

**County Council Development**

**Teignbridge District: Construction of a new multi-purpose hall, vocational teaching workshop and ancillary roads, parking and pavements to serve an existing SEN school, Orchard Manor School, John Nash Drive, Dawlish**

**Applicant: Devon County Council**

**Application No: 20/00785/DCR3**

**Date application received by Devon County Council: 11 May 2020**

Report of the Chief Planner

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that planning permission be granted subject to the conditions set out in Appendix I to this report (with any subsequent minor changes to the conditions being agreed in consultation with the Chair and Local Member).

**1. Summary**

- 1.1 The report relates to a proposal at Orchard Manor School construct a new multi-purpose hall with ancillary accommodation and a new vocational workshop to accommodate an increase in pupil numbers from 156 to 210. Associated external works include the formation of a new road and an additional 28 car parking spaces, taking the total up to 100 spaces.
- 1.2 The main planning considerations for the determination of this application are the impacts on residential properties, loss of vegetation and ecological impacts, surface water flooding and car parking and drop off/pick up issues.
- 1.3 The planning application, representations received and consultation responses are available to view on the Council website under reference DCC/4180/2020 or by clicking on the following link:  
<https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4180/2020>.

**2. The Proposal/Background**

- 2.1 Orchard Manor School is located on the edge of Dawlish, approximately one mile from the town centre, and is accessed via John Nash Drive. Residential properties are located to the north, east and south of the site, with open countryside to the west. The school is an amalgamation of Ratcliffe Special School and Oaklands Park Special School which previously occupied two adjacent sites but, since the merger in 2017/18, the sites are now shared.

- 2.2 Orchard Manor is a residential school that provides educational care for pupils with special educational needs (SEN) aged from 3 to 19. Pupils attend the school on either a weekly (Monday – Friday) residential basis or as day pupils.
- 2.3 The application proposes construction of a new single storey multi-purpose hall in the centre of the school site, to be used for whole school assemblies, school events, small group teaching and physiotherapy. A new single storey vocational workshop with a covered area and associated external works is proposed in the south-east corner of the site, including a 2m high weld mesh secure fence, which will link to the existing fence line. The workshop will be used to deliver vocational subjects including catering, motor mechanics, construction and horticulture.
- 2.4 The application also proposes a new internal road to enable a safe and secure pick up and drop off area. There are currently three separate roadways into the school, all of which require two-way-traffic, and the new roadway will provide a one-loop around both the upper and lower parts of the site. The proposal proposes to improve the current on-site parking for staff/visitors by providing an additional 28 car parking spaces, resulting in a total of 100 spaces on site to eliminate the need for staff/visitors to park along the roads close to the school site.
- 2.5 The multi-purpose hall will be located in the centre of the school site, adjacent to the residential buildings and wooded area. Existing residential buildings are two storey brick and render with low pitched roofs, and the new hall will have a mono-pitch roof with a mixture of brickwork and cladding, and will be lower in height than the residential buildings so as to reduce the visual impact. The vocational workshop will be located in the south-east corner of the school site, which is surrounded by vegetation to the south, east and west. The workshop and canopy will be situated on an existing hard paved area, which will be repaired and replaced as required.
- 2.6 As a result of the proposal, there will be a loss of vegetation throughout the site in order to accommodate the multi-purpose hall and the road, including the excavation of an area of banked soft landscaping and the removal of three trees.

### **3. Consultation Responses**

- 3.1 Teignbridge District Council: No planning response received.
- 3.2 Dawlish Town Council: no objection following further on the number of parking spaces and details of electric car charging points.
- 3.3 South West Water: no objection.
- 3.4 DCC Highways: no objection. There have been two “slight collisions recorded to/by the police between 01/01/2014 and 31/12/2018. These were at the junctions at either end rather than in the proximity of the site access.

Parking on John Nash Drive is not restricted and there is a significant amount of on-street parking including overspill from the school site. The application proposes an additional 48 parking spaces to allow all staff to park within the school site and improve the existing situation on John Nash Drive.

- 3.5 DCC Road Safety: no objection.
- 3.6 DCC Landscape: no objection subject to conditions. Taking into account that mature and veteran trees on site have already been removed in anticipation of planning consent being granted, the proposals could now be accommodated at the site without further harming or eroding the distinctive characteristics and valued attributes of the landscape, subject to conditions requiring proposals for protection of mature trees during construction and replacement tree planting, together with ongoing management of these as part of a wider woodland management plan, and detailed lighting proposals.
- 3.7 DCC Ecology: no objection subject to conditions requiring a construction environmental management plan, compliance with the ecological appraisal actions, further surveys and avoidance of vegetation clearance during the nesting season.
- 3.8 DCC Flood Risk: no objections, subject to pre-commencement conditions that address the following areas:
- detailed design of the proposed permanent surface water drainage management system;
  - full details of the adoption and maintenance arrangements for the proposed permanent surface water drainage management system; and
  - details design of the proposed surface water drainage management system.
- 3.9 DCC Public Health: supportive of the application and are encouraged by the enhanced provision of the sports hall and changing facilities and the sustainability statement. In order to maximise the offer of the sustainable travel modes highlighted in the travel plan, we would support the provision of car share spaces, and support initiatives that support to increase the uptake of sustainable modes of travel and reduce the volume of single occupancy car journeys.
- 3.10 DCC Local Member (Cllr Clatworthy): I consider this to be a major application, which should be decided by the Committee, in view of both capital expenditure and scale of development and thus be transparent in the decision making process.

