

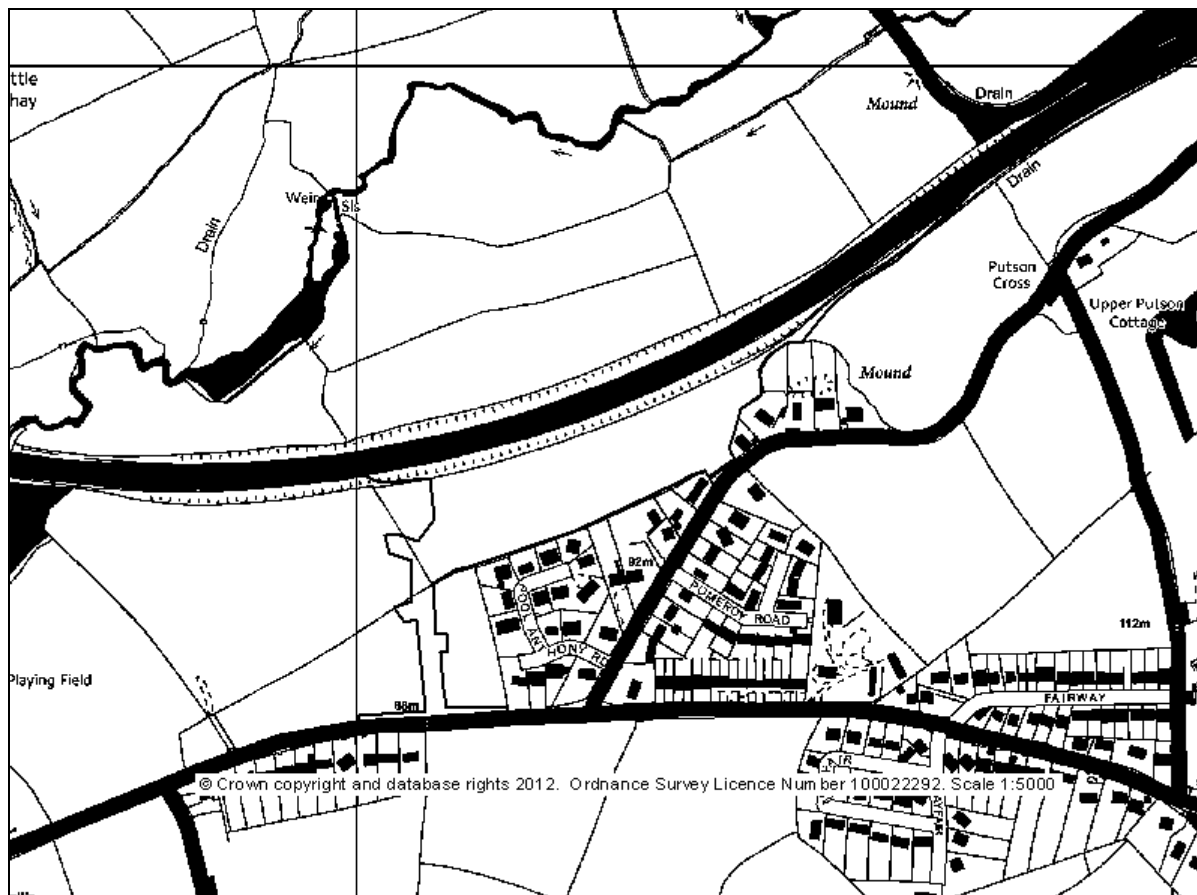
Grid Ref: 113326 : 298039

Applicant: Chettiscombe Trust Estate & Waddeton Park Ltd

Location: Land at NGR 298039 113326
(Off The A361) Blundells Road
Tiverton Devon

Proposal: Construction of a 'left in left out' road junction with associated engineering works, drainage facilities, embankment, soft landscaping and noise barrier

Date Valid: 23rd May 2014



REPORT OF THE HEAD OF PLANNING AND REGENERATION

14/00667/MFUL - CONSTRUCTION OF A 'LEFT IN LEFT OUT' ROAD JUNCTION WITH ASSOCIATED ENGINEERING WORKS, DRAINAGE FACILITIES, EMBANKMENT, SOFT LANDSCAPING AND NOISE BARRIER - LAND AT NGR 298039 113326 (OFF THE A361) BLUNDELLS ROAD TIVERTON DEVON

Reason for Report:

This is a major planning application and Members of the Planning Committee have requested that the Committee determine the application.

RECOMMENDATION(S)

Planning permission be granted subject to the receipt of a satisfactory drainage strategy and conditions as set out in this report.

Relationship to Corporate Plan:

Managing the environment

Financial Implications:

Should the application be refused and an appeal submitted to the Planning Inspectorate there is a risk of an award of costs against the Local Planning Authority if it were found to have behaved unreasonably.

Legal Implications:

None

Risk Assessment:

None identified

Consultation carried out with:

1. Highways Authority
2. Highways Agency
3. Devon and Cornwall Police Authority
4. Environmental Health
5. Natural England

6. Environment Agency
7. Historic Environment Service
8. Tiverton Town Council
9. Halberton Parish Council
10. Uplowman Parish Council

1.0 PROPOSED DEVELOPMENT

A description of the development proposed by this application is set out above, and a brief description of each of the key parts of the scheme are set out below. The site area comprises an area of approximately 5.6 hectares, currently in use as grazing land, and bounded to the north by the A361 and the south by residential development on Uplowman Road and Pool Anthony Drive (11 Dwellings share a common boundary with the application site).

The new highway infrastructure: The off slip road from the A361 follows a route across the field set away from the rear garden boundaries of the following properties along Uplowman Road (Blenheim House, Long Barrow and no's: 14, 12, 6, 10 & 2) and Pool Anthony Drive (no's 15, 17, 19 & 21). Towards the eastern corner of the site a roundabout is proposed which manages the routing of traffic to and from Blundells Road (the Distributor Road), and back onto a slip road that rejoins the A361 travelling in a westerly direction.

The distance from the off slip to the roundabout covers a span of approximately 360 metres, with running lanes travelling in each direction and gently sloping upwards in an easterly direction. The distance from the roundabout to the junction with Blundells Rd covers a span of approximately 220 metres with running lane travelling in each direction.

The Bund: The area of the site between the rear garden boundaries of the existing and the new slip road properties will be engineered with a bund to effectively form an envelope to form this infrastructure.

