspect which the OSSR specialist can not support, however placing the play space back next to the link road is not considered desirable so on balance this current proposal is considered the better option. The applicant has responded positively to the vast majority of requests from officers, consultees and the parish and town council and in those instances where they have not, the agent has explained why they are not able to.

Overall then this scheme is considered to satisfy the applicable national and local policies and guidance, and delivers on the requirements of the main allocation policy and outline permission.

***This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004***

### **Planning Policy**

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise. For the purposes of decision making, as of March 26th 2019, the development plan for Plymouth City Council, South Hams District Council and West Devon Borough Council (other than parts of South Hams and West Devon within Dartmoor National Park) comprises the Plymouth & South West Devon Joint Local Plan 2014 - 2034.

Following adoption of the Plymouth & South West Devon Joint Local Plan by all three of the component authorities, monitoring will be undertaken at a whole plan level. At the whole plan level, the combined authorities have a Housing Delivery Test percentage of 166%. This requires a 5% buffer to be applied for the purposes of calculating a 5 year land supply at a whole plan level. When applying the 5% buffer, the combined authorities can demonstrate a 5-year land supply of 6.5 years at the point of adoption.

Adopted policy names and numbers may have changed since the publication of the Main Modifications version of the JLP.

The relevant development plan policies are set out below:

**The Plymouth & South West Devon Joint Local Plan was adopted by South Hams District Council on March 21st 2019 and West Devon Borough Council on March 26th 2019.**

SPT1 Delivering sustainable development  
SPT2 Sustainable linked neighbourhoods and sustainable rural communities  
SPT3 Provision for new homes  
SPT8 Strategic connectivity  
SPT9 Strategic principles for transport planning and strategy  
SPT10 Balanced transport strategy for growth and healthy and sustainable communities  
SPT11 Strategic approach to the Historic environment  
SPT12 Strategic approach to the natural environment  
SPT13 Strategic infrastructure measures to deliver the spatial strategy  
TTV1 Prioritising growth through a hierarchy of sustainable settlements  
TTV2 Delivering sustainable development in the Thriving Towns and Villages Policy Area  
TTV3 Strategic infrastructure measures for the Main Towns  
TTV14 East of Okehampton  
DEV1 Protecting health and amenity  
DEV2 Air, water, soil, noise, land and light  
DEV8 Meeting local housing need in the Thriving Towns and Villages Policy Area  
DEV9 Meeting local housing need in the Plan Area  
DEV10 Delivering high quality housing  
DEV20 Place shaping and the quality of the built environment  
DEV21 Development affecting the historic environment  
DEV23 Landscape character  
DEV25 Nationally protected landscapes  
DEV26 Protecting and enhancing biodiversity and geological conservation  
DEV27 Green and play spaces  
DEV28 Trees, woodlands and hedgerows  
DEV29 Specific provisions relating to transport  
DEV30 Meeting the community infrastructure needs of new homes  
DEV31 Waste management  
DEV32 Delivering low carbon development  
DEV33 Renewable and low carbon energy (including heat)  
DEV35 Managing flood risk and Water Quality Impacts  
DEL1 Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy

No neighbourhood plan to consider

Other material considerations include the policies of the National Planning Policy Framework (NPPF) and guidance in Planning Practice Guidance (PPG). Additionally, the following planning documents are also material considerations in the determination of the application: the adopted SPD

**Considerations under Human Rights Act 1998 and Equalities Act 2010**

The provisions of the Human Rights Act 1998 and Equalities Act 2010 have been taken into account in reaching the recommendation contained in this report.

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### Condition wording in Full:

1. Standard Reserved Matters time limit
2. The development hereby approved shall be constructed fully in accordance with the following plans and documents:

Planning Statement April 2020  
Addendum Planning Statement September 2020  
Design and Access Statement 3820 - PEN - XX - XX - RP - A - 8000 S4 Rev P2

Arboricultural Impact Assessment 0931-AIA-AE Rev C  
Arboricultural Method Statement 0931-AMS-AE Rev C  
Ecological Appraisal (Reserved Matters Application) 0931-RMA-SL Rev 1  
Site Waste Management Plan 16826  
Flood Risk Assessment Addendum  
Noise Assessment 20-0007-R1  
Statement of Community Involvement  
Energy and Sustainability Statement SOL2004BH\_01 Rev 5  
Landscape and Ecological Management Plan 0931-LEMP-AE Rev 1  
Air Quality Assessment J4122A/1/F2  
Street Lighting Strategy 11th September 2020