I would add that I am supportive of the proposals; subject always to a satisfactory solution to parking onsite for staff members whom I am to understand is being addressed. It has recently been brought to my attention that there are pigs within the site and I have received complaints about this and feel this is not appropriate in view of the close residential development and it clearly has an effect on their amenities. Although not a planning point, I think I am correct in saying all the residential in the immediate area is the

subject of a restrict covenant that chickens cannot be kept as the land was sold by DCC to various developers, so clearly it does not question why there is not a similar restriction on the school site to protect amenities?

I have been told that prior to Ratcliffe School and Oakland School joining up to form Orchard Manor School, there were regular meetings with the local community. Perhaps they can recommence? This would be very welcome. I do not know whether this would pass the test for appropriate conditions? But I am aware that Local Community Groups meeting with local quarry owners, which is of benefit and it would not create a precedent.

#### **4. Advertisement/Representations**

4.1 The application was advertised in accordance with the statutory publicity arrangements by means of a site notice, notice in the press and notification of neighbours by letter. As a result of these procedures four objections were received, making reference to the following matters:

- clearance of vegetation between the school boundary and Shillingate Close and within the school site;
- the potential noise that will come from the new Vocational Workshop, as well as potential hazards from the use of petrol, paint and flammable liquids;
- the ecological impacts that the Vocational Workshop will have on the surrounding wooded area;
- residents have complained that there are pigs on the school site;
- parking from staff and visitors along John Nash Drive and Shillingate Close;
- residents have questioned the location of the vocational workshop and have requested its location is re-considered, so that it is not close to the houses and the sensitive land;
- all previously utilised parking areas should be brought back into use and further additional car parking spaces incorporated in the proposals;
- whether the vocational workshop will be used during term time;
- the potential for surface water flooding and the impacts the proposal may have on the resident's drains;
- what the impacts will be during the development;
- the associated plans that were put online were unacceptable, being small and extremely difficult to understand;
- the impact the outside lighting will have on the adjoining properties from the Vocational Workshop;
- whether there will be further development onsite at a later date; and
- whether the hall and vocational building will be used through term-time only.

#### **5. Planning Policy Considerations**

5.1 In considering this application the County Council, as County Planning Authority, is required to have regard to the provisions of the Development

Plan insofar as they are material to the application, and to any other material considerations. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that where regard is to be had to the Development Plan, the determination shall be in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan policies are summarised below and the most relevant are referred to in more detail in Section 6.

## 5.2 Teignbridge Local Plan 2013-2033 (adopted May 2014)

Policies S1 (Sustainable Development Criteria), S2 (Quality Development), S5 (Infrastructure) S21A (Settlement Limits), S22 (Countryside), EN2A (Landscape Protection and Enhancement), , EN12 (Woodlands, Trees & Hedgerows), EN4 (Flood Risk), EN8 (Biodiversity Protection and Enhancement) and DA10 (Education Facilities).

## 5.3 Other material considerations include:

- National Planning Policy Framework; and
- Planning Practice Guidance.

## 6. **Comments/Issues**

### 6.1 It is considered that the main material planning considerations in the determination of the proposed development are planning policy and the need for the development, the impact on residential properties, loss of vegetation and ecological impacts, surface water flooding, and car parking and transport issues.

#### Planning Policy and the Need for the Development

### 6.2 Paragraph 94 of the NPPF highlights the importance of ensuring sufficient choice of school places to meet community needs and requires that planning authorities should “give great weight to the need to create, expand or alter schools”. These requirements are reflected in Policies S5 (Infrastructure) and DA10 (Education Facilities) of the Teignbridge Local Plan.

### 6.3 Devon County Council (DCC) and the Department for Education (DfE) have identified a requirement for more SEN places to serve pupils in Dawlish and the surrounding area. To enable the school to expand and to help ease the problems caused by the split site, DCC and the School Management Team have identified the need to provide additional accommodation in the following curriculum areas to address a deficiency in:

- indoor PE facilities;
- dining area; and
- basic teaching, particularly in the area of practical vocational training, particularly for post-16 pupils.