Initially the new highway corridors will run at a level below the rear of the adjacent residential properties, gently sloping upwards. At the rear of number 10 Uplowman Rd the new highway corridor would run at a datum level that is level to the ground level of the back garden to No.10. Adjacent to rear garden of no.21 Pool Anthony Drive the new highway corridor will run 3.3 metres higher than the ground level of back garden to no.21 with a further 2.5 metres to the top of the engineered bund (i.e. a 6.0 metre change in levels). At the top of the engineered bund across it's length an acoustic barrier is proposed which would stand 2.0 metres high.

New planting: Additional native planting is proposed along the bund and across the part of the site that sits between the northern boundary of the site and the northern edge of the engineered bund.

The application scheme has been amended since the application was originally submitted realigning the highway envelope that form the new slip road and the bund feature further away from the southern boundary of the site and away from the boundary from the residential dwellings.

2.0 APPLICANT'S SUPPORTING INFORMATION

Design and Access Statement

Protected Species Report

Environmental Statement containing following information on following environmental issues:

- Planning policy compliance;
- Socio-economics;
- Trees;
- Ecology;
- Cultural Heritage;
- Traffic and Transportation;
- Air Quality;
- Flood risk and drainage;
- Landscape and Visual impact;
- Ground conditions;
- Noise and vibration

3.0 TIVERTON EASTERN URBAN EXTENSION MASTERPLANNING PROCESS

This application constitutes a key piece of infrastructure required to facilitate the development proposed as part of the Tiverton Eastern Urban Extension. The Tiverton EUE is now subject to an adopted masterplan which is a Supplemental Planning Document and a material consideration when assessing developments within the masterplan area.

Spatially, the application site for the LILO and distributor road linking the new junction with Blundells Road occupies 5.62 hectares of land to the north and west of Poole Anthony Drive and North West of Uplowman Road. The adopted masterplan indicates that the new A361 road junction and distributor road would be provided approximately in the position that the planning application has proposed. The location of the LILO junction and distributor road is considered to be in accordance with the general principles of the masterplan. The detailed design and specific location of the LILO junction and distributor road has been prepared following discussions with the Highway Authority. The following section of this report provides an overview of the background to the Masterplanning process for the Tiverton Eastern Urban Extension.

The role and purpose of a Masterplan is a comprehensive plan that acts as a blueprint for the development of an area: setting out principles for the way in which it will come forward, coordinating policy and infrastructure requirements. It is common to utilise this approach for larger scale developments where there are multiple landowners/developers and there is a need to ensure development takes place in a comprehensive way to deliver common infrastructure, coordinate phasing and to resolve often complex planning issues.

Masterplans bridge the gap between planning policy aspiration and implementation in order to achieve a high quality design and create a successful place. They also set out key principles that planning applications will need to have regard to in order to be considered acceptable. It is important to understand that whilst a Masterplan sets out guidelines and principles for the development, it does not contain the same level of detail and supporting documentation that would be expected at a planning application stage. Additionally as Masterplans often relate to large strategically important sites that are to be delivered in

phases over what may be a long time period, they also need to contain flexibility in order to respond to changing circumstances.

Further details about the process of consultation on the Masterplan process and the scope of change from the Masterplan as initially drafted to the approved document are set out in the report that was presented to the Cabinet on the 17 April 2014, and subsequently to Council on the 30th April 2014 when it was voted to endorse the Masterplan and approve it as a material consideration for the determination of planning applications for new development, including this application.

4.0 RELEVANT PLANNING HISTORY

None

5.0 DEVELOPMENT PLAN POLICIES

Mid Devon Core Strategy (Local Plan Part 1)

COR1 - Sustainable Communities

COR8 - Infrastructure Provision

COR9 - Access

COR11 - Flooding

Mid Devon Allocations and Infrastructure Development Plan Document (Local Plan Part 2)

AL/TIV/1 - Eastern Urban Extension

AL/TIV/2 - Eastern Urban Extension

AL/TIV/3 - Eastern Urban Extension Environmental Protection & Green Infrastructure

AL/TIV/4 - Eastern Urban Extension Community Facilities

AL/TIV/5 - Eastern Urban Extension Carbon Reduction & Air Quality

AL/TIV/6 - Eastern Urban Extension Phasing

AL/TIV/7 - Eastern Urban Extension Masterplanning

Mid Devon Local Plan Part 3 (Development Management Policies)

DM1 - Presumption in favour of sustainable development

DM2 - High quality design

DM6 - Transport and Air Quality

DM7 - Pollution

DM27 - Development affecting heritage assets

Tiverton Eastern Urban Extension Masterplan – Supplementary Planning Document

6.0 CONSULTATIONS

HIGHWAY AUTHORITY

The Highway Authority first submitted comments regards this application on the first of July as set out in full below. In addition and since making those comments the Highway Authority have been involved in discussions with local stakeholders regarding the design, position and alignment of the application scheme, and also regarding commenting on the acceptability of alternative proposals put forward by local stakeholders. An update will be provided to this report on these matters in advance of the meeting on 27th August.

1st July 2014

The Highway Authority has no objections in principle to the application proposal; however there are some amendments and improvements which the Highway Authority feels would improve the suitability of the proposed development. As such, there is no objection with

regard to transport, but conditions are recommended below, which should be applied to any grant of permission for this development.

The Highway Authority has the following observations to make of the current proposal.

The current proposal for the junction with Blundell's road does not appear to have been analysed within the transport assessment (TA). In any case, the simple priority T-junction arrangement (staggered cross-roads) that has been proposed is not appropriate for the volumes of traffic which would be generated from the Tiverton Eastern Urban Extension. The Highway Authority's assessment undertaken to inform the Application would indicate a minimum design standard of a right turn lane from Blundell's Road junction but this would not be in keeping with the aspirations of the masterplan and a roundabout is the preferred design. This is because a roundabout would provide for the cross movement between the application sites to the southern and northern sides of Blundell's Road, thus reducing the potential to queue back onto the A361. Specifically, the Highway Authority would seek a roundabout of 32m ICD and pedestrian crossing facilities to be incorporated. Such a roundabout will also be able to cater for the commercial vehicles to and from Hartnoll Farm Industrial Park.

Despite the above, the current priority T-junction design would however cater for the construction traffic associated with development of the Chettiscombe Trust site (14/00881/MOUT) and should the Local planning Authority be minded to grant consent for the layout as designed, a restrictive condition on the link to Blundell's Road to ensure they are used for construction traffic only should be sought with the improved junction forming part of the residential / employment applications.

