

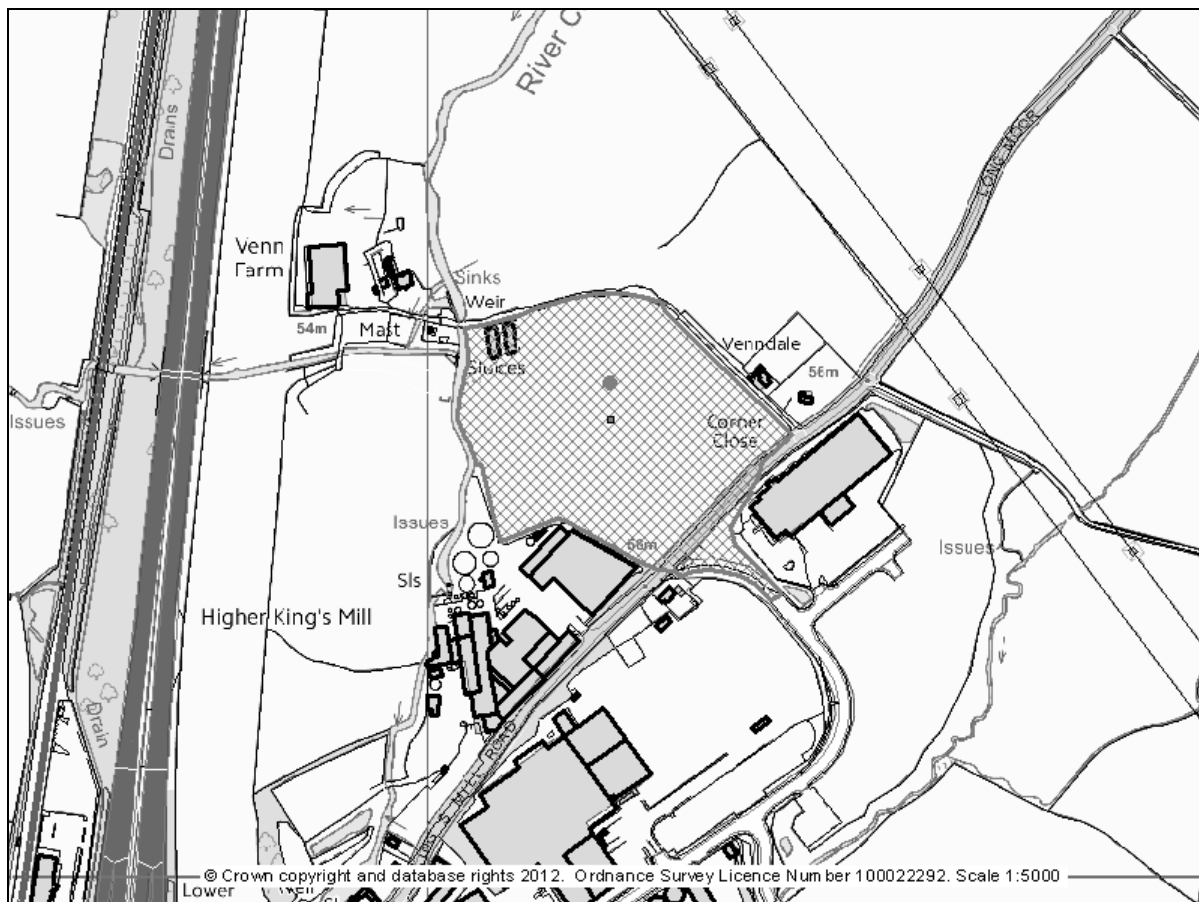
Grid Ref: 108402 : 303161

Applicant: Pricewaterhouse Coopers LLP

Location: Land and Buildings at NGR 303161
108402 (Venn Farm) Cullompton
Devon

Proposal: Outline application for the erection of
12,000 sq m (164,000 sq ft) of
industrial buildings (B1, B2, and B8
use), formation of new site access,
estate roads, parking and
associated landscaping (Revised
scheme)

Date Valid: 2nd November 2009



REPORT OF THE HEAD OF PLANNING AND REGENERATION

09/01573/MOUT - OUTLINE APPLICATION FOR THE ERECTION OF 12,000 SQ M (164,000 SQ FT) OF INDUSTRIAL BUILDINGS (B1, B2, AND B8 USE), FORMATION OF NEW SITE ACCESS, ESTATE ROADS, PARKING AND ASSOCIATED LANDSCAPING (REVISED SCHEME) - LAND AND BUILDINGS AT NGR 303161 108402 (VENN FARM) CULLOMPTON DEVON

Reason for Report:

This is a major planning application and a **departure** from the policies in the adopted development plan.

RECOMMENDATION(S)

Grant, subject to conditions as set out in this Report

Relationship to Corporate Plan:

Managing the environment

Financial Implications:

None

Legal Implications:

None

Risk Assessment:

None identified

Consultation carried out with:

1. HIGHWAY AUTHORITY
2. HIGHWAYS AGENCY
3. ENVIRONMENT AGENCY
4. NATURAL ENGLAND
5. ENVIRONMENTAL HEALTH

6. DEVON HISTORIC ENVIRONMENT SERVICE
7. DEVON & CORNWALL POLICE
8. CULLOMPTON TOWN COUNCIL

1.0 PROPOSED DEVELOPMENT

- 1.1 The application is an outline application for the erection of 12,000 square metres of floorspace of industrial buildings for B1, B2 and B8 use, with associated estate roads, parking and landscaping, on land adjacent to the existing Kingsmill Estate. All matters are reserved except for access which is to be provided from Kingsmill Road, and the application includes the provision of a new access into the Kingsmill Industrial Estate to take commercial traffic away from Kingsmill Road. The site is an agricultural field immediately to the north west of the existing Kingsmill Industrial Estate and is partly within Flood Zones 2 and 3.