### 6.4 While Orchard Manor is outside the defined settlement limit for Dawlish as set out by Policy S21A (Settlement Limits) of the Teignbridge Local Plan, Policy S22 (Countryside) notes that development and investment will be managed to

provide attractive, accessible and biodiverse landscapes and sustainable settlements, and allows for uses such as infrastructure and community facilities.

- 6.5 It is considered that the proposal meets an identified need that will deliver additional places and improved facilities for staff and pupils, is consistent with the NPPF and relevant Local Plan policies, and is therefore acceptable in principle subject to consideration of the specific impacts addressed below.

#### Impact on Residential Properties

- 6.6 Concerns have been raised regarding the proposed vocational workshop, which will be used as a workshop for vehicle maintenance and building and construction skills. The concerns noted the impact the workshop would have on the neighbouring residential properties to the south-east of the school site in terms of its location, light pollution and any noise that it will generate whilst it is being used. The distance between the closest residential property and the vocational workshop is approximately 60m.
- 6.7 The vocational workshop has been located in the most appropriate position on site in order to suit the needs of the school. The older students are predominantly situated towards the upper end of the school site, therefore the workshop was located so that it was in close proximity to the other specialist teaching spaces in that area, including the existing technology rooms and existing stores and closer to the main vehicular access route.
- 6.8 The location of the proposed workshop is on an existing hard surfaced area, is close to a vehicular access, requires the removal of only two trees, which will be replaced, and is accessible for the older pupils and allows for an easy transition between lessons.
- 6.9 A suggestion has been made about relocating the workshop along the south west boundary of the site, adjacent to Holcombe Down Rd/Oak Hill. However, this would entail the removal of a number of trees and vegetation and the construction of vehicular access road and is, therefore, not considered an appropriate location.
- 6.10 The proposed vocational workshop borders the wooded area which separates the school site and the residential properties in Shillingate Close. The existing vegetation acts as a screen in order to prevent any overlooking between the school and the neighbours. However, lighting has been raised as a concern due to the potential impact upon the neighbouring properties and biodiversity.
- 6.11 This wooded area is made up of dense vegetation, including deciduous and evergreen species, which should provide an adequate visual screen and prevent any light nuisance. Given the distance between the vocational workshop and the nearby housing, it is considered the proposal will be in accordance with Policy S1 (Sustainable Development Criteria) of the Teignbridge Local Plan, which requires development to protect and mitigate the impact on residential amenity of existing dwellings.

- 6.12 In terms of noise impacts, it is anticipated that the workshop will only be used in term-time during the school hours. Additionally, the workshop is not a commercial unit, so noise will be limited. It is therefore not considered that the workshop would adversely affect the amenity of the residents.
- 6.13 It has been highlighted that there are clanging gates, hydraulic noises and warning beepers through the school day, as well as a security light shining during the night. Whilst these are not planning matters and will not be made worse by the planning application, the school has agreed to identify these issues. There are suggestions of adding rubber stoppers, if necessary, to the gates and adjusting any time sensors as appropriate to alleviate these issues.
- 6.14 Given the circumstances discussed above, it is considered that the proposal will avoid any significant impact on nearby properties and will therefore be in accordance with Policy S1 (Sustainable Development Criteria) of the Teignbridge Local Plan.

#### Car Parking and Drop Off/Pick Up

- 6.15 The concerns that have been raised in representations focus on the off-site parking along John Nash Drive and Shillinggate Close from staff and visitors, as well as traffic concerns that are associated with pupil pick up and drop off.
- 6.16 The proposal will improve the current on-site parking for staff and visitors by providing an additional 28 car parking spaces, taking the total to 100 car parking spaces for staff and visitors, which will eliminate the need for staff and visitors to park along the roads close to the school site. There are currently 176 pupils on roll, and 149 staff members, some of whom work part-time and are on different shift patterns. After the development is completed, the pupil numbers will rise to 210, and staff numbers will increase to 164.
- 6.17 The Transport Statement and School Travel Plan that were submitted as part of the application show that, out of 149 staff, 104 drive to school; however, not all staff are on site at the same time. Appendix 4 of the Transport Statement shows a profile of staff numbers throughout the day, showing the maximum number of staff on site at any time during the day is 135 at 15:00hrs. Applying the modal split average factor for car drivers, this would result in a peak parking demand of 93 spaces. Once the proposed development is completed, and staff numbers increase, the modal split factor for each job type results in an increased demand of 10 car parking spaces. It is anticipated the demand will be slightly lower due to staff members not being on site at the same time.
- 6.18 Given the above, it is considered that the proposal will offer sufficient parking spaces to allow current and future staff parking to be contained on site even during peak times, and to remove the need for any on street parking. Therefore, the scheme is considered acceptable and in accordance with Policy S2 (Quality Development) of the Teignbridge Local Plan.