Item 4.2 in the TA suggests that the link between the left in - left out (LILO) junction onto the A361 and Blundell's Road will come forward in the Chettiscombe Trust application, but the approved masterplan, red line and indicative layout for this development shows it to be within this site and as such should be considered in the TA and as part of the application.

Item 4.5 states that the LILO can accommodate the Waddeton Park and Chettiscombe Trust planning applications but this does not agree with the adopted Masterplan. No assessment of the impact on Blundell's School or through Halberton is considered.

Item 4.6 gives the idea that the full A361 junction is only required if Hartnoll Farm comes forward. This is not the case and the consideration of the impact of the development traffic upon Blundell's School and Halberton would warrant the full A361 junction being in place.

The location of the roundabout directly off the slip roads a change from an earlier design of the A361 junction was not as anticipated or previously advised upon and I attach a plan which shows a preferred alternative location in red. This advised position would provide for an appropriate access into the commercial land, whereas the location shown with the application (while it is acceptable in highway terms) would most likely require a right turn lane into the commercial road given the proximity to the roundabout. Analysis of this is however not available and is not contained within the TA. Further, analysis of the junctions of the residential roads off the link road is also omitted from the TA.

The Application for the outline application under 14/00881/MOUT is a reserved matter application accept for access and the Highway Authority would question whether or not these access points should be considered at this application stage in order to provide suitable flexibility and should be considered only in the general principles of design and should be informed by the junction assessments which should be included at the outline application stage. Such principles should include Visibility, compliance with Manual for Streets, style and type.

The Current drainage proposals are unacceptable to the Highway Authority and detailed drainage design should be revisited and the Local Planning Authority is advised to condition the drainage for approval prior to commencement.

The Street lighting layout is indicative and a full design and specification would be undertaken by the highway Authority once the final layout has been determined and can form part of the detailed design at the section 38/278/106 stage.

No Safety Audit has been submitted with the application and stage 1 independent audit should be undertaken and the findings should be responded to and any amendments incorporated into the design, of particular interest is the weaving lane design and calculations/ analysis which are not included in the transport assessment. The Delivery of the junction through legal agreement will require stage 2, 3, and 4 safety audits to be undertaken by an independent Auditor.

Should the Local Planning Authority be minded to grant consent for this application, then the following conditions need to be imposed in addition to the section 106 requirement.

Recommendation:

THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, RECOMMENDS THAT THE FOLLOWING CONDITIONS SHALL BE INCORPORATED IN ANY GRANT OF PERMISSION:-

CONDITIONS FOR RESIDENTIAL ESTATES

1. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:
 - (a) the timetable of the works;
 - (b) daily hours of construction;
 - (c) any road closure;
 - (d) hours during which delivery and construction traffic will travel to and from the site.;
 - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
 - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
 - (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
 - (h) the means of enclosure of the site during construction works; and
 - (i) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
 - (j) details of wheel washing facilities and obligations
 - (k) The proposed route of all construction traffic exceeding 7.5 tonnes.
 - (l) Details of the amount and location of construction worker parking.
 - (m) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;

2. The proposed estate road, cycleways, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins, For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

REASON: To ensure that adequate information is available for the proper consideration of the detailed proposals.

3. No development shall take place until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. Unless it is demonstrated that it is unfeasible to do so, the scheme shall use appropriate Sustainable Urban Drainage Systems. The drainage scheme shall be designed so that there is no increase in the rate of surface water runoff from the site resulting from the development and so that storm water flows are attenuated. The development shall be carried out in accordance with the approved scheme.

REASON: To protect water quality and minimise flood risk in accordance with policy in NPPF.

4. The development hereby approved shall not be carried out otherwise than in accordance with a phasing programme which shall previously have been submitted to and approved by the Local Planning Authority in writing.

REASON: To ensure the proper development of the site.

5. Approval of the details of the appearance, layout, scale, the means of access thereto and the landscaping of the site shall be obtained from the Local Planning Authority, and the development shall not be carried out except in accordance with the details so approved.

REASON: The application is in Full and these details need to be submitted to be approved.

HIGHWAYS AGENCY - NETWORK PLANNING MANAGER - 17th June 2014

DEVON & CORNWALL POLICE AUTHORITY - 2nd June 2014

I have forwarded 14/00667 to the Mid Devon Road Traffic Accident Reduction Officer for their consideration.

ENVIRONMENTAL HEALTH - 16th June 2014

Contaminated Land - N/A

Air Quality - I have no objections to this proposal

Waste & Sustainability

Drainage - I have no objections to this proposal

Noise & other nuisances - I have no objections to this proposal

Housing Standards - Not applicable

Licensing - Not applicable

Food Hygiene - Not applicable

Private Water Supplies - Not applicable

Health and Safety - No objections

NATURAL ENGLAND - 29th May 2014

The Wildlife and Countryside Act 1981 (as amended)

The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

ENVIRONMENT AGENCY - 4th June 2014 - We object to this application until such time that it can be demonstrated that the drainage of surface water runoff from this site is consistent with an approved surface water drainage strategy for the east of Tiverton extension.

We have no concerns regarding the main A361 junction, given the footprint of the earthworks would be outside the floodplain of the River Lowman. Neither do we raise any concerns regarding the surface water strategy for the northern parts of the junction proposal given these incorporate Suds techniques and drain somewhat of a separate catchment.

However, we do however query whether the drainage strategy for the southern spur of the proposal, the 'Blundells Road link', follows Suds principles. We also question whether it would dovetail into a drainage strategy for the urban extension area as a whole.

The solution proposed for the southern spur would involve draining waters via a tanked system into an existing highway drain. It would appear that this tank would ultimately drain a 0.5ha plot of land in addition to the road. Underground sealed tanks systems are not Suds and cannot 'mimic natural drainage' including the volume of runoff. It is also not clear where the water would ultimately discharge to.

We request that clarification be given regarding what surface water management master planning has been carried out to date and that it is be made available for review. This will

allow more informed decisions to be made and avoid confusion. We have provided a consistent message regarding the requirement for a strategic approach to the management of surface water runoff. The adoption of a piecemeal approach risks an increase in flood risk to downstream property and we trust all parties appreciate the value of adopting a strategy and consequences of failure to do so.

