

County Council Development

West Devon Borough: New special educational needs school including two-storey school building, hard and soft play areas, playing fields, car park, turning zone and services/plant store (outline application with all matters reserved), Okehampton East Business Park, Higher Stockley Mead, Okehampton

Applicant: Devon County Council

Application No: DCC/4194/2020

Date application received by Devon County Council: 28 July 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 outline planning permission is granted subject to the conditions set out in Appendix I of 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 applicant is seeking outline planning permission for a new Special Educational Needs school including two-storey school building, hard and soft play areas, playing fields, car park, turning zone and services/plant store.
- 1.2 The main material planning consideration in the determination of this application are that the proposal is a departure from the development plan, specifically Policy DEV14 (Maintaining a flexible mix of employment sites) of the Plymouth and South West Devon Joint Local Plan, together with the impacts on landscape, including Dartmoor National Park, the local highway network, amenity considerations and climate change.
- 1.3 The planning application, representations received, and consultation responses are available to view on the Council website under reference DCC/4194/2020 or by clicking on the following link:
<https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4194/2020>.

2. The Proposal/Background

- 2.1 The application site is located on the Okehampton East Business Park on the eastern edge of Okehampton, on the north side of the B3260 and approximately 1 km from the junction of that road with the A30(T). A footpath and a small business centre/farm estate border the site to the west, and Higher Stockley Mead along with retail and office/business units lies to the

east, with a large industrial unit lies across an access road to the north. The site is visible from Dartmoor National Park whose boundary lies less than 300m to the south.

- 2.2 Outline planning permission (00868/2014) was granted in March 2015 for development of Okehampton East Business Park as a mix of Class B1, B2 and B8 uses. The business park has subsequently been partially developed for employment use, and the remaining plots have been remodelled to create level development areas as a series of terraces (one for each plot), with structural planting implemented around the external boundaries of the Business Park.
- 2.3 The application site comprises Plots B and C, which are currently vacant, but Plots D, E/F (combined) and G are now occupied and contain large scale industrial buildings with surface car parking. The terrace of Plot B is elevated above Plot C to the west, but it is lower than the adjacent Plot A to the east. As the terraces have been created to accommodate development, they are almost completely level and contain no vegetation or other landscape features.
- 2.4 The proposal is to provide a new Special Educational Needs (SEN) School for 80 to 100 pupils, catering for children aged 5 to 16 with Social Emotional and Mental Health (SEMH) conditions. Although all matters including access, layout, scale and appearance are reserved for later approval, the indicative layout plan shows the potential allocation of development across the two plots. The size and shape of the western plot lends itself to accommodating sports pitches, habitat zone and play areas, with the eastern plot subdivided into a secure entrance area with car park and turning zone, the main school building; and informal play areas.
- 2.5 Vehicular access would be from the B3260 using Higher Stockley Mead Road and the estate road, while cyclists and pedestrians would have the use of a segregated path from the B3260 to the west of the application site, with the B3260 having a pavement on its north side for shared pedestrian and cycle use.

3. Consultation Responses

- 3.1 West Devon Borough Council (Planning): provides comments on the application relating to potential impacts on employment; biodiversity and landscaping; pedestrian and cycle provision; and design.

In terms of employment the WDBC comment on the nature of a school in the context of employment and whether the school would result in an increase number of jobs in the local plan area. Also noting that there is no in-principle objection to the use of some of the employment allocation for an alternative use but the less intensive nature of a school use (which contains outdoor spaces) may result in fewer jobs than traditional commercial development might deliver. However, WDBC also note that SEN facilities are not something which are routinely planned for within a local plan. It looks for

assurances that the proposed use would not constrain existing and future employment uses in the area allocated for employment and demonstration that appropriate mitigation would be put in place. The Council also seeks further reassurances that the type and nature of traffic generated by the proposal would not impact on the adjoining commercial uses.

In terms of biodiversity and landscape, WDBC recommend that conditions should be imposed to require ensure appropriate landscaping and biodiversity net gain can be achieved through the final design.

In terms of pedestrian and cycle provision, WDBC suggest an appropriate connection from the site should be required by planning condition. Also, provision should be made for facilities to deliver sustainable transport options for staff and visitors, even if these are not required for pupils.

In terms of amenity and environmental impacts WDBC refers to possible impacts of odours emanating from a nearby business and suggests this issue is considered further by the applicant to ensure there will be no adverse amenity impacts on staff and pupils.

In terms of design WDBC request that it is consulted on reserved matters relating to design and suggest the use of a Design Review Panel to ensure the new building is appropriate in terms of the local area.

WDBC consider that the school proposal does not accord with the policies of the local plan but recognises that a SEN school is unlikely to have been considered as an alternative use when the outline planning consent for the business park was granted and acknowledge that site for this type of social infrastructure are not specifically allocated in the local plan.