- 6.19 The access road inside the school site is split into two, with the left-hand access road running down to the upper school buildings. The right-hand access road splits into two, with one road leading to the lower school buildings, and the other road leading to the central buildings. The roads are culs-de-sac and currently operate in a two-way traffic flow.
- 6.20 The proposal looks to form a new link road between the left-hand access and the central access roads, to form a loop in, around and out of the site, creating a one-way traffic flow. The proposed new link road will be tarmacked for approximately 33m and will then connect to the two existing access roads to form a one-way loop.
- 6.21 There is currently parking along the left-hand access road leading to the upper school buildings, which means vehicles cannot enter and leave via this road at the same time, resulting in vehicles waiting for each other. The formation of the new road will mean that vehicles can enter the drop-off area, deliver the pupils to the school and then continue around the loop road and exit the site. It is considered that this would eliminate the existing issues, and the scheme is therefore consistent with Policy S5 (Infrastructure) of the Teignbridge Local Plan.

#### Loss of Vegetation and Ecological Impacts

- 6.22 The application proposes the removal of five individual trees, including T10 (Sycamore), T15 (Sweet Chestnut), T16 (Sweet Chestnut) and G20 (a Birch and Cherry Tree). The submitted arboricultural impact assessment has identified these trees as being in a poor or fair condition. The proposal provides for replacement planting, as shown in the submitted landscape proposal plans, including a variety of 23 trees, a hornbeam hedge and ornamental shrubs which will be planted in and around the multi-purpose hall and road.
- 6.23 The retained trees on site will be protected with fences around the trees, and the enclosed areas will be designated as a construction exclusion zone (CEZ), where the following will be prohibited:
- excavations;
  - changes in levels;
  - storage and transit of machinery; and
  - any other activity causing ground damage.
- 6.24 Policy EN12 (Woodlands, Trees and Hedgerows) of the Teignbridge Local Plan requires development to protect and enhance woodlands, trees, and hedgerows in the area, and the proposal is considered acceptable and in accordance with this policy.
- 6.25 Prior to the submission of the planning application, extensive tree felling occurred within the school site in order to facilitate the development. Of the 42 trees identified in the February 2019 Phase One Habitat Survey, approximately 13 individual trees (in +4 groups) remain as of June 2020, and the biodiversity metric calculations that have been provided as part of this

application show a loss of 4.28 habitat biodiversity units. In order to mitigate for the losses of the onsite habitats, a 5% net gain in biodiversity is required through offsite compensation.

- 6.26 The location for the offsite compensation has not yet been determined and, therefore, the biodiversity metric has not yet been fully calculated and completed. However, the applicant has confirmed through a 'Letter of Intent' their commitment to achieving a net gain in biodiversity offsets of 5% once the offsite location has been secured and metric has been calculated.
- 6.27 It is concluded that, with these measures in place, the scheme complies with Policy EN2A (Landscape Protection and Enhancement) of the Teignbridge Local Plan and Paragraph 175 of the National Planning Policy Framework.

#### Surface Water Flooding

- 6.28 Although part of the school site is located in an area of Medium/High Risk of Surface Water Flooding, the proposed development is not located within the affected area. As part of the application, a Sustainable Drainage Statement was submitted in order to demonstrate how the proposal would mitigate flood risk from the site through the installation of a Sustainable Drainage System (SuDS). Devon County Council's Flood Risk Team has no objection to the application subject to imposition of suitable pre-commencement conditions.

#### Other Matters Raised in Objections

- 6.29 Concerns were raised by local residents regarding the pigs that were living on site and their impact on the vegetation and habitats. These concerns are not a planning matter, and therefore are not relevant in the determination of this application. However, the pigs have since been removed from the school site.

#### Other Environmental Considerations (Including Climate Change)

- 6.30 Paragraph 148 of the National Planning Policy Framework requires that "the planning system should support the transition to a low carbon future in a changing climate", while Devon County Council has declared a climate emergency and committed to facilitating the reduction of Devon's carbon emissions to net-zero by 2050. The scope for individual planning applications to contribute to these initiatives will be dependent on the nature and scale of the development being proposed, and relevant considerations are outlined below:
- 6.31 The planning application includes a commitment to a sustainability approach to demonstrate that the scheme will focus on and deliver a sustainable energy strategy. The application proposes to install a photovoltaic panel array and a hybrid ventilation system, which will minimise energy conditions under day-to-day conditions, and any mechanical heating, ventilation and water services will comply with the C.I.B.S.E recommendations for schools.

6.32 The proposal also addresses climate change through delivering a 5% net gain for biodiversity and habitats.

## **7. Reasons for Recommendation/Alternative Options Considered**

7.1 The Committee has the option of approving, deferring or refusing this planning application.

7.2 In conclusion it is considered that the proposed development would provide a significant improvement to the teaching facilities and will allow for an increase in pupil numbers. This will provide a significant benefit to pupils with special educational needs in and around Dawlish. The report has addressed the material planning issues raised by the proposal and it is considered that these benefits outweigh the impacts that have been identified.

