

# PLANNING APPLICATION REPORT

**Case Officer:** Anna Henderson-Smith    **Parish:** Okehampton Hamlets    **Ward:** Okehampton North

**Application No:** 4059/16/VAR

**Agent/Applicant:**  
Mr Robin Upton  
Hawkridge House  
Chelston Business Park  
Wellington  
TA21 8YA

**Applicant:**  
Hannard Developments Ltd

**Site Address:** Land North Of Crediton Road, Crediton Road, Okehampton, Devon

**Development:** Variation of conditions 3 (approved plans) and 21 (to allow phase 1 to start from joint school access and provision of roundabout as part of phase 2) following grant of planning consent 01089/2013

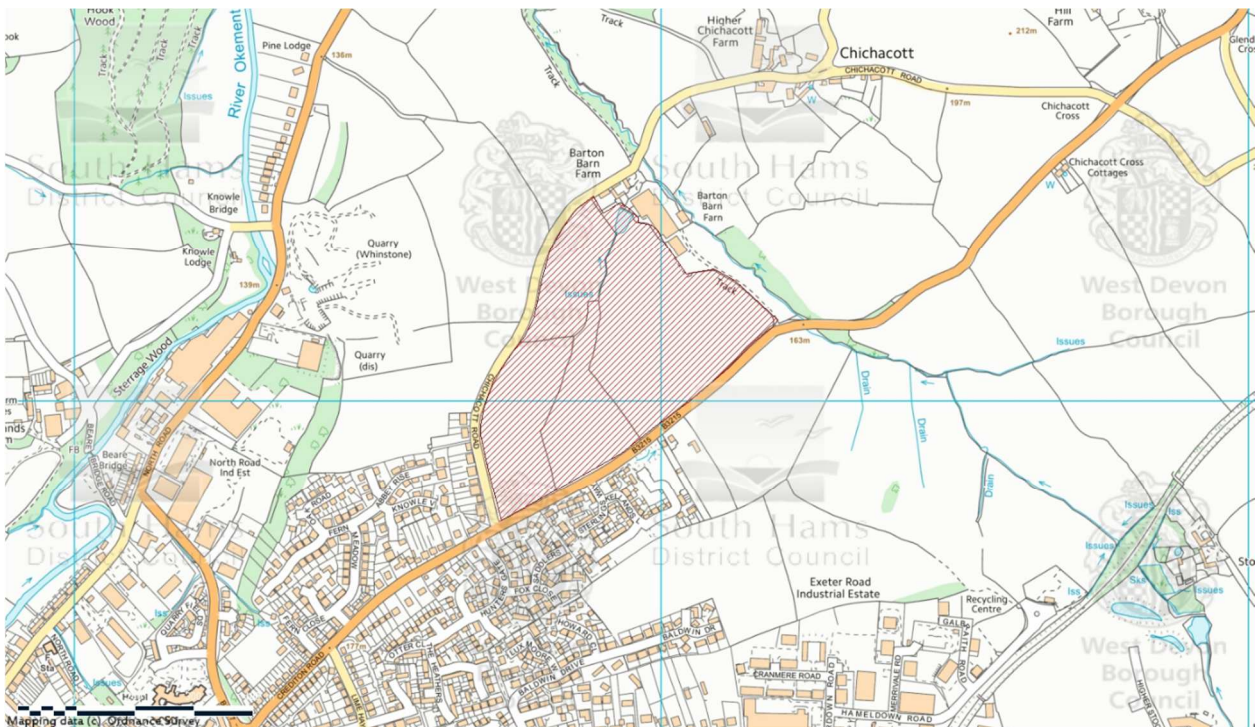
### Reason item is being put before Committee:

This application has been called in to committee by all three Ward Members for the following reasons:

*'Both Councils are concerned with this one so I for one would prefer for it to go to the full Planning Committee for debate. I would also want the Highways Officer there to explain his thinking. If we agree to letting this amount of houses to be built before we even get the roundabout, then this will put even more strain on the road infrastructure of the town and Hamlets.'* Cllr Leech

*'I would prefer it if this came to Committee. Although I am happy with the amendment to Affordable Housing, I would prefer no amendment to what has already been agreed on the roundabout.'* Cllr Rev Davies

*'I agree with Tony and Mike. The change to the affordable housing is fine, but the roundabout is critical for the further delivery of infrastructure. It should go to committee.'* Cllr Ball



**Recommendation:** Delegate to COP Lead Development Management in consultation with the Chairman of Development Management and Licensing Committee to grant permission subject to completion of S106 agreement which ties this amended decision to the obligations of the original approval.