Site Location Plan 3820 - PEN - ZZ - ZZ - DR - A - 1001 S4 Rev P5  
Existing Topographical Survey 3820 - PEN - ZZ - ZZ - DR - A - 1002 S4 Rev P3  
Proposed Site Layout (Colour)- PEN - ZZ - ZZ - DR - A - 1005 S4 Rev P22  
Proposed Site Layout Black and White 3820 - PEN - ZZ - ZZ - DR - A - 1015 S4 Rev P10  
Affordable Housing Plan 3820 - PEN - ZZ - ZZ - DR - A - 1024 S4 Rev P6  
Schedule of Accommodation 3820 - PEN - XX - XX - SA - A - 8010 S4 Rev P7  
Management Plan 3820 - PEN - ZZ - ZZ - DR - A - 1020 S4 Rev P9  
Materials Layout Plan 3820 - PEN - ZZ - ZZ - DR - A - 1021 S4 Rev P7  
Key to Materials 3820 - PEN - XX - XX - SH - A - 8005 S4 Rev P3  
Boundary Details (1 of 2) 3820 - PEN - XX - XX - DR - A - 6500 S4 Rev P2  
Boundary Details (2 of 2) 3820 - PEN - XX - XX - DR - A - 6501 S4 Rev P2  
Refuse Strategy Plan 3820 - PEN - ZZ - ZZ - DR - A - 1022 S4 Rev P7  
EV Charging Plan 3820 - PEN - ZZ - ZZ - DR - A - 1023 S4 Rev P6  
Sales Area Plan 3820 - PEN - ZZ - ZZ - DR - A - 1030 S4 Rev P2

### **Housetype booklet 003 (3820-PEN-XX-XX-RP-A-5000-S4-P2) 15/9/2020 containing:**

Teign Plans & Elevations (End - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 2000 S4 Rev P3

Teign Plans & Elevations (Mid - Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 2020 S4 Rev P2  
Teign Plans & Elevations (End - Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 2040 S4 Rev P3  
Tamar Plans & Elevations (Type 1 - End) 3820 - PEN - ZZ - ZZ - DR - A - 2100 S4 Rev P3  
Tamar Plans & Elevations (Mid - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 2120 S4 Rev P3  
Tamar Plans & Elevations (Type 2 - End) 3820 - PEN - ZZ - ZZ - DR - A - 2140 S4 Rev P3  
Lowman Plans & Elevations (End - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 2200 S4 Rev P3  
Lowman Plans & Elevations (End - Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 2220 S4 Rev P3  
Lowman Plans & Elevations (End - Type 3) 3820 - PEN - ZZ - ZZ - DR - A - 2240 S4 Rev P3  
Lowman Plans & Elevations (End - Type 4) 3820 - PEN - ZZ - ZZ - DR - A - 2260 S4 Rev P3  
Carey Plans & Elevations (End - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 2300 S4 Rev P3  
Carey Plans & Elevations (Mid - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 2320 S4 Rev P3  
Carey Plans & Elevations (End - Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 2340 S4 Rev P3  
Carey Plans & Elevations (Mid - Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 2360 S4 Rev P3  
Carey Plans & Elevations (End - Type 3) 3820 - PEN - ZZ - ZZ - DR - A - 2380 S4 Rev P2  
Cosdon Plans & Elevations (Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 2400 S4 Rev P3  
Cosdon Plans & Elevations (Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 2420 S4 Rev P3  
Belstone Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 2500 S4 Rev P3  
Amicombe Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 2600 S4 Rev P3  
Ryder Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 2700 S4 Rev P3  
Tavistock Plans & Elevations (End Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 3000 S4 Rev P3  
Tavistock Plans & Elevations (Mid - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 3020 S4 Rev P3  
Tavistock Plans & Elevations (End Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 3040 S4 Rev P3  
Paignton (End) Type 1 Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 3100 S4 Rev P3  
Paignton (End) Type 2 Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 3140 S4 Rev P3  
Honiton (End) Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 3200 S4 Rev P2  
  
Ashburton & Salcombe Plans 3820 - PEN - ZZ - ZZ - DR - A - 3300 S4 Rev P2  
  
Ashburton & Salcombe Elevations 3820 - PEN - ZZ - ZZ - DR - A - 3320 S4 Rev P3  
Meldon Plans & Elevations (End - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 3400 S4 Rev P1  
Meldon Plans & Elevations (Mid - Type 1) 3820 - PEN - ZZ - ZZ - DR - A - 3420 S4 Rev P1