7.3 In this case, it is recommended that the proposed development be approved in accordance with the recommendations of the report.

Mike Deaton  
Chief Planner

### **Electoral Division: Dawlish**

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: Rowan Quick

Room No: Room 120, County Hall

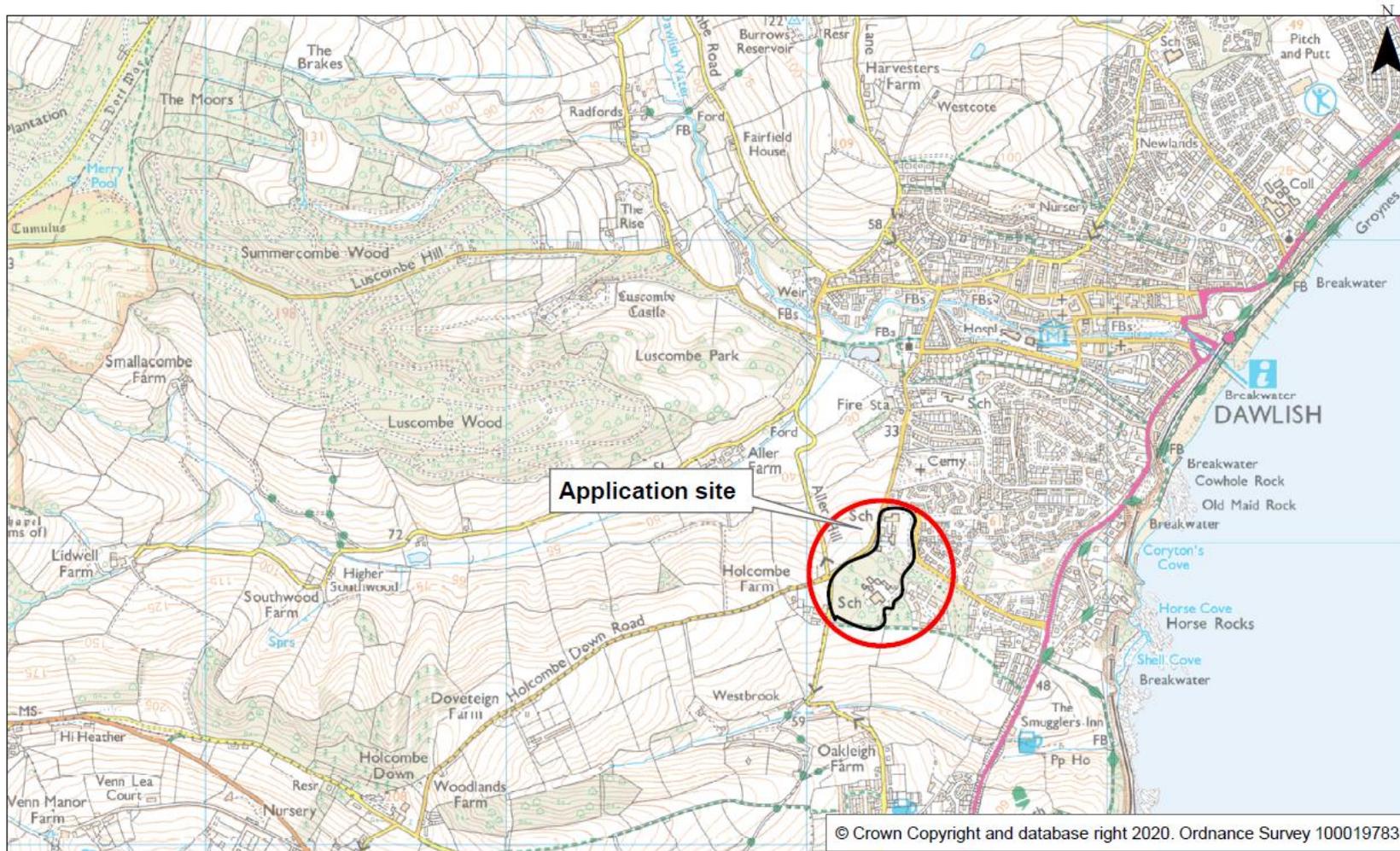
Tel No: 01392 383000

<b>Background Paper</b>	<b>Date</b>	<b>File Ref.</b>
Casework File	Current	DCC/4180/2020

rq290920dma

sc/cr/Construction of new multi-purpose hall SEN school Orchard Manor John Nash  
Drive Dawlish 02 121020