**Conditions:**

As per the original approval save for the changes sought to the phasing plan, roundabout technical details plan and red line and the phasing condition in order to allow the school access road and junction to be delivered prior to phase 1 and the roundabout to be delivered in phase 2.

**Key issues for consideration:**

The key issues are whether the inclusion of the school site access and junction prior to phase one is acceptable and whether the amended trigger of delivering the roundabout access to the occupation of the 150<sup>th</sup> dwelling (as part of phase 2 ) is acceptable.

Also included with this application was the proposal to remove the S106 uplift clause and instead increase the upfront Affordable housing contribution offer.

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

Not applicable in this instance as the houses and their numbers have already been approved so this application seeks no changes which would alter the NHB attracted.

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**Site Description:**

The site forms part of a larger site allocated in the Council's adopted Core Strategy 2011. The application site is identified as parcel 2 of SP22a in the East of Okehampton Masterplan. It is also retained as part of the Wider East of Okehampton allocation in the emerging JLP as Policy TTV18 for around 775 homes.

It comprises approximately 14.7 hectares in size. It is mainly in agricultural use for grazing and is bordered to the east by the dense woodland of the Stockley Valley, to the north and east by Chichacott Lane and to the south by Crediton Road.

There are various constraints within and around this site, these include heritage and archaeological assets; to the west of Parcel 2 on the boundary of Chichacott Road is a Roman Fort, which is protected as a Scheduled Ancient Monument (SAM). This is a nationally significant asset. Some evidence of the fort is still available on the ground and as such the visual setting of this important heritage feature will be an important consideration in the layout of new development.

The Environment Agency has identified a flood zone through the Stockley Valley. This is classified as flood zone 3, which is considered to be at high risk of flooding. As such, residential development in this area is considered to be 'more vulnerable' and should not be located here. There is also a minor watercourse in the northern part of the parcel. The watercourses and the woodlands which surround them are important habitats for local biodiversity.

The Stockley Valley forms a dense area of woodland and runs along the eastern boundary of Parcel 2. Lowland mixed deciduous woodland is present here. There is also a network of locally distinctive hedgerows present on this parcel. Parcel 2 can be viewed from the northern boundary of the Dartmoor National Park and in views towards Dartmoor. However, this area of land is relatively low lying and relates both physically and visually with surrounding built up development.

## The Proposal:

To allow the joint school access to be provided prior to phase one and provision of the roundabout as part of phase 2 (no later than the occupation of the 150<sup>th</sup> unit)

Also removal of the S106 uplift clause and replacement with an increased upfront affordable housing offer.

## Consultations:

- County Highways Authority -

‘as the proposed variation to the conditions will, as outlined in the correspondence supporting the application, result in the delivery of the roundabout even earlier in the phased development of the site than previously recommended, there are no objections to the proposed variation from the highway point of view’.

- Okehampton Hamlets Parish Council –

‘Revised Phasing Plan – councillors resolved to object to the change in phasing as proposed. If the wording was changed to ‘delivery’ as opposed to occupation this would be considered more acceptable. There will be impact on the road infrastructure as soon as development commences and it is therefore essential the provision of infrastructure is a priority.

Councillors agree it is essential that Parcel 2 is completed prior to the commencement of parcels 3 and 4 – the priority is for Parcel 2 to be completed with all the associated infrastructure before any other development commences.

The Council would not wish to see any changes to the existing S106 agreement. The potential benefits from the existing uplift clause would provide significant local benefits.’

- Okehampton Town Council -

‘The Town Council urge the planning authority to decline the proposed amendment to the phasing plan unless the roundabout be provided on the *delivery* of the 150<sup>th</sup> dwelling, as opposed to the *occupation* as proposed. Reason: occupation is dependent upon the sale of dwellings, whereas delivery is an empirical statement of units actually built out. The adverse effect and impact on local infrastructure will be in evidence before the first dwelling is occupied.