HISTORIC ENVIRONMENT SERVICE - 13th June 2014

I refer to the above application. The proposed development lies in an area of high archaeological potential. Previous investigative archaeological excavations and geophysical survey work has identified prehistoric activity in the vicinity, in the form of ploughed-out funerary monuments and an extensive field system. The geophysical survey of the application area shows anomalies that are indicative of archaeological features of similar character. The construction of the new road junction and associated infrastructure will expose and destroy these heritage assets.

For this reason and in accordance with paragraph 141 of the National Planning Policy Framework (2012) I would advise that any consent your Authority may be minded to issue should carry the condition as worded below, based on model Condition 55 as set out in Appendix A of Circular 11/95, whereby:

'No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The development shall be carried out at all times in strict accordance with the approved scheme, or such other details as may be subsequently agreed in writing by the District Planning Authority.

Reason

'To ensure that an appropriate record is made of archaeological evidence that may be affected by the development'

I would envisage a suitable programme of work as taking the form of the archaeological control of the topsoil stripping and any subsequent ground reduction, as required, across the proposed development's 'footprint' to allow for the identification, investigation and recording of archaeological and artefactual deposits affected by construction works. This work would have to be undertaken in advance of any construction work and the applicant should ensure that sufficient time is allowed in the construction programme for this archaeological mitigation to be undertaken. The results of the fieldwork and any post-excavation analysis undertaken would need to be presented in an appropriately detailed and illustrated report.

I will be happy to discuss this further with you, the applicant or their agent. We can provide the applicant with a Brief setting out the scope of the works required, as well as contact details for archaeological contractors who would be able to undertake this work.

TIVERTON TOWN COUNCIL - 18th June 2014 - Unable to support. The proposal is too close to dwellings and will result in an unacceptable increase in noise. There will be a significant increase in traffic, and there are concerns relating to light pollution and air quality. The Council still feel that a roundabout would be a better solution. We would like highways to relook at other options.

UPLOWMAN PARISH COUNCIL - 13th June 2014 - I am directed by Uplowman Parish Council to inform you that this Council objects to the plans as submitted.

The proposed realignment of routes between Uplowman and our principal market town, Tiverton, will be greatly affected by the Eastern Urban Extension proposals and this junction could be better arranged to alleviate traffic management for vehicles travelling to/from the Uplowman direction, including the many vehicles that use this route to by-pass Halberton.

The view of Uplowman PC is that the junction could be reorientated to put the access roundabout in the gap next to or behind number 12 Uplowman Road. This would mean that much of the traffic from this direction could by-pass significant parts of the new EUE residential areas.

The present proposal to block Uplowman Road and reroute this traffic via the former Post Hill hospital site will ensure that traffic has to pass through much of the EUE, resulting in conflicts with school runs and other residential traffic and the UPC does not consider this appropriate.

It is also the view of UPC that the proposed horseshoe type of design has a history of safety issues and should be reconsidered.

HALBERTON PARISH COUNCIL - 17th June 2014 - No building works should take place at all until the junction is built and is operational. The PC has fears that the `Lilo` will increase traffic through Halberton but a properly constructed junction is necessary.

7.0 REPRESENTATIONS

13 objections have been received. The comments raised have been summarised as follows:

- The LILO is inadequate for the volume of traffic it will serve
- Inadequate drainage will produce localised flooding
- The new road will produce an unacceptable amount of noise pollution
- The new road will produce an unacceptable amount of air pollution
- Lighting the LILO will produce an unacceptable amount of light pollution
- A T junction connecting the proposal to Blundells Road is not adequate for the amount of vehicular movements
- The construction of the road will be disruptive to the surrounding area
- The LILO will lead to more congestion on Blundells Road
- No mitigation to local residents
- The developer should provide more costs for highways infrastructure
- The junction should be a full cloverleaf to alleviate traffic problems
- Traffic vibration
- More information and a timescale for planting should be provided
- There should have been a longer consultation period
- The area will be blighted with more concrete
- If the LILO is not built before the start of the EUE there will be an unacceptable amount of traffic on Blundells Road

8.0 MATERIAL CONSIDERATIONS AND OBSERVATIONS

- Policy/masterplanning
- Design of Left In Left Out junction and distributor road
- Impact on nearby residents
- Drainage
- Noise and vibration
- Air Quality
- Ecology

- **Policy/masterplanning**

The earlier section in this report overviews how the development proposed by this application sits as part of the adopted Masterplan, and in terms of the timescale for the delivery the masterplan infrastructure, the table at section 6.4 of the Adopted Masterplan document sets out the following aspirations requires:

The delivery of the on and off slip prior to any development - for use by construction traffic

The delivery of the left in and left out junction to the A361 and highway link between this junction and Blundells Rd – Prior to the occupation of any development.

- **Design of Left In Left Out junction and distributor road**

The application consists of the construction of a new Left In and Left Out junction (LILO) onto the westbound carriageway of the A361 North Devon Link Road and the construction of a distributor road linking the new Left In Left Out junction with Blundells Road to the west of Pool Anthony Drive. The distributor road includes a roundabout which is intended to form the connection point for a new bridged road and slip roads from and onto the eastbound carriageway of the A361. An application for the full works to the A361 to provide a 'cloverleaf' junction (slip roads east and westbound with works both north and south of the A361) has now been received.

The application also includes drainage facilities, embankment, soft landscaping and noise barrier to the north of properties in Uplowman Road and Pool Anthony Drive.

The LILO and associated distributor road connecting to Blundells Road will be used for construction traffic while development of the Tiverton Eastern Urban Extension (Tiv EUE) is underway.

There is an approximate land level height difference of 6m between the existing A361 carriageway and the proposed road through the field north of Pool Anthony Drive (to link onto the A361 travelling eastwards). The new on and off slip roads onto the westbound carriageway of the A361 will be engineered to from and acceptable gradient of road. This will inevitably require the removal of a large amount of earth to enable the new link onto the A361 to be provided.

The land upon which a majority of the LILO, roundabout and distributor road is proposed to be constructed is currently relatively level. These levels will be manipulated in order to achieve an acceptable gradient for the road and to reach the required height at the western end of the road to form a link with the proposed roundabout. The roundabout is by necessity elevated above the height of the existing land as it will be connected to an 'overbridge' across the A361. The height of the new road above existing land levels will increase from east to west. While at the far eastern end of the new road the carriageway will be approximately 4m lower than the floor level of the nearest property (14 Uplowman Road), at the far western end the road and roundabout level will be approximately 4m above the floor level of the nearest property (21 Pool Anthony Drive). This represents a 1:41 road gradient which is very shallow and acceptable to the Highway Authority.