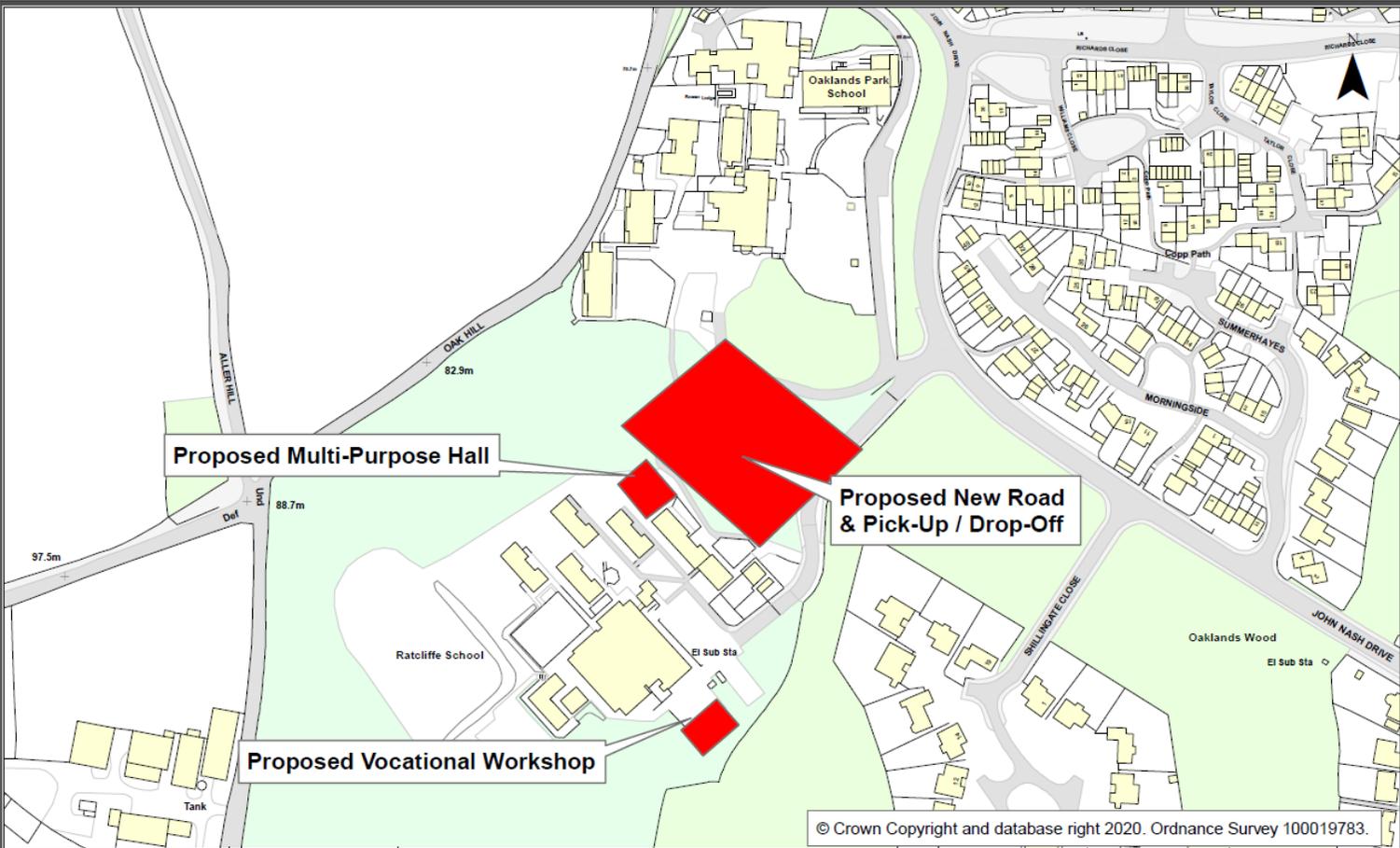
# Location Plan



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	Head of Planning, Transportation and Environment	Development Management Committee County Council Development Teignbridge District Council: Construction of a new multi-purpose hall, vocational teaching workshop and ancillary roads, parking and pavements to serve an existing SEN school at Orchard Manor, John Nash Drive, Dawlish, EX7 9SF	<i>date</i> October 2020	<i>scale</i> 1:16,166
			Application No: 20/00785/DCR3	

**Site Plan  
To PTE/20/33**



	Head of Planning, Transportation and Environment	Development Management Committee County Council Development Teignbridge District Council: Construction of a new multi-purpose hall, vocational teaching workshop and ancillary roads, parking and pavements to serve an existing SEN school at Orchard Manor, John Nash Drive, Dawlish, EX7 9SF	date October 2020	scale 1:2,021
			Application No: 20/00785/DCR3	

## Planning Conditions

### STANDARD COMMENCEMENT

1. The development shall commence within three years of the date of this permission.

REASON: In accordance with Section 91 of the Town and Country Planning Act 1990.