The Council further urge the Planning Authority to maintain all the provisions of the existing S106 intact. It is considered that the uplift clause, together with its additional obligations, would provide benefits locally subject to financial triggers being met.

Finally, the summary paragraph refers also to parcels 3 and 4. The Council are keen to ensure that there is no notional linking of parcel 2 with parcels 3 and 4 and that parcel 2, together with the necessary road infrastructure elements, is delivered as a self contained development’.

- Affordable housing officer – supports the removal of the uplift clause in lieu of the increased upfront delivery of an increased AH offer from 6 to 8% based on the viability information provided and the professional advice received from our viability consultants at PCC.
- Viability consultants at PCC:

Re. the offer of 8% Affordable Housing on a 50/50 basis affordable rent/intermediate. This is an increase from the approved 6% however the tenure on this approval was 80% rent/20% intermediate.

'In exchange for this the applicant has requested a removal of the uplift mechanism (overage/revaluation) which would result in a payment due to the local authority if the development achieved a certain profit level. The applicant entered in to this agreement believing it was so unlikely to occur that house-builders would not be phased by it. They have subsequently found, following extensive marketing and approaching various house-builders, that the presence of this mechanism alone is enough to put developers off who do not like the uncertainty and complexity regardless of the perceived risk of it triggering. We find this argument persuasive and in our judgement delivery of this site could be being prejudiced by the presence of this clause.

We consider the likelihood of the local authority receiving benefit from this clause in the event the land was developed is low. Should a developer reach the required profit level to trigger the clause it will be difficult for the local authority to assess and prove the contribution that they are owed. ...

In this context we believe the effective exchange of the uplift mechanism for 2% more affordable (assuming the tenure mix is acceptable) should be considered a fair arrangement for the LPA.

In any event, were we to appraise this as a fresh application we would likely still conclude that 8% 50/50 was the maximum to be viably deliverable. This is due to the presence of significant other section 106 requirements over and above what we typically see for a scheme of this size'

### **Representations from Residents**

Comments have been received and cover the following points:

One objection:

- Concern regarding the location of the roundabout as the stretch of road is challenging and visibility sometimes poor

### **Relevant Planning History**

01089/2013 outline application to include access and layout (insofar as identifying the primary school site) for residential development of up to 375 dwellings, primary school and retail unit. – approved by committee 29/10/13

1493/16/VAR – variation of conditions 3 and 21 of outline 01089/2013 to allow the development to be delivered in a phased manner – resolution to grant from committee but awaiting final approval due to technicality surrounding the S106. Due to be issued imminently.

## **ANALYSIS**

### **Background:**

The original outline approval on this site was the subject of much viability scrutiny as the scheme was/is unable to deliver the complete policy compliant package of infrastructure and contributions required. However a satisfactory s106 package was arrived at and agreed upon. This resulted in a £50k contribution to open space, sport and recreation, 6% Affordable housing, with the remainder of the available money going to DCC for education and highways. The highways monies were prioritised with the link road first, followed by cycling/walking routes and the town centre relief road.

In addition to this package of S106 contributions, it was agreed that the development would deliver a roundabout as its easterly access rather than just a T- junction (which was technically all that was

required from a highway perspective.) This was because the junction would be in the position where a roundabout would eventually be required in order to connect into the link road and, as such, rather than necessitate a further upgrade of a junction to a roundabout, the development offered up the roundabout from the outset which is essentially a contribution in kind as the engineering works and cost associated with the roundabout are greater than that of the simpler T-junction.

Current situation:

Since its approval in 2013 there have been changes to the situation of the site, the school site has been acquired by DCC and this acquisition requires the early delivery of the western access junction and its first section of road to serve the school.

The previously agreed S106 required the delivery of the roundabout prior to the occupation of any of the residential units. This was agreed to but was an earlier delivery than DCC highways actually considered would be necessary for the proper and safe functioning of the development. The roundabout is a large financial outlay, especially upfront and the requirement to deliver this infrastructure so early has been cited as deterring potential developers from the site.

Viability is an important consideration in planning, but this is coupled with the importance of 'deliverability' and the local authority must consider the need to actually aid and enable the delivery of developments once approved.

### **The elements of the proposal**

#### 1) The school site junction/access road

The early delivery of this junction is beneficial to all concerned as it facilitates the development of the school site, there are no objections received to this and overall it is considered both acceptable and beneficial.