The connecting road from the roundabout to Blundells Road will ultimately be used to serve further development on the northern side of Blundells Road. The standard junction arrangement as proposed with Blundells Road will be adequate to be used

by construction traffic only, and will not be acceptable for use by occupants of new development. This junction will need to be upgraded (most likely to a roundabout) prior to the use of the road by occupants of new dwellings or new employment floor space. The junction would be acceptable for use to serve construction traffic for the development of the Tiv EUE masterplan area. To ensure that the LILO and connecting road can be used by non construction traffic as soon as possible, a condition has been imposed requiring the upgrade of the junction to enable non-construction traffic use prior to the first occupation of any new dwellings permitted as part of the Tiv EUE masterplan development (excluding development of the former Post Hill Hospital site).

In addition to the provision of the LILO and connecting road it is also proposed to construct an acoustic and visual bund along the southern edge of the proposed carriageway. The design and location of the bund has been revised in order to reduce the impact on the occupiers of neighbouring residential properties in Pool Anthony Drive and Uplowman Road which share a boundary with the field within which the LILO and road is proposed. The southern edge of the bund is closest to number 12 Uplowman Road at 2m from the rear garden boundary, and furthest away from 21 Pool Anthony Drive where it is approximately 28m from the rear garden boundary. The proximity of the bund to the dwellings has been measured and is included in the following section regarding impact on neighbouring residents.

The bund is approximately 2m higher than the existing land level at the eastern end with a 2m high acoustic fence on top. At this point the bund is much closer to neighbouring residential properties. The bund increases in height to the west and where it is in line with 21 Pool Anthony Drive the bund is approximately 6.5m higher than the existing land level with a 2m acoustic fence on top. However, at the western end the southern edge of the bund is approximately 28m from the rear garden boundary of this property.

The Highway Authority is satisfied with the design and layout of the proposed LILO and connecting road and this infrastructure is required by Policy Tiv 8 AIDPD and the Tiv EUE masterplan SPD and supported by the requirements of policy COR8 MDCS. The design and siting of the LILO and associated infrastructure is therefore considered to be in accordance with planning policy.

- **Visual impact on nearby residents**

The provision of a new Left In Left Out junction and connecting road to Blundells Road will have an impact on the view and outlook from a number of properties in Pool Anthony Drive and some properties on the northern side of Uplowman Road.

13 letters of objection have been received from residents of properties in this area. The concerns raised in these letters have been taken into account during the assessment of the application.

Concerns have been raised about the proximity of the proposed acoustic and visual bund. The following table provides measurements of the distances between neighbouring property boundaries and from rear of the properties and the southern edge of the bund. The siting of the bund has been revised and moved north away from the rear boundaries of the neighbouring properties. The bund is proposed to follow the southern edge of the carriageway rather than the rear boundary of neighbouring properties.

| Name/No. of property | Distance from <u>property</u> to southern edge of bund (Metres- approximate) | Distance from <u>boundary</u> to southern edge of bund (Metres – approximate) |
|-----------------------------|---|--|
| Long Barrow | 27 | 10 |
| 14 Uplowman Road | 16 | 14 |
| 12 Uplowman Road | 9 | 5 |
| 10 Uplowman Road | 30 | 10 |
| 6 Uplowman Road | 23 | 13 |
| 2 Uplowman Road | 77 | 18 |
| 15 Pool Anthony Drive | 28 | 20 |
| 17 Pool Anthony Drive | 38 | 23 |
| 19 Pool Anthony Drive | 43 | 28 |
| 21 Pool Anthony Drive | 38 | 28 |

The bund will be visible from all of the above properties but to varying degrees depending on the existing boundary treatment between the properties and the application site. A number of the affected properties have fairly dense screening on their northern boundary which will limit the impact of the bund and acoustic fence on the outlook from these properties. However, other properties currently have very limited screening on the northern boundary which will result in the bund and acoustic fence being more visible until the proposed planting has occurred and had time to become established.

Where the bund is highest it is also the furthest from neighbouring properties. The bund is closest to 12 and 14 Uplowman Road, however the visual impact of the bund on these properties would be quite different. 14 Uplowman Road is orientated to look west/south west. The LILLO at this point on the application site is cut into the land and would be between 2 and 4m lower than the boundary level of this property. From the rear garden of 12 Uplowman Road the bund would appear approximately 1.5m high with the 2m acoustic fence on top of the bund.

The table below indicates the height of the bund as viewed from the rear gardens of the neighbouring properties as well the height from the ground level adjacent to the north elevations of these properties.

| Name/No. of property | Height of bund from northern garden boundary + 2m acoustic fence (metres - approximate) | Height of bund from ground level on northern side of property (metres- approximate) |
|-----------------------------|--|--|
| Long Barrow | No bund – road cut in | No bund – road cut in |
| 14 Uplowman Road | No bund – road cut in | No bund – road cut in |
| 12 Uplowman Road | 3.5 | 3 |
| 10 Uplowman Road | 3.75 | 0 |
| 6 Uplowman Road | 5 | 4.25 |
| 2 Uplowman Road | 6 | 6 |
| 15 Pool Anthony Drive | 6.25 | 6.5 |
| 17 Pool Anthony Drive | 6.75 | 7.25 |
| 19 Pool Anthony Drive | 8 | 8 |

| | | |
|-----------------------|-----|---|
| 21 Pool Anthony Drive | 8.0 | 8 |
|-----------------------|-----|---|

The bund and acoustic fence combination would sit approximately 8.0 m high when viewed from the northern garden boundary of 21 Pool Anthony Drive. However, there is an existing boundary hedge (albeit not overly high) and the bund would be 28m from the boundary. The southern edge of the bund would be 38m from the north elevation of the property.

The intervening space between the northern garden boundaries of properties adjacent to the application site is proposed to be landscaped. While the landscaping would not have an immediate effect in softening the appearance of the bund, overtime the planted landscaping in this area will assist in reducing the view of the bund itself. While the outlook from these neighbouring properties will inevitably change following construction of the road and bund, it is not considered that the bund will be overbearing on the residents of these residential properties. Some objections that have been received refer to the loss of view into the existing field and beyond, however, planning policy and legislation provides no right to a view and cannot be considered as a valid objection to the proposed development.