### STRICT ACCORDANCE WITH PLANS

2. The development shall be carried out in strict accordance with the details shown on the approved drawings and documents numbered Location Plan NPS-DR-A-(00)-001 Rev P2, Utilities Plan, Roof Plan –(02)040 Rev P2, Drop Off and Parking –(90)100 Rev P7, Plan FFE –(02)023 Rev P2, Sections Location –(03)010 Rev P2, Sections Location –(03)011 Rev P0, Elevations –(04)101 Rev P0, Elevations –(04)102 Rev P0, Topographical Survey Sheet 1 of 1 – NPS S\_D\_113 Rev 6, Topographical Survey Sheet 3 of 3 – NPS S\_D\_113 Rev 3, Roof Plan – NPS-DR-A-(02)140 Rev P2, New Workshop Site Layout – NPS-DR-A(00)-202 Rev P8, Workshop Elevations – North & East – NPS-DR-A-(04)201 Rev P2, Workshop Elevations – South & West – NPS-DR-A-(04)202 Rev P2, Workshop FFE WIP-NPS-DR-A(02)123, Rev P2, Drainage Layout – Proposed New Sports Hall & Access Road – HBS-DR-C(00)-060 Rev P3, Drainage Layout – Proposed New Workshop – HBS-DR-C(00)-061 Rev P3, Exploratory Hole & Testing Location Plan – HBS-DR-G-(00)-001 Rev P1 Updated Proposed Landscape Plan – Phase 2 Part 1 – NPS-00-00-DR-L-(90)-800 Rev P5, Updated Proposed Landscape Plan Phase 2 Workshop Area Part 2 – NPS-00-00-DR-L-(90)-801 Rev P4, Distance to Boundaries -NPS-DR-A-(00)-203 Rev P1, Proposed Sports Hall Surfacing & Kerbing Plan – HBS-DR-C-(00)-070 Rev P2, Proposed Workshop Surfacing & Kerbing Plan & Typical Standard Details – HBS-DR-C-(00)-071 Rev P2 Luminaire Schedule – HBS-DR-E-63-802, Lighting Layout HBS-DR-E-63-101, Lighting Layout HBS-DR-E-63-001, External Lighting Layout HBS-DR-E-(60)-301, Planning Statement, Sustainable Drainage Statement, Transport Statement, Wildlife & Geology Trigger Table, Updated Arboricultural Impact Assessment, Updated Tree & Lighting Impact Assessment, Ecological Appraisal Phase 1, School Travel Plan, Soakaway Results, Hydraulic Calculation – SW Complex Parking Attenuation, Hydraulic Calculations – SW Lower Attenuation, Email Correspondence SW Water, Sustainability Approach, Preliminary Ecological Appraisal, Biodiversity Metric Calculation and Offsite Compensation – Signed Letter of Intent.

REASON: To ensure that the development is carried out in accordance with the approved details.

### PRE-COMMENCEMENT CONDITIONS

3. No part of the development hereby permitted shall be commenced until the detailed design of the proposed permanent surface water drainage management system has been submitted to, and approved in writing by, the County Planning Authority. The details submitted shall include:

- a cross-section of the permeable paving, to demonstrate that there is sufficient depth for the formation of the permeable paving (including impermeable geotextile) and, if a depth of soil between the base of the permeable paving and the top of the attenuation tank is necessary, that there is a sufficient space for this;
- a cross-section of the filter drain confirming the depth and formation of the filter drain, with annotation of any geotextiles and surface finishes; and
- details of the expected loads for the attenuation tank beneath the car park and confirmation that the attenuation tank will resist these loads.

The design of this permanent surface water drainage management system will be in accordance with the principles of sustainable drainage systems, and those set out in the Sustainable Drainage Statement (Ref. 100535SUDs/MW; dated 8th November 2019), Drainage Layout Proposed New Sports Hall and Access Road (drawing No. HBS-DR-C- (00)-060; Rev. P3; dated 23rd June 2020), Drainage Layout Proposed New Workshop (HBS-DR-C-(00)-061; Rev. P3; dated 17th July 2020).

REASON: To ensure that surface water runoff from the development is managed in accordance with the principles of sustainable drainage systems.

Advice: Refer to Devon County Council's Sustainable Drainage Guidance.

4. No part of the development hereby permitted shall be commenced until the full details of the adoption and maintenance arrangements for the proposed permanent surface water drainage management system have been submitted to, and approved in writing by, the County Planning Authority.

REASON: To ensure that the development's permanent surface water drainage management systems will remain fully operational throughout the lifetime of the development.

5. No part of the development hereby permitted shall be commenced until the detailed design of the proposed surface water drainage management system which will serve the development site for the full period of its construction has been submitted to, and approved in writing by, the County Planning Authority. This temporary surface water drainage management system must

satisfactorily address both the rates and volumes, and quality, of the surface water runoff from the construction site.