#### 2) The delivery of the roundabout in phase 2 (prior to the occupation of the 150<sup>th</sup> dwelling). This is also considered acceptable as DCC Highways are in agreement that 150 units and the school can be adequately served off the western school site junction/access. Although the roundabout is a local infrastructure priority as it is the northern point of the link road, it must be remembered that infrastructure can only be requested through a s106 when it is reasonable and necessary to make the development acceptable. The point at which this development requires the roundabout in highway terms is not before the 150<sup>th</sup> dwelling is occupied and as such we can not reasonably require it before this point.

The Town and Hamlets Parish councils state they would prefer the wording to read 'delivery' of the 150<sup>th</sup> unit, however a delivered unit does not create traffic and therefore need. An occupied one creates the traffic and thus the need. So 'occupation' not 'delivery' is the correct trigger. Overall then this proposal is considered acceptable.

#### 3) Removal of the uplift clause in lieu of an increased on-site affordable housing offer from 6% to 8% with a new mix of 50% rental 50% intermediate. It is evident from the comments from the viability consultants who, alongside the case officer and affordable housing officer, have scrutinised this case and proposal, that this is a reasonable and viable offer and that the reasons for it, surrounding the certainty of the site and the need to attract a developer, are valid. The first pot to be 'topped up' in the uplift clause was Open space sport and recreation with AH next, however this offer is for an AH increase only. However overall the offer is the most which is considered viable for the scheme and the reasons for the uplift removal are considered sound. Although uplift clauses have their place, it is quite likely that the local authority would not have benefitted in the future from the clause and it is considered that a greater contribution now rather than the possibility later is beneficial to the authority whilst also providing greater on-site certainty thus attracting a developer. This will then deliver the housing and with it greater certainty and a higher quantum of families which will aid in the

delivery of the school. Overall then officers also support this proposed change to the S106 agreement through a deed of variation to the original agreement.

The proposal also included very slight changes to the red line of the application so as to provide a slim buffer to the adjacent residential property to the North East as previously the red line has been drawn tight to the buildings' boundaries, this is considered acceptable.

It also includes an additional technical drawing for the roundabout so that it is capable and suitable to accommodate parcels 3 and 4 which members have already resolved to grant subject to the S106. The changes relate to the east arm that provides a pedestrian crossing and extended footway. This is considered acceptable by officers and DCC.

## **Conclusion**

Overall officers support all aspects of the proposed changes to this scheme.

***This application has been considered in accordance with Section 38 of the Planning & Compulsory Purchase Act 2004 and with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.***

## **Planning Policy**

Section 70 of the 1990 Town and Country Planning Act requires that regard be had to the development plan, any local finance and any other material considerations. Section 38(6) of the 2004 Planning and Compensation Act requires that applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

The relevant development plan policies are set out below:

### **West Devon Borough Council Core Strategy 2011**

SP1 – Sustainable Development  
SP4 – Infrastructure Provision  
SP13 – Community Services and Facilities  
SP14 – Accessibility Planning  
SP15 – Traffic Management  
SP22 – Okehampton

### **West Devon Borough Council Local Plan Review 2005(as amended 2011)**

T5 – Public Transport  
T9 – The Highway Network

## **Emerging Joint Local Plan**

The Plymouth and South West Devon Joint Local Plan (the JLP) will replace the above as the statutory development plan once it is formally adopted.

Annex 1 of the National Planning Policy Framework (the Framework) provides guidance on determining the weight in relation to existing and emerging development plan policies.

- For current development plan documents, due weight should be given to relevant policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- For the JLP, which is an emerging development plan, the weight is to be determined by the stage of its preparation, the extent to which there are unresolved objections, and its degree of consistency with the Framework.

The JLP is at a relatively advanced stage of preparation. The precise weight to be given to policies within the JLP will need to be determined on a case by case basis, having regard to all of the material considerations as set out on the analysis above.