The visual impact of the proposed road and bund on the amenity of occupiers of neighbouring properties has been carefully assessed. While it must be stated that the construction of the bund will have an impact on the outlook from these properties, however once the bund has been formed and sits as part of an integrated the landscape it is considered that it will sit more comfortably. In making a decision on this application it will be necessary to balance the impact on the amenities of the occupiers of the affected properties against the overriding benefits of delivering this infrastructure.

Overall and in the long term your officers consider that the impact of this part of the application proposals would not have an unacceptably adverse effect on the amenity of these properties and that a refusal based on visual impact ground would not be justified.

- **Drainage**

- At the time of publication of this report the drainage strategy for this development has not been agreed. Some additional and revised drainage details have been received but these have not yet been reviewed by the Local Planning Authority or the Environment Agency. Members will be provided with an update regarding the proposed drainage strategy prior to the 27th August 2014 Planning Committee. The recommendation of approval is on the basis that a satisfactory drainage strategy is submitted prior to the consideration of the application by Planning Committee.

- **Noise and vibration**

The LILO is proposed to be constructed on land to the north and west of Uplowman Road and Pool Anthony Drive. The application site is a noisy environment due to the proximity to the A361. The A361 is clearly audible when visiting the application site and many of the neighbouring properties. The noise assessment submitted with the application concludes that some properties closest to the LILO are likely to experience a marginal increase in background noise levels. However, there is no evidence to suggest that these properties will experience a significant increase in noise levels as a result of this development. Environmental Health have reviewed the proposal and the accompanying assessment and raised no objections. They

indicate that the assessment has been carried out in accordance with the Department of Transport guidance in Design Manual for Roads and Bridges and Calculation of Road Traffic Noise and the conclusions within the assessment are acceptable.

The noise and vibration assessment is based on traffic data provided by the applicant's transport consultant, on-site verification measurements, noise modelling and noise predictions. Noise levels during construction have been predicted at noise-sensitive properties in the vicinity of the site. The assessment concludes that noise levels are predicted to remain within the 65 dB(A) target criterion for all works and receptor locations and that due to the distances between the site and sensitive receptors there is a low probability of perceptible levels of vibration at receptor locations. According to available sources 65 dB(A) would equate to a normal conversation in a restaurant or office.

Policy DM7 Local Plan Part 3 (Development Management Policies) prevents development where pollution (including noise pollution) would have an unacceptable negative impact on health, the natural environment or general amenity. The need to take into account the acoustic environment is also identified in the NPPG. This requires LPA's to consider whether or not a significant adverse effect is occurring or likely to occur, whether or not an adverse effect is occurring or likely to occur and whether or not a good standard of amenity can be achieved.

The noise assessment and further clarification letter from the noise consultant indicates that 12 properties would experience a slight increase in noise levels. The increase in noise levels ranges from 0 to 4.9 dB(A) but is as a result of both the proposed LILO and assessed proposed changes in traffic levels on Uplowman Road. With such a slight increase in noise levels the development of the LILO is very unlikely to result in a material change in behaviour which would be associated with a noise level causing a significant observed effect. It is also unlikely to have an observed adverse effect as this would also require changes in behaviour and/or attitude. The noise associated with the construction of the LILO is likely to be heard, albeit for a temporary period and it is also possible that some properties will experience a very slight increase in background noise levels when the LILO is operational. However, it is considered that the additional noise associated with the development would have no observed adverse effect and would not lead to a perceived change in the quality of life. Occupiers of nearby residential properties are unlikely to share this view and may consider that the noise level during and post construction would have an observed effect and that their behaviour would change as a result. Even if this was considered to be the magnitude of effect on nearby residents, the NPPG does not suggest that the development should not go ahead, it recommends that the effects are mitigated and reduced to a minimum. This application delivers mitigation through the provision of an earth acoustic bund (to be landscaped) with an acoustic fence erected on top of the bund.

The noise assessment is broken down into short term and long term impacts. The short term impact assessment is based on the future year so a direct comparison and prediction of specific impact of the LILO could be completed. The long term assessment considers the impact of proposed developments, not subject to this application, but which are included in the wider masterplan area.

The noise assessment concludes that on an area wide basis the LILO will have a negligible to minor area-wide acoustic benefit. There are also some localised predicted noise increases, and as mentioned above 12 properties closest to the development are predicted to experience a moderate increase of up to 4.9 d(B),

however this has been assessed as a negligible to moderate adverse impact. The long term impacts are not easy to quantify just for the LILO as the assessment takes into account other developments. However, the long term assessment predicts noise impacts of no worse than minor.

While there will be some localised increase in background noise levels for some properties closest to the development, this impact is considered to be a moderate adverse impact at worst. Overall, with regards to noise impacts, the development is considered to be in accordance with policy DM7 Local Plan Part 3 (Development Management Policies) and the NPPG.

- **Air Quality**

The application is supported by an Environmental Impact Assessment which includes a chapter on air quality. The air quality information has been reviewed by Environmental Health who raised no objection to the proposed development and considered the supporting air quality assessment to be in accordance with the DEFRA Local Air Quality Management – Technical Guidance (LAQM.TG(09)), Department of Transport Design Manual for Road and Bridges, 2014 Transport Analysis Guidance Unit A3 Environmental Impact Appraisal and the Environmental protection UK – Development Control: planning for Air Quality 2010. Environmental Health consider that the correct criteria has been followed and the conclusions of the air quality assessment are acceptable.

The air quality assessment undertaken has included potential impacts during construction and during the operational phase of the LILO development. The impacts on air quality differ between the construction and operational phases of the development. Any construction phase impacts would arise primarily from emissions of dust and fine particulate matter and potentially from nitrogen dioxide from construction vehicles. Operational phase impacts will arise as a result of the redistribution of road vehicles giving rise to nitrogen oxide emissions and dust and fine particulate matter.

During construction activities there is potential for emissions of dust from the site to result in soiling at nearby properties. Without mitigation there is a medium risk of properties within 100m of the development being effected. Dust emissions can be effectively controlled through management and mitigation practices as set out in the Institute of Air Quality Management. The assessment concludes that adherence to a Dust Management Plan (part of the Construction Management Plan) is likely to limit the potential adverse impacts on residential properties to negligible impacts.