Meldon Plans & Elevations (End – Type 2) 3820 - PEN - ZZ - ZZ - DR - A - 3440 S4 Rev P1  
 Meldon Plans & Elevations (End – Type 3) 3820 - PEN - ZZ - ZZ - DR - A - 3460 S4 Rev P1  
 Southcott Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 3500 S4 Rev P1  
 Brightley Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 3600 S4 Rev P1  
 Single Garage Plans & Elevations 3820 3820 - PEN - ZZ - ZZ - DR - A - 3900 S4 Rev P3  
 Double Garage Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 3950 S4 Rev P3  
 Substation Plans & Elevations 3820 - PEN - ZZ - ZZ - DR - A - 4000 S4 Rev P3  
 Plot Handing Table 3820 - PEN - XX - XX - SH - A - 8015 S4 Rev P3  
 Engineering Layout (Parcel 3) 1999\_100-01 Rev G  
 Longitudinal Sections (Sheet 1 of 3) 1999\_101-01 Rev A  
 Longitudinal Sections (Sheet 2 of 3) 1999\_101-02 Rev A  
 Longitudinal Sections (Sheet 3 of 3) 1999\_101-03 Rev A  
 Vehicle Tracking and Visibility Parcel 3 1999\_102-01 Rev F  
 Basin Sections and Details 1999\_103 Rev B  
 Bridge Details 1999\_110 Rev A  
 Landscape Proposals - Devon Hedgebank Details 9292-L-02  
 Landscape Strategy Plan 9292-L-01 Rev D  
 Play Strategy Plan 9292-L-02 Rev D  
 Noise Mitigation Plan 20-0007-NM1 Rev 1  
 Street Lighting Strategy 4191-ID-DR-1001

Reason: To ensure the proper delivery of the development and for clarity

3. The render colours identified on the materials layout plan shall be light beige, mushroom and stone grey from the Weber pral M colour range and shall be treated with weber CL150 biocide water-based masonry wash unless otherwise agreed in writing by the LPA.

Reason: In the interests of the delivery of a locally vernacular colour palette suitable for this area and to ensure the quality and appearance of the development in the future.

4. The development as approved shall be carried out fully in compliance with the Tree and hedge Protection plan contained in 0931-AMS-AE Sep2020.

Reason: In the interests of protection of the environment and biodiversity

5. All planting, seeding, turfing or hardsurfacing comprised in the approved landscaping scheme shall be carried out by the end of the first planting and seeding seasons following the occupation of the buildings or completion of the development, whichever is the sooner. On cessation of the use of the temporary sales and parking area for this use, the permanent landscaping scheme, as approved for this area, shall be completed by the end of the first planting season following this cessation of use.

Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation. The landscaping scheme shall be strictly adhered to during the course of the development and thereafter.

Reason: To ensure the provision of an appropriate landscaping scheme in the interests of the visual amenities of the locality and to assimilate the development into its surroundings.

6. No property with on-plot parking shall be occupied until the Private Electric Vehicle Charging Points (EVCP) as set out on the approved plans are fully delivered for that plot.

Reason: In the interests of climate change and the environment

7. Prior to the first occupation of the residential development hereby permitted, a scheme for the below ground electrical infrastructure required to serve the four public electric vehicle charging points shown to the south of the link road and marked 'EV points' on the approved plans, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out the specification for the below ground electrical infrastructure serving the charging points. The infrastructure as approved shall be delivered alongside the adjacent second section of the link road

Reason: In the interest of climate change and transport infrastructure delivery

8. Prior to the occupation of the 110<sup>th</sup> dwelling a management and operation plan for the public EV charge points shall be submitted to and approved in writing by the LPA and the development carried out in accordance with this approved plan.

Reason: In the interest of climate change and transport infrastructure delivery

9. The bricks used for the facing material on the boundary walls shall be the Ibstock multi brick as approved (unless otherwise agreed in writing by the LPA), and not the red brick, which shall be used for property façade detailing only.

Reason: In the interests of the appearance of the site and local character.

10. Notwithstanding the provision of the General Permitted development order, no additional windows, other than those already shown on the approved plans, shall be inserted into the south west elevations of plots 220, 216, 215 and 182

Reason: In the interests of privacy of existing and future occupiers

11. The south west elevation windows of plot 215 shall be obscure glazed to w/c and bathroom prior to occupation and remain as such in perpetuity, as shall the ground floor w/c to plot 216

Reason: In the interests of privacy of existing and future occupiers

12. Prior to the first occupation of any unit hereby approved, details of a development specific 'Biodiversity Residents Pack' shall be submitted to and approved in writing by the LPA. Once approved a copy of this pack shall be made available to each new resident upon first occupation of each unit.

Reason: In the interests of education regarding wildlife, habitat, biodiversity and the environment

**Informative:**

The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980.