The submitted indicative layout shows the proposed floor space divided between four buildings, two to either side of a central estate road with turning head. The plan indicates that the 12,000 square metres will include mezzanine floors, the footprint of the buildings being approximately 8,400 square metres. Access is from Kingsmill Road. The buildings are shown outside the flood zone with some car parking, a landscape buffer and a flood mitigation zone included within Flood Zones 2 and 3. The plan is indicative only and the final layout and design of the buildings will be submitted with the reserved matters application.

2.0 APPLICANT'S SUPPORTING INFORMATION

- 2.1 Design and access statement
Planning and development statement
Planning statement
Planning statement addendum
Flood risk assessment
Flooding sequential test
Air quality assessment
Travel assessment
Land contamination report
Landscape and visual appraisal
Wildlife survey
Reptile survey
Dormouse survey
Ecology addendum
Preliminary drainage layout
Carbon reduction strategy
Indicative layout plan

3.0 PLANNING HISTORY

- 3.1 The land (4.93 hectares) was allocated for commercial development under policy CU9 King's Mill Road, in the Mid Devon Local Plan 2006. The requirements of the allocation policy were in respect of landscaping and payment of a contribution towards carrying out road and improvements to the junction of King's Mill Road and

the A377. No floor space guideline was specified in the allocation. The allocation policy refers to any increase in flood risk being unacceptable but does not specify that development should be restricted to land outside the flood zone.

The Local Plan was amended by the Mid Devon Core Strategy in 2007 and the allocation policy was saved.

The current application was received in June 2009 and was an outline application for the development of 15,236 square metres of industrial buildings in use classes B1, B2 and B8, with access, parking and landscaping. The application was not determined as the Highways Agency placed a holding direction on the application in respect of required improvements to J28 of the M5.

Following the review of policies and allocations in the Local Development Framework, policy CU9 was deleted from the Local Plan in September 2010. Subsequently, the applicant went into administration and the application was “deemed withdrawn” in March 2012.

The liquidators of the applicant company appointed new planning consultants in April 2013 and the application was “resurrected”, and new, updated, supporting documentation was received. The application was advertised as a departure from the development plan as the site was no longer allocated.

The Local Plan is currently being reviewed and a draft for publication and consultation has been approved by Cabinet and Full Council. The current plan review re-allocates the site for commercial development but with a reduced level of floor space of 9,000 square metres as follows:

Policy CU18 - Venn Farm

A site of 4.4 hectares is allocated for employment development, subject to the following:

- a) 9,000 sqm of employment floorspace within use classes B2-B8;
- b) Suitable vehicular access which directs traffic to and from the site via Saunders Way;
- c) Development shall not be commenced until the completion of improvements to M5 Junction 28 through signalisation of the slip roads east of the motorway;
- d) Archaeological investigation and appropriate mitigation;
- e) Transport assessment and implementation of a travel plan and other non-traditional measures to minimise carbon footprint and air quality impacts;
- f) Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside; and
- g) Retention of areas within the floodplain as green infrastructure.

4.0 DEVELOPMENT PLAN POLICIES

- 4.1 Mid Devon Core Strategy (Local Plan Part1) – COR1, COR4, COR9, COR11, COR14, COR18
Allocations and Infrastructure Development Plan Document (Local Plan Part 2) – AL/IN/6, AL/CU/15
Local Plan Part 3 (Development Management Policies) – DM2, DM3, DM6, DM7, DM8, DM20, DM27, DM28
National Planning Policy Framework

5.0 CONSULTATIONS

- 5.1 **Highway Authority** - 31st July 2013 - Observations: This application has been subject to a recently removed holding direction. Given the time that has elapsed, and a material change in highway circumstances, this consultation response supersedes that dated 16th December 2009.

The application is in outline with access as a reserved matter for which approval is sought at this time.

It has always been proposed that the access route to the site from the A373 would be via the first section of Kingsmill Road to its junction with Saunders Way, then via Saunders Way which would be extended to meet Kingsmill Road with a new 3 arm roundabout, then north on Kingsmill Road to the new site access.

It was previously requested that an £80,000 contribution towards the cost of upgrading the Kingsmill Road/A373 junction and adjacent highway be sought. Works to that junction have now been completed but adjacent highway works, to facilitate the re-prioritising and improvement of the Kingsmill Road/Saunders Way junction in order to minimise the use of Kingsmill Road to through commercial/industrial traffic, remain outstanding and will require either being funded, or completed, by the applicant. The works will need to be the subject of an appropriate legal agreement.

The land for the roundabout is reserved under a S106 agreement. The applicant will be required to provide the roundabout, Saunders Way extension and improvements to Kingsmill Road, to raise it to a standard suitable for commercial/industrial traffic, between the new roundabout and the site access. The works will need to be the subject of an appropriate legal agreement which should include provisions for the payment of all costs incurred for processing and implementing any TRO required as a consequence of the development.

The above described access proposals will require being the subject of a Grampian condition. I recommend the conditions set out below are included in any grant of planning permission.

Recommendation: The Local Highway Authority recommends that the following conditions shall be incorporated in any grant of permission:-

1. (a) The development shall not be carried out otherwise than in complete accordance with the plans & details (hereby & subsequently) approved in writing by the Local Planning Authority

The plans hereby approved are :-

- (b) No part of the development shall be commenced until details of all the following matters have been submitted to and approved by the Local Planning Authority:-

- (i) the matters listed in Part 1 of the Industrial Estate Roads Schedule annexed hereto (hereinafter called `the Schedule`)

[then list other Reserved Matters]

(c) No buildings shall be commenced until the relevant facilities/services described in Part I of the Schedule have been constructed in accordance with the requirements of Part IIA of the Schedule and no building shall be occupied until the said facilities/services have been provided and completed in respect of such building in accordance with the requirements of Part IIB of the Schedule.