<b>PLYMOUTH AND SOUTH WEST DEVON JOINT LOCAL PLAN -: PUBLICATION (as considered by the Full Councils end Feb/Early March 2017)</b>
SPT1 Delivering sustainable development
SPT8 Strategic connectivity
SPT9 Strategic principles for transport planning and strategy
SPT10 Balanced transport strategy for growth and healthy and sustainable communities
SPT12 Strategic infrastructure measures to deliver the spatial strategy
TTV3 Strategic infrastructure measures for the Main Towns
TTV16 Spatial priorities for development in Okehampton.
TTV18 East of Okehampton
DEV31 Specific provisions relating to transport
DEV32 Meeting the community infrastructure needs of new homes
DEL1 Approach to development delivery and viability, planning obligations and the Community Infrastructure Levy

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

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

### **Conditions** (changes from original outline approval highlighted in yellow):

- 1 In the case of any matter reserved by this permission, any application for approval of any reserved matter must be made not later than the expiration of three years beginning with the date of grant of outline planning permission.  
  
The development to which this permission relates must be begun not later than whichever is the later of the following dates:  
  
(i) the expiration of three years from the date of the grant of outline planning permission; or if later  
(ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.  
  
Reason: To comply with Section 92 of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
  
- 2 The development hereby authorised shall be carried out in accordance with detailed drawings for each phase which shall previously have been submitted to and approved by the Local Planning Authority prior to the commencement of the phase to which the details pertain. These detailed drawings shall show the following:  
(a) the design and external appearance of the proposed building(s);

- (b) its/their siting;
- (c) existing (and proposed) (i) site levels (together with proposed (ii) slab levels);
- (d) the materials for their construction
- (e) the arrangements for the disposal of foul and surface water;
- (f) the means of access from public highways;
- (g) the areas for (i) parking (ii) (and turning) of vehicles (in accordance with the Devon County Council's parking standards);
- (h) all other works including walls fences means of enclosure screening.
- (i) the location, extent and layout of open space(s) play space(s)
- (j) the design, layout, levels, gradients, materials, drainage, lighting and method of construction of all new roads and connection with existing roads.

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

- 3 The development hereby approved shall be carried out strictly in accordance with the drawings numbered :

Site location plan August 2013 426 001 E

Amended phasing Plan August 2016

426 004 B land use plan (layout) received 14/5/14

Proposed Vehicular Access Strategy 21227-HAR-10A

Proposed Ghost Island Junction 21227-HAR-11A

Proposed pedestrian crossing at roundabout junction A092521 – SK09

Roundabout X Section 21227-VER-10

unless further amendments have been agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of development in the interests of amenity.

- 4 PRIOR TO COMMENCEMENT

No development shall take place until a Waste Audit Statement for waste arising from the development has been submitted to and agreed in writing by the Local Planning Authority.

The statement shall include:

- a) methods to reduce the amount of waste material
- b) methods to re-use the waste within the development
- c) methods for the reprocessing and/or final disposal of excavated materials, including locations (which should hold appropriate planning permission, Environment Agency licences and exemptions) where such activities will take place
- d) estimated quantities of excavated/demolition materials arising from the site
- e) evidence that all alternative methods of waste disposal have been considered
- f) evidence that the distance travelled when transporting waste material to its final disposal point has been kept to a minimum.

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

Reason: To minimise the amount of waste produced and promote sustainable methods of waste management in accordance with policy WPC4: Waste Audit, of the adopted Devon County Waste Local Plan.

- 5 PRIOR TO COMMENCEMENT

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 Local Planning Authority.



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

- 6 No later than the submission of the first reserved matters application, details of a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the details as approved.

Reason: in the interests of sustainability, the better functioning of the highway network and green travel.

7 PRIOR TO COMMENCEMENT

Prior to commencement of any phase of development the applicant shall provide a detailed design for the proposed site to demonstrate compliance with BS8233. The building envelope of all plots shall be constructed so as to provide sound attenuation against external noises, in accordance with the submitted noise assessment with window shut and other means of ventilation provided.

Reason: To protect amenity of future occupants

8 PRIOR TO COMMENCEMENT

Prior to commencement of development hereby approved an acceptable construction method statement will be required to be submitted to and agreed with the LPA, and this shall include:

- a) the parking of vehicles of site operatives and visitors
- b) loading and unloading of plant and materials (none of this will be allowed to stand or wait on the existing highway network, and it should be noted that low loaders currently experience difficulty negotiating part of this area and this must be resolved prior to commencement
- c) storage of plant and materials
- d) wheel washing facilities
- e) measures to control the emission of dust and dirt
- f) estimates of the numbers of vehicles likely to visit the site during construction and daily hours of construction
- g) a timetable of the works (including measures for traffic management)
- h) wildlife protection measures required during construction.
- i) provision of boundary hoarding behind any visibility zones has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Informative: This list is not exhaustive.