The redistribution of traffic as a result of the introduction of the LILO has indicated that pollution concentrations will generally be beneficially effected, however, there would be a slight adverse effect on annual mean nitrogen dioxide at two properties closest to the LILO.

The impacts of the LILO have been assessed using the methodology in the Department of Transport's TAG Unit A3 Environmental Impact Appraisal. The TAG assessment for the LILO is based on the assessment of ten roads which have been identified as making up the affected network including: A361 link close to Blundells Road, A361 link close to A361, Blundells Road (east centre and near school), Post Hill, Heathcoat Way (south and north), A361 LILO to M5 junction 27 and A361 LILO to Gornhay. The TAG assessment predicts that the introduction of the LILO would result in an improvement in air quality at 927 existing and proposed residential

properties, with a deterioration at 299. At all locations where the LILO is predicted to result in an increase in pollutant concentrations the annual mean NO₂ concentrations are predicted to remain below or comfortably below the objective target of 40 ug/m³ for nitrogen dioxide. The concentrations of dust and fine particulate matter follow a similar pattern to the nitrogen dioxide result. The assessment found that an imperceptible increase/decrease is predicted to arise in all but eight of the receptors. The TAG assessment concludes that overall the LILO would result in a reduction in emissions and have a beneficial effect on air quality.

The application is accompanied by an acceptable air quality impact assessment and it is concluded from this assessment and review by Environmental Health that the development will not have unacceptable negative impact on nearby receptors (including occupiers of residential properties). With regards to air quality the application is therefore in accordance with the requirements of policy DM7 Local Plan Part 3 (Development Management Policies).

- **Ecology**

The Environmental Statement details the potential impacts on protected species and concludes that the site supports the following protected species.

Dormice: Nests were found across the site within hedgerows with the potential to support approximately 5 individual dormice and suggests that those dormice inhabiting the site could be part of a larger population. Dormice are considered likely to be present within all hedgerows. Without mitigation, it is likely that the proposed slipway would represent a significant barrier to dormouse movement and disturbing, injuring or killing dormice, or affecting their habitats. A permanent significant adverse effect is predicted. With mitigation in the form of planting new habitat and installing dormouse nest boxes will reduce the impact and connectivity and habitat quality is likely to be restored within 2-3 years. No residential significant impact is predicted.

Bats: Low to moderate levels of bat activity were found on the site for foraging and commuting bats, particularly around mature trees at hedgerow junctions. A total of 12 bat species were found on the site, the majority of individuals being common pipistrelles. The proposed slipway is likely to increase isolation of bat habitats and to affect commuting corridors. Temporary and permanent lighting is also considered to reduce the value of foraging corridors. A permanent, slight potential significant adverse effect is predicted. With mitigation in the form of planting new habitat and a lighting strategy will reduce the impact and connectivity is likely to be restored. No residential significant impact is predicted.

Badgers: Limited evidence was found of badgers using the site, except for a small but likely main sett within a hedgebank at the western end of the site, tracks suggesting the animals use the sunken lane on the western boundary to commute away from the site. A small number of badgers may be displaced from their foraging habitat but there is a low risk that badgers will be killed. A very low, not significant adverse effect is predicted. With additional habitat planting and improved connectivity, a residual significant beneficial effect is predicted.

Birds: There will be a direct loss of nesting, foraging and sheltering habitat and increased disturbance. A permanent, moderate potential significant adverse effect is predicted. The Construction Environmental Management Plan and lighting strategy will be conditioned and the new habitat to be provided will result in a residential significant beneficial effect.

Reptiles and amphibians: The hedgerow habitats have limited potential to support a low population of widespread reptiles and amphibians. Some individuals may be killed during vegetation clearance and a very low/slight potential significant adverse effect is predicted. The Construction Environmental Management Plan and lighting strategy will be conditioned and the new habitat to be provided will result in a residential significant beneficial effect.

Mitigation to take the form of planting new species-rich hedgerow, scrub and woodland will improve habitats and corridors. A Construction Environmental Management Plan will be conditioned to be submitted prior to commencement of works. The Plan will provide appropriate measures to mitigate construction impacts upon sensitive wildlife and include on-going management and monitoring.

The Environmental Statement also sets out significant habitats in the vicinity of the site which have the potential to be impacted by the development. These habitats include an area of culm grassland SAC and the Tidcombe Lane Fen SSSI site, native hedgerows and mature trees. The Environmental Statement concludes that no potential significant effect is predicted in relation to the culm grassland SAC and the Tidcombe Lane Fen SSSI. However, a permanent, moderate potential significant adverse effect is predicted on hedgerows through removal to create the new slipway access, although it is noted that the hedgerows to be removed are less diverse. A permanent, slight adverse effect is predicted on trees as two mature trees will need to be removed. With additional planting, the impacts will become significantly beneficial. Natural England advises that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Subject to appropriate mitigation, it is considered that the proposal will comply with policies DM2 and DM30 of the Local Plan 3 Development Management Policies and the National Planning Policy Framework in respect of impacts on protected sites, habitats and species.

- **Landscape and Visual impact**

The scheme has been described in detail above, and given the nature and magnitude of the proposals there will be an impact on the landscape character and visual amenities of the area. An overview of the impact of the application on the outlook from vantage points to the south (i.e. from the residential properties adjacent) has already been set out above. From the north, the current hedgerow and planted boundary to the A361 corridor forms a significant visual feature in views back to the site, and will provide a visual screen to part of the application, although the eastern and western sections of the new infrastructure will be visible, albeit within the context of the new masterplanned environment. Where views are affected from vantage points to the north these will be seen in the context of other development being undertaken within the masterplan area. New planting will assist mitigate any impact, including planting to the engineered bund, the transition space between the southern boundary and the northern slope of the bund and set back from the boundary of the A361 as currently planted where the existing planting is to be removed to accommodate the westerly slip road.

9. SUMMARY

This application seeks planning permission for the construction of a new left in and left out junction on the westbound carriageway for the A361, in association with engineering works, drainage facilities, the formation of a bund/noise barrier and soft landscaping on land adjacent to rear of the existing residential dwellings on

Uplowman Road and Pool Anthony Drive. Eleven houses share a common boundary with the application site.