Reason: To ensure that:

- (i) adequate information is available for the proper consideration of the detailed proposals,
- (ii) the site is developed in a proper manner,
- (iii) adequate access and associated facilities are available for all traffic attracted to the site, in the interest of the safety of all users of the adjoining public highway and to protect the amenities of the adjoining and future occupiers.

2. No other part of the development hereby approved shall begin until:

- (a) the re-prioritising of, and improvements to the Kingsmill Road/Saunders Way junction, and
- (b) the extension of Saunders Way, the new roundabout and the improvements to Kingsmill Road between the new roundabout and the site access, and
- (c) the site access itself have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority. Once provided the above works shall be retained and maintained for that purpose at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

3. No part of the development hereby approved shall be brought into its intended use until the parking facilities, commercial vehicle loading/unloading areas and commercial vehicle turning facilities have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority. Once provided the above works shall be retained and maintained for that purpose at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

5.2 **Highways Agency** – 12th January 2015

Further to our recent emails, I am now writing to confirm that the Agency is now in a position to issue an Article 25 TR110 directing a Grampian condition.

The condition seeks to ensure that the site is not occupied until the improvement scheme at M5 J28 has been implemented. This position varies slightly to our approach to residential development where we have sought to limit both commencement and occupation, but we believe is more appropriate for an employment development where enforcement is realistically achievable.

Condition - The development hereby permitted shall not be occupied prior to completion of the improvements to Junction 28 of the M5, as identified on drawing B2300168/C.01A/0103, and those improvements open to traffic.

Reason - In the interest of highway safety and the efficient operation the strategic road network in accordance with policy COR9 of the Mid Devon Core Strategy (LP1).

5.3 **Environment Agency** – 11th December 2009

From the Development and Flood Risk aspect we have no objections to the above proposal subject to your authority confirming that the Sequential Test has been passed and the subsequent inclusion of several conditions should planning permission be granted. However we do advise that the application is not determined until written assurances are given by the developer regarding the long-term maintenance of the SUDS features.

In broadest terms the development complies with PPS25 guidance for development and flood risk. The main flooding issues have been addressed within the Flood Risk Assessment dated April 2009 and are shown on drawings 30825/PDL/02 Rev A and 30825/PDL/012 Rev C. These in essence show the SUDS requirements, finished floor levels, a floodplain compensation area and the requirement not to raise parts of the site. We recommend these form part of the approved drawings should permission be granted.

Consequently we recommend that the following conditions are included in the decision notice if planning approval is granted.

Condition: No development approved by this permission shall be commenced until such time that a scheme for the disposal of surface water run-off has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall incorporate best practice techniques in the form of swales, attenuation basins, above ground ponds and basins and incorporate numerous flow controls devices. Details of how the drainage scheme shall be maintained after completion shall also be provided.

Reason: To prevent an increase in flood risk and provide a sustainable surface water drainage system for the lifetime of the development.

Condition: A minimum 7m unobstructed buffer shall be retained at existing levels between the eastern bank of the River Culm and any pond, swale features etc.

Reason: To allow for migration of the channel over the lifetime of the development and allow access for machinery for the maintenance of the river channel and the SUDS features.

From the Environment Management aspect we also have no objections provided the following conditions are imposed should planning permission be granted.

Condition: Prior to being discharged into the surface water drainage system (SUDS) for the site all surface water drainage from impermeable delivery/loading areas shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

Reason: To prevent pollution of the water environment.

Condition: Any oil or chemical storage facilities should be sited in bunded areas. The capacity of the bund should be at least 10% greater than the capacity of the storage tank or, if more than one tank is involved, the capacity of the largest tank within the bunded area. Hydraulically inter-linked tanks should be regarded as a single tank. There should be no working connections outside the bunded area.

Reason: To prevent pollution of the water environment.

6th May 2014

I refer to your email, regarding the above, which was received on the 11th April 2014.

We are pleased that the build outline has been revised to take into account flood risk. The principle of the proposed layout would accord in overall terms with policies and sequential approach as detailed within the National Planning Policy Framework.

There must be no raising of ground levels within the '10m wide landscape zone', the '30m wide flood zone' or 'Additional area for landscaping and Suds features' as shown on drawing 118 010 Rev B Revised - WSP April 2014. These areas are vital to ensure that existing floodplain storage and surface water flow paths are not compromised. The open space and buffer zones should be landscaped to act in a Suds/surface water management role and improve flow conveyance routes. We take this opportunity to confirm that we would oppose underground structures/tanks for the management of surface water given such are not sustainable urban drainage features and in light of the fact that there is adequate land available to build Suds features within.

It is evident from the Nov 2012 event that the car park to the north and west of units 'C' and 'D' would be at risk of shallow flooding and this should be made transparent in any future application.

The FFL's of the buildings should be set to ensure that they would be free of internal flood risk up to and including the 1 in 1000 year event from any source of flooding. Given the work to date we are satisfied that details regarding re-grading of the site, finished floor levels and sustainable urban drainage measures, can be addressed by condition. Whilst the assessment to date is sufficient for the purposes of submitting an outline application there is a risk that reserved matters application could be delayed given that there will be a requirement to append the FRA work to date with additional information.

23rd July 2014 - We are able to withdraw our objection to the proposal provided development proceeds in accordance with the revised Flood Risk Assessment undertaken by WSP.

19th January 2015 - We would support the revised layout as shown on Drawing 118 010 Rev B Revised WSP Jan 2015 given a clear intention to adopt a sequential approach as detailed within the National Planning Policy Framework. The alteration to the layout will secure a sustainable future for the businesses and adjacent landowner interests.

Despite this we would advise that attention be given to ground and floor levels within the development site given instances of surface water flooding and that some of the existing ground levels within Flood Zone 1 are in places only marginally above those in Flood Zones 2 and 3. The control of proposed ground and finished floor levels are issues that we strongly advise be covered by condition, and that development not commence until such have been agreed.