Reason: In the interest of highway safety and prevention of public nuisance

- 9 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an [amended] investigation and risk assessment and, where necessary, a[n amended] remediation strategy and verification plan detailing how this unsuspected contamination shall be dealt with.

Following completion of measures identified in the approved remediation strategy and verification plan and prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

Reason: No site investigation can completely characterise a site. This condition is required to ensure that any unexpected contamination that is uncovered during remediation or other site works is dealt with appropriately.

- 10 There shall be only one retail unit on the site and the net retail floor area of this space shall be no larger than 250m<sup>2</sup> in total.

Reason: for the purposes of preserving the vitality and viability of the town centre.

- 11 The retail unit hereby approved shall sell convenience goods only and shall not sell comparison goods. The retail unit shall be a neighbourhood convenience store only and no other retail use.

Reason: in order to protect the vitality and viability of the town centre, and for the purposes of maintaining a sustainable development on this site.

- 12 At least 10% of energy used on the development shall be generated from decentralised and renewable or low carbon sources, or the development shall be constructed so as to be 10% more energy efficient than the standard for building regulations at the time of approval of reserved matters unless otherwise agreed in writing by the LPA.

Reason: for the purposes of sustainable development and a reduction in carbon emissions, (flexibility included due to emerging ministerial guidance.)

- 13 PRIOR TO COMMENCEMENT

Prior to the commencement of each phase, details of how fibre optic broadband connections to at least "superfast" (greater than 24Mg Bps) shall be facilitated to ensure that all Internet Service Providers (ISPs) are able to deliver their services to all premises within the phase and overall development area shall have been provided to and approved in writing by the Local Planning Authority. Such infrastructure as identified within these approved details shall be provided in phase with the development.

Reason: To support sustainable living and working patterns and ensure inclusiveness.

- 14 PRIOR TO COMMENCEMENT

Works to hedgerows that are likely to cause an offence against dormice shall not in any circumstances commence unless the LPA has been provided with either:

- a) A licence by Natural England pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010 authorizing the development to go ahead; or
- b) A statement in writing from Natural England to the effect that it does not consider that the development will require a licence.

Reason: In the interests of the protection of protected species and biodiversity.

- 15 PRIOR TO COMMENCEMENT

Development shall not begin until details of a Landscape and Ecological Management Plan (LEMP) for the site have been submitted to and approved in writing by the LPA. The LEMP should detail management and maintenance of existing and new landscape, wildlife and open space features reflecting recommendations of ecology and landscape reports.

Reason: in the interests of biodiversity and environmental protection

- 16 Detailed mitigation, compensation and enhancement measures to be provided at Reserved Matters Stage (e.g. an Ecological Design Strategy or similar document) showing how impacts on wildlife will be avoided/minimised and how a net gain for biodiversity at the site will be achieved.

Reason: for the protection of wildlife, biodiversity and the environment.

17 PRIOR TO COMMENCEMENT

Details of on-site play provision and open space shall be submitted to and approved in writing by the LPA before any development commences, and the development shall be carried out as approved.

Reason: in the interests of public amenity and wellbeing

18 The development shall be carried out in accordance with the revised Flood Risk Assessment received on 07/02/2014 as approved.

Reason: in the interests of flood protection, the environment and residential amenity

19 PRIOR TO COMMENCEMENT

Prior to the commencement of the development, details of the foul and surface water design including percolation test results and/or discharge flow rates and details of flow control devices where applicable, and supporting calculations shall be submitted to and approved in writing by the local planning authority.

Prior to the commencement of the development, a plan identifying each phase of development and the order in which such phases shall be developed shall be provided and agreed with the local planning authority. The LPA must be notified before any changes to this plan are made. Such changes must be agreed with the LPA before they are implemented.

Prior to the commencement of each phase of the development, details of construction phase surface water management scheme for each phase shall be provided and approved in writing by the local planning authority. This shall include details of the management of surface water run off, silt and debris containment and reduction for the duration of the construction works.