The alignment of the highway envelope that form the proposed scheme has been designed to minimise the noise and visual impact on the application scheme on the occupiers of the adjacent houses, whilst maintaining a scheme that remains acceptable in highway design terms and so that vehicles are able to access and exit the masterplan area directly from and onto the A361 travelling in a westerly direction. The application scheme has been designed as the first part of a full movement junction taking in both sides of the A361 and enable access and agrees in both a westerly and easterly direction. The scope of the arrangements for surface water drainage will need to be revised to satisfy the requirements of the Environment Agency.

13 representations have been received raising an objection to the application proposal which mainly relate to the impact of the application scheme on the residential amenities of the neighbouring occupiers given the separation distance between the residential boundaries and the scope of development proposed. The scheme has been designed so that the running lanes will sit behind a bunded formation which will be planted up with a native planting scheme and an acoustic barrier standing 2.0 metres on top of the formed bund. At it's closest point to the affected residential dwellings the back of edge of the bund will sit approximately 5.0 metres to the neighbouring residential boundary. The corresponding distance from the rear elevation of the affected properties to back edge of the highway envelope is 9.0 metres. The formation of the bund and acoustic fencing will minimise the noise impact, so that the increase in the background noise level along the southern boundary adjacent to the affected residential dwellings is not predicted to be more than 4.9 dB.

In policy terms the principle of the development is supported by Policy AL/TIV/2 and the adopted masterplan which presents an adopted spatial strategy to deliver the proposed Tiverton Eastern Urban Extension which is promoted in the adopted development plan by policies AL/TIV/1-7. Furthermore by granting planning permission for this application scheme, and facilitating the delivery of the scheme as proposed, the development of the Masterplan area will progress in accordance with the highways infrastructure triggers as set out in the adopted Masterplan. The component parts of the application scheme will affect the amenities currently enjoyed by a limited number of local residents. However when balanced against the overriding benefits to the delivery of the Masterplan proposals as a whole it is considered that planning permission should be granted, subject to the conditions as set out.

10.0 CONDITIONS

1. CD1 Time limit - full
The development hereby permitted shall be begun before the expiration of 12 months from the date of this permission.

Reason: Given the specific circumstance relating to the application scheme and the need to ensure that it is delivered in a timely fashion.

2. The development hereby permitted shall not be commenced until a programme showing the phasing of the application scheme has been submitted to, and been

approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved phasing programme.

Reason: The Local Planning Authority wishes to ensure that the development proceeds in an orderly manner and in the interests of safeguarding the amenities of the residents who live adjacent to the site, in accordance with policies policy DM2 of the Local Plan Part 3 (Development Management Policies).

3. No development shall take place until detailed drawings showing the following modification to the scheme shall be submitted to and approved by the Local Planning Authority: Proposed junction arrangements from the distributor link road through to the masterplan development areas north of Blundells Rd as shown on drawing 11226.553. The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule on the decision notice and the approved plan showing the revisions as set out above.

Reason: In order to ensure all the junction arrangements have been assessed in terms of terms of their design, for the avoidance of doubt and in the interests of proper planning.

4. No development shall begin until there has been submitted to, and approved in writing by the Local Planning Authority, a detailed schedule of the new landscaping and engineering works incorporating proposed details on the formation of the bunding, acoustic barrier and additional landscaping / planted areas across the application site as hereby approved, including a full planting schedule and datum levels across the site where engineering works are proposed.

Reason: To assist with the mitigation of the impact of the application and in the interests of seeking to minimise the impact of the development on to the character and amenity of the area in accordance with policies policy DM2 of Local Plan Part 3: (Development Management Policies) and the adopted masterplan.

5. All the works associated with the formation of the bunding/ acoustic barrier and planted zone as shown on as shown on plan 1126.553 (rev P1), is to be completed in accordance with approved details prior to commencement of use of the new highway routes.

Reason: To assist with the mitigation of the impact of the application and in the interests of seeking to minimise the impact of the development on to the character and amenity of the area in accordance with policies policy DM2 of Local Plan Part 3: (Development Management Policies) and the adopted masterplan.

6. All planting, seeding, turfing or earthworks comprised in the approved details of landscaping and engineering works is to be completed in accordance with approved details prior to the first use of the development hereby approved and any trees or plants which within a period of ten years from the implementation of the scheme (or phase thereof), die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To assist with the mitigation of the impact of the application and in the interests of seeking to minimise the impact of the development on to the character and amenity of the area in accordance with policies policy DM2 of Local Plan Part 3: (Development Management Policies) and the adopted masterplan.

Reason:

7. Before the development hereby permitted is first brought into use for vehicular traffic other than construction traffic associated with the development of any residential and/or commercial development across the adopted masterplan area (excluding the site of the former Post Hill Hospital site), details of junction improvement works at the junction of the approved route with Blundells Road to make the junction, connecting road and Left in left Out junction suitable for use by all traffic, shall be submitted to, and be approved in writing by, the Local Planning Authority. The approved details shall be completed to the satisfaction of the local planning authority prior to its use by non-construction vehicular traffic.

Reason: Reason: In order to ensure all the junction arrangements have been assessed in terms of terms of their design, for the avoidance of doubt and in the interests of proper planning.

8. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:
- (a) the timetable of the works;
 - (b) daily hours of construction;
 - (c) any road closure;
 - (d) hours during which delivery and construction traffic will travel to and from the site.;
 - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
 - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
 - (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
 - (h) the means of enclosure of the site during construction works; and
 - (i) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
 - (j) details of wheel washing facilities and obligations
 - (k) The proposed route of all construction traffic exceeding 7.5 tonnes.
 - (l) Details of the amount and location of construction worker parking.
 - (m) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;

Reason:.To assist with the mitigation of the impact of the application and in the interests of seeking to minimise the impact of the development on to the character and amenity of the area in accordance with policies policy DM2 of Local Plan Part 3: (Development Management Policies).

9. The proposed new road, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins, For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason: To ensure that adequate information is available for the proper consideration of the detailed proposals.

10. No development shall take place until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. Unless it is demonstrated that it is unfeasible to do so, the scheme shall use appropriate Sustainable Urban Drainage Systems. The drainage scheme shall be designed so that there is no increase in the rate of surface water runoff from the site resulting from the development and so that storm water flows are attenuated. The development shall be carried out in accordance with the approved scheme.

Reason: To protect water quality and minimise flood risk in accordance with policy in NPPF.

Contact for any more information

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Background Papers

Tiverton Eastern Urban Extension
Masterplanning

File Reference

14/00667/MFUL

Circulation of the Report

Cllrs Richard Chesterton
Members of Planning Committee