We also advise that the provisions of Suds and localised floodplain lowering, the principle of which have been highlighted previously, be covered by planning condition in this instance as follows.

Condition:

No development approved by this permission shall be commenced until such time that a scheme for the disposal of surface water run-off has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall incorporate best practice techniques in the form of swales, attenuation basins, above ground ponds and basins and incorporate numerous flow controls devices. Details of how the drainage scheme shall be

maintained after completion should also be provided.

Reason:

To prevent an increase in flood risk and provide a sustainable surface water drainage system for the lifetime of the development.

Condition:

A minimum 7m unobstructed buffer shall be retained between the eastern bank of the River Culm and any pond, swale features etc.

Reason:

To allow for migration of the channel over the lifetime of the development and allow access for machinery for the maintenance of the river channel and the SUDs features.

Condition.

No development approved by this permission shall be commenced until details of finished floor and site ground levels has been submitted to, and approved in writing by, the Local Planning Authority.

Reason:

To prevent an increase in flooding.

With regard to Condition 3, we would only normally request oil interceptors for a large lorry park or petrol filling station; I would have no concerns if this condition was omitted.

Condition 4, it is my understanding that oil storage tanks are double skinned, therefore suggest this condition is no longer appropriate.

5.4 **Natural England** – 11th October 2013

Protected species

Dormice

From the information available to us, Natural England

- Considers that there are suitable habitats on, or in the vicinity of the application site for dormice
- Advises that it is unclear whether a detailed survey for dormice has been carried out at the right time of year using recognised techniques.

We advise that clarification on the survey work undertaken is required in accordance with the Dormouse conservation handbook (second edition), with further information to be requested from the applicant before determination of the application.

Bats

Natural England does not object to the proposed development. On the basis of the information available to us, our advice is that the proposed development would be unlikely to affect bats.

We have not assessed the survey for barn owls, breeding birds or reptiles. Standing advice applies to these species.

Biodiversity enhancements

The application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes.

Landscape enhancements

The application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment, using natural resources more sustainably, and bring benefits to the local community, for example through green space provision.

5.5 Environmental Health – 17th November 2009

Drainage: No additional comments

Noise & other nuisances: No additional comments

Housing Standards: No comments

Licensing: No comments

Food Hygiene: No comments

Private Water Supplies: N/A

Health & Safety: No comments

Air Quality - This is a significant application and the supporting air quality impact assessment indicates that it will have a minor adverse impact on existing receptors locations, including ones currently experiencing poor air quality. Mitigation proposals in the application are considered weak and do not accord with emerging policy and practice as specified in the draft Allocations and Infrastructure (DPA) (LDF) and the proposed update to the Air Quality and Planning SPD (to take into account contributions to the Cullompton Air Quality Action Plan). Given the above, it is recommended that a meeting is required to discuss this application in respect of this material consideration before recommendations can be finalised.

Land Contamination - The phase 2 report from Clarke Bond (August 2007) is noted as supporting information and has been reviewed. Whilst the report has been produced in the context of now withdrawn national guidance, a conservative approach was adopted by the assumption of residential land-use (rather the proposed commercial development). Consequently, I am satisfied that the report conclusions overall remain valid. Accordingly, a further assessment is required in respect of a localised hydrocarbon 'hot-spot'. I therefore recommend inclusion of the following conditions to control the additional assessment/any required remediation and any unexpected contamination that may be revealed during site-works.

All conditions below are from the model DCLG conditions published in May 2008, with condition 1 amended to reflect the specific nature the required additional assessment work.

1. Site Characterisation

An investigation and risk assessment, in addition to (and as recommended within) the assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of identified total petroleum hydrocarbon contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority

The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to;

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- ground waters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11'.

2. Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

3. Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

4. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

5. Long Term Monitoring and Maintenance

A monitoring and maintenance scheme to include monitoring of long term effectiveness of the proposed remediation over a period of [x] years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority. Following the completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority. This must be conducted in accordance with

DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11'.

Reason (common to all): To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with policy of the adopted local plan.

2nd February 2010

Air Quality - I'm satisfied that the travel plan and infrastructure commitments (including EV charging) are an appropriate compromise at this stage. Therefore, I'd be happy to see the relevant requirements incorporated into the Section 106 Agreement. One point I would make is to ensure that any buried cabling for EV is suitable for a future upgrade to 3 phase @ 32 amps/space for fast charging when equipment and compatible vehicles become available. Fast charging could be a future revenue generation opportunity whereas access to conventional charging facilities is commonly provided for free to users.

22nd August 2013

Contaminated Land - Previous comments apply

Air Quality - Previous comments apply

Drainage - No objections

Noise and other nuisances - No objections

Housing Standards - Not applicable

Licensing - No comments

Food Hygiene - Not applicable

Private Water Supplies - No objections

Health and Safety - No objections

5.6 DEVON ENVIRONMENT SERVICE – 1st October 2013

The proposed site lies within an area where little in the way of archaeological investigation has been undertaken, but nonetheless in an area of archaeological potential with regard to the background prehistoric, Romano-British and Roman activity in the landscape around Cullompton/Willand. 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 the programme of archaeological work as comprising a staged scheme of investigation - including desk-based research, geophysical survey and the excavation of evaluative trenches to determine the nature, significance and extent of any surviving archaeological deposits across the site. The results of these investigations would allow the impact of the proposed development upon the archaeological resource to be understood and the requirement and scope of any further archaeological works required to be determined.

The results of the fieldwork and any post-excavation analysis undertaken would 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.

5.7 DEVON & CORNWALL POLICE – 9th November 2009

As it is outline, I would just highlight perimeter security, parking facilities, and possibly SBD for commercial buildings. As you know most of my observations are about detail, so little else I can add at this stage.

26th September 2013 - Thank you for your correspondence dated 23 Sept 2013 referring to 09/01573 Industrial buildings.