Prior to the commencement of each phase the development, details of the protection measures for existing watercourses, ditches, ponds and any other drainage feature affected by that phase of development shall be provided and approved in writing by the local planning authority.

Details relating to the maintenance and management responsibility of the drainage systems must be submitted to and approved in writing by the local planning authority prior to commencement on site.

Such approved foul and surface water drainage details shall be completed and become fully operational before the first occupation of that phase of development. Following its installation the approved scheme shall be permanently retained and maintained thereafter.

Surface water drainage systems design and installation shall be accordance with CIRIA C697 The SuDS Manual and CIRIA C698 Site Handbook for the Construction of SuDS.

Reason: To safeguard the amenities of the locality and to ensure that the development is adequately drained

20 The proposed estate roads, 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.

21 **PRIOR TO COMMENCEMENT**

The development hereby approved shall not be carried out otherwise than in accordance with the 'amended phasing plan' dated August 2016, which indicates 4 phases; school, phase one, phase two and phase three.

- The timing of delivery of the phases does not need to follow in the numerical sequence implied
- Phases can proceed concurrently
- The western access junction and first section of access road (highlighted green on attached plan) into the site shall be delivered prior to any other phase
- The roundabout shall be completed prior to the occupation of the 150<sup>th</sup> residential unit.

REASON: To ensure the proper development of the site and the timely delivery of the necessary infrastructure

22 **PRIOR TO COMMENCEMENT**

No part of the development hereby approved shall be commenced until:

- A) The access roads have been laid out, kerbed, drained and constructed up to base course level for the first 20 metres back from its junction with the public highway
- B) The ironwork has been set to base course level and the visibility splays required by this permission laid out
- C) The footway on the public highway frontage (if required by this permission) has been constructed up to base course level
- D) A site compound and car park have been constructed to the written satisfaction of the Local Planning Authority

REASON: To ensure that adequate on site facilities are available for all traffic attracted to the site during the construction period, in the interest of the safety of all users of the adjoining public highway and to protect the amenities of the adjoining residents

23 The occupation of any dwelling in an agreed phase of the development shall not take place until the following works have been carried out to the written satisfaction of the Local Planning Authority:

- A) The spine road and cul-de-sac carriageway including the vehicle turning head within that phase shall have been laid out, kerbed, drained and constructed up to and including base course level, the ironwork set to base course level and the sewers, manholes and service crossings completed;
- B) The spine road and cul-de-sac footways and footpaths which provide that dwelling with direct pedestrian routes to an existing highway maintainable at public expense have been constructed up to and including base course level;
- C) The cul-de-sac visibility splays have been laid out to their final level;
- D) The street lighting for the spine road and cul-de-sac and footpaths has been erected and is operational;

E) The car parking and any other vehicular access facility required for the dwelling by this permission has/have been completed;

F) The verge and service margin and vehicle crossing on the road frontage of the dwelling have been completed with the highway boundary properly defined;

G) The street nameplates for the spine road and cul-de-sac have been provided and erected.

REASON: To ensure that adequate access and associated facilities are available for the traffic attracted to the site

24 The following details shall be submitted at the same time as the layout under the reserved matters for each phase of the development hereby approved:

(i) location, species and spread of all trees, shrubs, hedges, hard landscaping, boundary treatments existing on the site, distinguishing those proposed to be removed and those to be retained;

(ii) a landscaping scheme showing ground moulding, screen banks, hedgebanks, trees, shrubs, and hedges, including proposals for protection and maintenance of the landscaping.

The scheme submitted shall be fully implemented

(a) in the planting season following the substantial completion of the development

(b) in tandem with each phase of the development as set out under condition above,

and must be implemented not later than the planting season following the completion of each phase and the plants shall be protected, maintained and replaced as necessary to the reasonable satisfaction of the Local Planning Authority for a minimum period of five years following the date of the completion of the planting.

Reason: To protect and enhance the visual amenities of the site and locality.

25 The phased landscaping scheme as approved shall be fully implemented not later than the planting season following the completion of the development and the plants shall be protected, maintained and replaced as necessary to the reasonable satisfaction of the Local Planning Authority for a minimum period of five years following the date of the completion of the planting.

Reason: In the interest of visual amenity and landscape in order to protect and enhance the amenities of the site and locality