REASON: To ensure that surface water runoff from the construction site is appropriately managed so as to not increase the flood risk, or pose water quality issues, to the surrounding area.

6. No development shall take place until a Construction and Environmental Management Plan has been submitted to and approved in writing by the County Planning Authority. The Plan shall provide details of:
  - (a) timetable/programme of works;
  - (b) measures for traffic management (including routing of vehicles to and from the site, details of the number/frequency and sizes of vehicles);
  - (c) days and hours of building operations and construction;
  - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 0800 and 1800 Mondays to Fridays (avoiding school pick up and drop off times); 0900 to 1300 Saturdays, and no such vehicular movements taking place on Sunday and Bank/Public Holidays, unless agreed by the Planning Authority in advance;
  - (e) location of loading, unloading and storage of plant and materials;
  - (f) location of contractor compound and facilities;
  - (g) provision of boundary fencing/hoarding;
  - (h) parking of vehicles of site personnel, operatives and visitors;
  - (i) recycling during construction;
  - (j) proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site;
  - (k) the amount and location of construction worker parking,
  - (l) environmental protection throughout the construction phase; and
  - (m) mitigation measures, including:
    - (i) wheel washing facilities;
    - (ii) ensuring no mud is deposited on the public highway; and
    - (iii) minimising dust during construction.

The development shall be implemented in accordance with the approved plan.

REASON: To ensure adequate access and associated facilities are available for the construction traffic and to minimise the impact of construction on nearby residents and the local highway network in accordance with Policy S11 (Pollution) and Policy S1 (Sustainable Development Criteria) of the Teignbridge Local Plan 2013-2033.

7. Prior to the commencement of any site works, a repeat survey for the presence of badgers on the site and surrounding habitat, with associated mitigation/compensation measures, shall be submitted to and approved in writing by the County Planning Authority.

REASON: To minimise impacts on badgers and ensure that appropriate measures are put in place for their protection in accordance with Policy EN8

(Biodiversity Protection and Enhancement) of the Teignbridge Local Plan 2013-2033.

8. Prior to the commencement of any excavation or construction works, all trees to be retained shall be protected in accordance with BS5837:2012 and the Tree Protection Plan in section 6 of the Arboricultural Impact Assessment (ref. 19.019.AIA Rev B dated 11<sup>th</sup> September 2020). These measures shall be maintained until completion of the proposed development.

REASON: To protect and enhance the area's landscape, and to ensure it is in accordance with Policy EN2A (Landscape Protection and Enhancement) of the Teignbridge Local Plan 2013-2033.

9. Prior to commencement of the proposed development, details of the method of 'no dig' construction of footpaths within the canopy spreads of retained trees shall be submitted to and approved in writing by the County Planning Authority. These footpaths shall subsequently be constructed in accordance with the approved details.

REASON: To protect and enhance the area's landscape, and to ensure it is in accordance with Policy EN2A (Landscape Protection and Enhancement) of the Teignbridge Local Plan 2013-2033.

10. No construction shall take place until samples of all external materials for the buildings hereby approved have been submitted to and approved in writing by the County Planning Authority. The buildings shall subsequently be constructed with the approved materials.

REASON: To ensure that the proposed development is of a standard appropriate to its surroundings in accordance with Policy S2 (Quality development) of the Teignbridge Local Plan 2013-2033.

#### POST-COMMENCEMENT CONDITIONS

11. The development shall be carried out in accordance with the ecological mitigation and enhancement measures proposed in Chapter 6 of the Preliminary Ecological Appraisal (August 2020).

REASON: To ensure the protection and enhancement of the ecological value of the site in accordance with Policy EN8 (Biodiversity Protection and Enhancement) of the Teignbridge Local Plan 2013-2033.

12. Prior to occupation of the proposed buildings, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the County Planning Authority. The LEMP shall include measures for the management of existing woodland and other vegetation within the site and all new planting, and shall be implemented following its approval in accordance with timescales to be detailed in the Plan.

REASON: To protect and enhance the areas landscape, and to ensure its successfully established and maintained in accordance with Policy EN2A (Landscape Protection and Enhancement) of the Teignbridge Local Plan 2013-2033.

13. No vegetation clearance shall take place during the bird nesting season (1 March to 31 August, inclusive) unless the developer has been advised by a suitably qualified ecologist that the clearance will not disturb nesting birds and a record of this kept.

REASON: To avoid adverse impacts on nesting birds in accordance with Policy EN8 (Biodiversity Protection and Enhancement) of the Teignbridge Local Plan 2013-2033.

14. The proposed buildings shall not be brought into use until the additional car parking spaces and alterations to the site roads hereby approved have been constructed and made available for use by staff and visitors.

REASON: To ensure the availability of adequate parking facilities within the site and avoid the use of nearby roads for parking by staff and visitors.