I refer back to my email of 6 Nov 2009 which refers to perimeter security etc. I have now been able to open the block plan and see that there are five separate buildings with their own parking etc.

I would at some stage request further information in relation to the nature of the business i.e. if precious metals, scrap metal, expensive materials or tools etc. What hours would vehicles be parked there, and what considerations have been given to securing each compound especially gating.

5.8 CULLOMPTON TOWN COUNCIL - 16th August 2013

Recommend approval on condition that access road is upgraded to allow the transit of large vehicles to and from new industrial units and for the Highways Agency's proposals for a second access to this industrial estate to be brought forward.

6.0 REPRESENTATIONS

Four objections were received, summarised as follows:

1. Concern that run-off from the site will result in diesel, petrol and other pollutants being flushed into the River Culm. Micro-filters will be required to stop pollution.
2. The increase in traffic flow on the country road is unsafe as is the junction with the Honiton Road.
3. There are already traffic problems on the M5 junction and slip road which will increase.
4. The development will increase light pollution in the area.
5. Noise levels will increase and will become unacceptable.
6. There are available/planned units at Kingsmill and Willand and another industrial development is not needed.
7. Flooding in the area is already a major danger and the amount roofs and hard surfacing will increase the flood risk from the River Culm.
8. The development will have an unacceptable impact on wildlife as it is a greenfield site.
9. Restrictions should be placed on operating hours and some way of screening noise and lights.

7.0 MATERIALS CONSIDERATIONS AND OBSERVATIONS

The key issues in determination of this application are:

1. Principle of development
2. Highways and air quality issues
3. Flood risk and pollution
4. Visual impact
5. Ecology and landscaping
6. Archaeology
7. Effect on neighbouring residents

7.1 Principle of development

The site was previously allocated, but now unallocated, land between the Kingsmill Industrial Estate and the River Culm. The Local Plan is currently being reviewed and a draft for publication and consultation was approved by Cabinet on 11 December 2014 and Full Council on 17 December 2014. The current draft re-allocates the site for commercial development but with a reduced level of floor space of 9,000 square metres to ensure that development was restricted to areas outside the flood zone. The proposed allocation Policy CU18 was set out earlier in this report.

During the options consultation, no objections were received to this site being allocated and one letter of support was received stating that this was a logical extension to the Kingsmill Industrial Estate. The Local Plan Review is now at the second public consultation stage and is considered to carry some weight in making planning decisions.

Policy COR1 of the Mid Devon Core Strategy (LP1) supports development in accessible locations that increases the economic prosperity and self-sufficiency of the District and its settlements. Policy COR4 seeks the development of 300,000 square metres of employment floorspace during the period 2007-2026, again to increase the self-sufficiency of settlements. Policy COR14 sees Cullompton growing as a market town and includes the provision of 4,000 square metres of commercial floorspace annually, in particular where this removes congestion from the town centre, so improving air quality and taking into account flood risk.

As the site is currently outside the Cullompton settlement boundary, policy COR18 must be considered which seeks to control development in the countryside, but permitting appropriately scaled employment development. If the site allocated under emerging policy CU18 is adopted, it will come within the revised settlement boundary. As the site is currently outside the settlement boundary, Policy DM20 of the Local Plan 3 Development Management Policies (rural employment development) applies which permits new employment development of an appropriate use and scale for its location which demonstrates that the development would not lead to an unacceptable impact on the local road network and the character and appearance of the countryside, and where there are insufficient suitable sites in the immediate area to meet the needs of the proposal.

As the site is proposed to be allocated, impacts on the road network and the environment and on the character and appearance of the area have been considered during the allocation process (and are considered further below). Similarly, the level of employment provision for Cullompton has been assessed and the Local Authority considers that further employment allocations, including the allocation at Venn Farm, can be justified.

Granting planning permission for the development technically would be contrary to Policies COR18 of the Mid Devon Core Strategy (LP1) which restricts development outside settlement boundaries and DM20 of the Local Plan 3 Development Management Policies which permits development of an acceptable scale for rural areas. However, the site is adjacent to the existing Kingsmill Industrial Estate and would provide a logical extension to

the industrial estate. The site is proposed to be allocated in the emerging Local Plan, as is a large area to the east of the Kingsmill Industrial Estate proposed for the mixed use East Cullompton Urban Extension. Your officers consider that in principle the development is acceptable, subject to consideration of the planning issues detailed below.

7.2 Highways and air quality issues

The development has the potential to increase traffic on the sub-standard Kingsmill Lane and to increase traffic using Junction 28 onto the M5. The submitted Transport Statement analyses existing and projected traffic movements and recommends a new junction to extend Saunders Way into Kingsmill Lane to direct commercial traffic through the existing Kingsmill Industrial Estate rather than using Kingsmill Lane.

As part of the application, a new roundabout is proposed to link the site into the existing Kingsmill Industrial Estate and onto the A373 via Saunders Way. Improvement works to the Kingsmill Road/A373 junction have been completed so the originally requested contribution towards these works cannot now be requested. However, the applicant will be required to carry the agreed improvements between the site and Saunders Way. The improvements will be secured via a Grampian condition as recommended below and the appropriate legal agreement/s with the Highway Authority.

As far as access into the site is concerned, a new access with visibility splays along the Kingsmill Road boundary of the site, together with a new estate road is required. The Highway Authority has recommended the standard estate roads condition to be applied and that detail of the access itself is provided before any development begins.

In addition, although the Highways Agency has lifted its holding direction in respect of the J28 works, it requires a Grampian condition to the effect that the development cannot be brought into use until the J28 improvement works have been completed, again as recommended below.

Policy COR9 of the Mid Devon Core Strategy (LP1) provides that development and transport planning are co-ordinated to improve accessibility, and that travel demand is managed, reducing air pollution and enhancing road safety, including through investment in transport facilities. The policy also requires the provision of transport plans and infrastructure where necessary. Policy DM2 of the Local Plan 3 Development Management Policies requires the creation of safe and accessible places that also encourage sustainable modes of travel.

Policy DM8 of the Local Plan 3 Development Management Policies sets out Mid Devon's parking standards. The indicative layout plan provides for 204 parking spaces for the 12,000 square metres of floor space (approximately 1 parking space per 59 square metres of commercial floor space). Policy DM8 specifies maximum parking standards for non-residential development and the parking provision complies with this policy. Policy DM8 sets out a minimum standard for cycle parking of 1 space per 300 square metres (40 cycle spaces) and the applicant has confirmed that these standards will be met. The development will also provide 3 electric vehicle charging points.

In respect of air quality, Environmental Health initially objected to the proposal as they considered the mitigation proposals to be weak and not in accordance with policy AL/CU/15 of the AIDPD. Following discussions with the agent, Environmental Health is satisfied with the proposed mitigation which comprises: Travel Plan (to address site sustainability and travel plan initiatives such as car sharing and links to bus stops), cycle parking in accordance with MDDC's standards, a new junction into Saunders Way to allow better management of industrial estate traffic, and the provision of 3 electric charging points. It is recommended that these facilities are conditioned. The development is now considered to

comply with policy AL/CU/15 and Policy DM6 of the Local Plan 3 Development Management Policies which requires assessment and mitigation of air quality impacts where developments would give rise to significant levels of vehicular movement.

Subject to the improvements specified and the submission of further details being conditioned, it is not considered that the development would have an unacceptable impact on the highway network or on air quality and it would comply with policies Policy COR9 of the Mid Devon Core Strategy (LP1), Policy AL/CU/15 of the AIDPD and DM2, DM6 and DM8 of the Local Plan 3 Development Management Policies in these respects.

The applicant has also prepared a carbon reduction strategy. Whilst it is not yet known the type of business that would take up the units and therefore what their average energy usage would be, it is feasible that the carbon reduction required under policy AL/IN/6 of the AIDPD (15% as at 2015) would be feasible with the provision of photovoltaic panels and/or biomass boilers. An indicative BREEAM pre-assessment report submitted indicates that the buildings could also be expected to meet BREEAM standards of construction as required by policy DM3 of the Local Plan 3 Development Management Policies.

7.3 Flood risk and pollution

The application seeks outline permission for up to 12,000 square metres floor space, rather than the 9,000 square metres floor space provided for in the proposed allocation. However, the indicative layout plan shows the 12,000 square metres floor space being provided at ground and mezzanine floors, with a total building footprint of approximately 8,400 square metres. Your officers consider that, subject to approval of reserved matters, a total floor space of 12,000 square metres could be achieved on land outside of the flood zone, with the footprint of the buildings remaining under the 9,000 square metres provided for in the proposed allocation.

The Environment Agency required the submitted Flood Risk Assessment to be updated following the winter 2012 flooding event and is now satisfied that the development will be acceptable in flood risk terms provided it proceeds in accordance with the Flood Risk Assessment which requires the submission of a drainage management strategy and surface water management plan (SUDS scheme) and a minimum floor level of buildings 56.00 AOD. The Environment Agency has recommended conditions in relation to submission of surface water drainage plan, finished floor and site levels and the maintenance of a 7 metre buffer zone between the River Culm and any drainage features.

A proportion of the car parking will be provided within Flood Zone 2 which accords with the Environment Agency's sequential approach of locating the most vulnerable development in areas with the lowest flooding potential. A 30 metre wide flood zone is to be provided as well as a 10 metre wide landscape zone within which no raising of ground levels will be permitted.

Policy COR11 of the Mid Devon Core Strategy (LP1) requires that development is guided to the most appropriate locations with the lowest flood risk, reduce the risk of flooding to life and property where possible, and ensure that development does not increase flood risk elsewhere. The buildings on the site are all located outside the flood zone, with car parking and landscaping within Flood Zone 2. The Environment Agency has recommended minimum finished floor levels to reduce the risk of flooding and drainage management is intended to prevent an increase in flood risk elsewhere.

Policy DM2 of the Local Plan 3 Development Management Policies provides for appropriate drainage provisions, including sustainable drainage systems and connection of foul drainage to a mains sewer. The Environment Agency has considered the indicative plans and is

satisfied that a suitable drainage management scheme can be achieved on site. It is recommended that conditions be attached to any planning permission requiring the submission of appropriate drainage system management plans.

Subject to conditions and the submission of reserved matters, it is considered that the development is capable of complying with policies COR11 and DM2 of the Local Plan 3 Development Management Policies with regard to flood risk.

Environmental Health has considered the submitted Land Contamination Report and is satisfied that the conclusions are valid. A further assessment is required in respect of a localised hydrocarbon "hot spot" and conditions are recommended to cover the further assessment and any necessary remediation, in accordance with policy DM7 of the Local Plan 3 Development Management Policies with regard to flood risk.

Concern has also been raised with regard to polluted surface water run-off from the site. The method of treatment of this run-off should be included in the drainage management scheme to be submitted which is required by the Environment Agency.

7.4 Visual impact

Layout and design are reserved matters and it is therefore not possible to assess the actual visual impact of the scheme. However, the site is adjacent to existing industrial development and views of the site are seen in context with the existing industrial development. A significant 10 metre wide landscaping buffer will be provided to screen the development from views from the west (M5 and Cullompton), north and north-east (agricultural land) and from neighbouring residents to the north-west and north-east. From the south, the site is potentially indistinguishable from the industrial estate development. Accordingly, it is considered that, subject to design and screening, it is considered that the development is capable of having an acceptable visual impact, in accordance with policy DM2 and DM20 of the Local Plan 3 Development Management Policies.

7.5 Ecology and landscaping

An updated Extended Phase 1 Habitat Report was submitted in 2013 which identified the potential for hedges to provide habitat for dormice and nesting birds, trees to provide roosting opportunities for bats, hedges and long grass to provide habitat for reptiles, and for there to be otter habitat along the River Culm. The development will not encroach towards the river and therefore otter surveys and/or mitigation are not considered necessary. Similarly, trees are not being affected and no further bat survey work or mitigation is required. Natural England identified that insufficient survey work had been carried out in respect of dormice which are a European Protected Species.

Further survey work has been carried out in respect of dormice and reptiles as identified in the initial report.

No reptiles were found during the survey and the report identifies potential habitat as being within the flood and landscape buffer zones, where enhancements can be provided to enhance biodiversity.

The dormouse report identified that dormice were using the hedges on the site and one dormouse nest was found in the dormouse tubes. The hedgerows within the site boundary are generally low quality habitat and the report has identified that the nest can be attributed to a juvenile dispersing in autumn. The removal of the hedgerow along the road boundary of the site is likely affect the range of a single dormouse. As the habitat of a European

Protected Species would be affected the Local Authority is required to carry out 3 tests under the Habitats Directive 1992.

1. That the development is for reasons of overriding public interest including those of a social or economic nature. The development will provide employment opportunities for the growing town and the habitat can be re-created within the same area.
2. There is no satisfactory alternative. The site has been through a site selection process as part of the Local Plan Review and has been allocated in preference to less suitable sites.
3. The action will not be detrimental to the maintenance of the species concerned at a favourable conservation status in their natural range. The development is only considered to affect the range of 1 dormouse and mitigation can be provided in the form of enhanced landscaping and the provision of new, more suitable and connected habitat in the landscape buffer.

The eastern part of the site within which the 30 metres flood zone and the 10 metre landscaping zone will be provided will act a green infrastructure for the area, linking up with habitats on the River Culm. Details of the landscaping scheme will be required to be submitted with the reserved matters application.

Subject to this, the development is considered to comply with the policy DM2 of the Local Plan 3 Development Management Policies which requires a positive contribution to biodiversity assets and DM28 which seeks to incorporate green infrastructure into major development.

7.6 Archaeology

Devon Historic Environment Service has identified that the land is in an area where little in the way of archaeological investigation has been undertaken but nonetheless is an area of archaeological potential. They are therefore recommending that a programme of archaeological work is conditioned, in accordance with policy DM27 of the Local Plan 3 Development Management Policies.

7.7 Effect on neighbouring residents

There are two dwellings adjacent to the north-east corner of the site and two dwellings adjacent to the north-west corner of the site. Four objections were received to the application, from the occupiers of a group of dwellings approximately 450 metres to the north-east.

As far as flooding is concerned, the Environment Agency has considered the impact of the development in the light of the 2012 flooding incident and has worked with the applicant to ensure that the development does not increase flooding elsewhere.

As far as the potential for an increase in noise and light pollution is concerned, the site is adjacent to an existing industrial estate and mill and already experiences noise and artificial light from the industrial estate and from the M5. Environmental Health has no objections in terms of noise pollution. It is not considered that the development is likely to increase noise or light levels significantly, particularly as there is to be a 10 metre wide landscaping buffer around the site, but your officers consider it reasonable to require a noise and light pollution mitigation strategy to be submitted with the reserved matters application.

From a visual perspective, the 10 metre wide landscape buffer will act to screen the development from nearby residential dwellings.

8.0 SUMMARY

The site is not allocated and is outside the settlement boundary and granting planning permission for the development technically would be contrary to the Local Development Plan Policies COR18 of the Mid Devon Core Strategy (Local Plan Part 1) and DM20 of the Local Plan Part 3 (Development Management Policies). However, the site is adjacent to the existing Kingsmill Industrial Estate and would provide a logical extension to the industrial estate. Additional employment space is considered to be required to meet projected growth in Cullompton and the site is proposed to be allocated in the emerging Local Plan. A suitable access can be achieved and the required highway improvements to Kingsmill Lane, the extension of Saunders Way and a new roundabout to provide access between Kingsmill Lane and Saunders Way forms part of the application. Although the final layout, scale, appearance and landscaping of the development are reserved matters, it has been demonstrated that 12,000 square metres of floorspace can be achieved outside the flood zone with suitable provisions put in place in respect of flood risk, drainage, landscaping, screening, archaeology, protected species and parking. Subject to conditions with regard to drainage, land contamination, screening and minimisation of noise and light pollution, the development is not considered to have an unacceptable impact on neighbouring residential properties. The development is considered to comply with the following Policies: COR1, COR4, COR9, COR11, COR12, COR14 and COR18 of the Mid Devon Core Strategy (Local Plan Part 1), AL/IN/6 and AL/CU/15 of the Allocations and Infrastructure Development Plan Document (Local Plan Part 2), DM2, DM3, DM6, DM7, DM8, DM20, DM27 and DM28 of the Local Plan Part 3 (Development Management Policies) and the National Planning Policy Framework.

9.0 CONDITIONS AND REASONS

- 1) No development shall begin until detailed drawings to an appropriate scale of the layout, scale and appearance of the buildings and the landscaping of the site, including boundary treatments, (the Reserved Matters) have been submitted to and approved in writing by the Local Planning Authority.

Reason: The application was submitted as an outline application in accordance with the provisions of Articles 4 and 5 of The Town and Country Planning (Development Management) Order 2010.

- 2) Application(s) for approval of all the Reserved Matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In accordance with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004

- 3) The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the Reserved Matters which have been approved, whichever is the later.

Reason: In accordance with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 4) No development shall begin until details of the matters listed in Part 1 of the Industrial Estate Roads Schedule attached to this planning permission (the Schedule) have been submitted to and approved in writing by the Local Planning Authority. No buildings shall be commenced until the relevant facilities/services described in Part I of the Schedule have been constructed in accordance with the requirements of Part IIA of the Schedule and no building shall be occupied until the said facilities/services have been provided and completed in respect of such building in accordance with the requirements of Part IIB of the Schedule.

Reason: To ensure that (i) adequate information is available for the proper consideration of the detailed proposals, (ii) the site is developed in a proper manner, and (iii) adequate access and associated facilities are available for all traffic attracted to the site, in the interest of the safety of all users of the adjoining public highway and to protect the amenities of the adjoining and future occupiers, in accordance with Policy DM2 of the Local Plan Part 3 (Development Management Policies) and the National Planning Policy Framework.

- 5) No other part of the development hereby permitted shall begin until:
- (a) the re-prioritising of, and improvements to the Kingsmill Road/Saunders Way junction, and
 - (b) the extension of Saunders Way, the new roundabout and the improvements to Kingsmill Road between the new roundabout and the site access, and
 - (c) the site access itself,

have been provided and maintained in accordance with details that shall have been previously submitted to, and approved in writing by, the Local Planning Authority. Once provided the above works shall be retained and maintained for that purpose at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site in accordance with Policy DM2 of the Local Plan Part 3 (Development Management Policies) and the National Planning Policy Framework.

- 6) No development shall begin until a scheme for the disposal of surface water run-off has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall incorporate best practice techniques in the form of swales, attenuation basins, above ground ponds and basins and incorporate numerous flow controls devices, and shall also include a timescale for its implementation and details of how the drainage scheme shall be maintained after completion. The approved surface water drainage scheme shall be provided in accordance with such approved details and shall be so retained and maintained.

Reason: To prevent an increase in flood risk and provide a sustainable surface water drainage system for the lifetime of the development in accordance with Policies COR11 of the Mid Devon Core Strategy (Local Plan Part 1) and DM2 of the Local Plan Part 3 (Development Management Policies).

- 7) No development shall begin until a minimum 7 metre unobstructed buffer has been provided between the eastern bank of the River Culm and any pond, swale, or other drainage feature. Such buffer shall be permanently so retained.

Reason: To allow for migration of the channel over the lifetime of the development and allow access for machinery for the maintenance of the river channel and the SUDs features, in accordance with Policy COR11 of the Mid Devon Core Strategy (Local Plan Part 1).

- 8) No development shall begin until details of finished floor and site ground levels has been submitted to, and approved in writing by, the Local Planning Authority. The development shall proceed in accordance with such approved details and the approved levels shall be permanently so retained.

Reason: To prevent an increase in flooding in accordance with Policy COR11 of the Mid Devon Core Strategy (Local Plan Part 1).

- 9) **Site Characterisation**
No development shall begin until an investigation and risk assessment to assess the nature and extent of identified total petroleum hydrocarbon contamination on the site, whether or not it originates on the site, as recommended in the assessment provided with the planning application, has been completed in accordance with a scheme which has previously been submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings shall be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
(ii) an assessment of the potential risks to;

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- ground waters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely in accordance with Policy DM7 of the Local Plan Part 3 (Development Management Policies).

- 10) **Submission of Remediation Scheme**
No development shall begin until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A

of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely in accordance with Policy DM7 of the Local Plan Part 3 (Development Management Policies).

- 11) Implementation of Approved Remediation Scheme
The approved remediation scheme shall be carried out in accordance with its terms before commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely in accordance with Policy DM7 of the Local Plan Part 3 (Development Management Policies).

- 12) Reporting of Unexpected Contamination
In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 9, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 10, and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, submitted to and approved in writing by the Local Planning Authority in accordance with condition 11.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely in accordance with Policy DM7 of the Local Plan Part 3 (Development Management Policies).

- 13) No development shall begin until a mitigation plan in respect of dormice, which can form part of the landscaping scheme, has been submitted to and approved in writing by the Local Planning Authority and the development shall proceed in accordance with the approved details.

Reason: In order to minimise harm to protected species in accordance with the National Planning Policy Framework.

- 14) No development shall begin 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 Local

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

Reason: To ensure that an appropriate record is made of archaeological evidence that may be affected by the development in accordance with Policy DM27 of the Local Plan Part 3 (Development Management Policies).

- 15) No development shall begin until a mitigation plan in respect of minimising noise and light pollution shall have been submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise noise and light pollution from the development in order to protect the amenities of nearby residents in accordance with Policies DM2 and DM7 of the Local Plan Part 3 (Development Management Policies).

- 16) At least 15% of the energy to be used in the development shall be provided from solar panels which shall be installed and operational before the development is first brought into its intended use.

Reason: To provide a reduction in the carbon footprint of the building in accordance with Policy AL/IN/6 of the Allocations and Infrastructure Development Plan Document (Local Plan Part 2).

- 17) The development shall be constructed to achieve at least a BREEAM “very good” standard

Reason: In the interests of the sustainability of the development in accordance with Policy DM3 of the Local Plan Part 3 (Development Management Policies).

- 18) The development shall not be occupied until the parking facilities (including cycle parking and electric vehicle charging points), commercial vehicle loading/unloading areas and commercial vehicle turning facilities have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing, by the Local Planning Authority. Once provided the above works shall be retained and maintained for that purpose at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site in accordance with Policies DM2 and DM8 of the Local Plan Part 3 (Development Management Policies) and the National Planning Policy Framework.

- 19) The development shall not be occupied before completion of the improvements to Junction 28 of the M5, as identified on drawing number B2300168/C.01A/0103, and those improvements are open to traffic.

Reason: In the interest of highway safety and the efficient operation the strategic road network in accordance with Policy COR9 of the Mid Devon Core Strategy (Local Plan Part 1).

- 20) The development shall not be occupied until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling, in accordance with Policy COR9 of the Mid Devon Core Strategy (Local Plan Part 1).

Contact for any more information

Tina Maryan

Background Papers

Previous Committee Report

File Reference

09/01573/MOUT

Circulation of the Report

Cllrs Richard Chesterton
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