In conclusion WDBC consider that there are locational challenges brought about by a potential lack of compatibility with existing users and consider that additional information is required on:

- the number of jobs expected to be created by the proposal;
- the compatibility of transport movements within the site, particularly at times of peak use;
- compliance with NPPF paragraph 182 (decisions should ensure that new development can be integrated effectively with existing businesses and community facilities); and
- whether these matters can be satisfactorily addressed through planning conditions.

At this stage WDBC are not currently in a position to offer support for the proposal. The issues raised by WDBC are examined in part 6 of this report.

- 3.2 West Devon Borough Council (Environmental Health): no objection. The response refers to there being three potential environmental health issues: the impact of noise from the adjacent business park uses; emissions and odour from the nearby modern pet food factory; and lighting/light spill from the

proposed school, but concludes that these are resolvable through detailed design at the reserved matters stage.

- 3.3 Dartmoor National Park Authority: no comments received.
- 3.4 Okehampton Hamlets Parish Council: no objection.
- 3.5 Okehampton Town Council: no comments received.
- 3.6 Environment Agency: no comments received.
- 3.7 Natural England: no objection. Based on the plans submitted, the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.
- 3.8 Highways England: no objection.
- 3.9 Sport England: no objection. Consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes.
- 3.10 DCC Highways Development Management: no objection. The proposed development has been the subject of pre-application discussions with highways officers and the scope of the supporting information provided about trip generation has been agreed as adequate and appropriate in the circumstances. The trip generation potential is similar if not less than the potential (approved in outline) commercial usage of the site which means that the highway infrastructure is adequate to serve the proposed development without further improvement or mitigating measures. An appropriate condition requiring the submission of details of access, parking facilities, turning area and access drainage is requested on any permission granted.
- 3.11 DCC Road Safety: no objection subject to Road Safety input being sought at the reserved matters stage regarding the internal layout and movement of vehicles.
- 3.12 DCC Ecologist: no objection subject to the submission of details at the reserved matters stage.
- 3.13 DCC Historic Environment: no comments following those provided at the pre-application stage which advised that the site has been the subject of previous desk-based archaeological assessment and also archaeological monitoring of groundworks for access roads and initial topsoil strip. No significant archaeology was identified. No further archaeological work is required to inform a planning application or in mitigation for the proposed development.

- 3.14 DCC Flood Risk Management: no objections subject to conditions requiring the design of the proposed permanent surface water drainage management system, submission of details of the exceedance pathways and overland flow routes across the site and full details of the adoption and maintenance arrangements for the proposed permanent surface water drainage management system being submitted to and agreed in writing by the County Planning Authority.
- 3.15 DCC Landscape: no objections. The proposals could be accommodated without harming the distinctive character and special qualities and features of the landscape affected, including Dartmoor National Park. The proposals include measures that would mitigate potential adverse effects on the landscape and on views to acceptable levels or could achieve this subject to appropriate conditions.
- 3.16 DCC Public Health: support employment opportunities and play area provision, but recommend submission of a travel plan and measures to use renewable technologies.

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 one letter of objection was received from a local business citing concerns "...that at key arrival and departure times there will be cars overflowing into neighbouring roads and business to find parking... which could have a significant impact on our business, customers avoiding these times or stopping them coming altogether".
- 4.2 In addition concerns were also raised with regards to impacts upon business and safety; with an estimated increase of 274 vehicle movements per day more trips will utilise an already popular short cut to the A30 from the east side of Okehampton via the county road from the B3215 to the B3260 (through Stockley).

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 Plymouth and South West Devon Joint Local Plan (adopted March 2019)

Strategic Objective SO6 (Delivering a prosperous and sustainable South West Devon) and Policies SPT1 (Delivering sustainable development); SPT2 (Sustainable linked neighbourhoods and sustainable rural communities); SPT4 (provision for employment floorspace); TTV2 (Delivering sustainable development in the Thriving Towns and Villages); TTV3 (Strategic Infrastructure Measures for the Main Towns); TTV13 (Land at Exeter Road, Okehampton); DEV1 (Protecting health and amenity); DEV2 (Air, water, soil, noise, land and light); DEV14 (Maintaining a flexible mix of employment sites); DEV15 (Supporting the rural economy); DEV19 (Provisions for local employment and skills); DEV20 (Place shaping and the quality of the built environment); DEV23 (Landscape character); DEV25 (Protected landscapes); DEV26 (Protecting and enhancing biodiversity and geological conservation); DEV28 (Trees, woodlands and hedgerows); DEV29 (Specific provisions relating to transport); and DEV32 (Delivering low carbon development).

5.3 Devon Waste Plan (adopted December 2014)

Policy W4 (Waste Prevention).

5.4 Other material considerations in the determination of this application are:

- Devon Education Infrastructure Plan (revised) 2016-2033
- Plymouth and South West Devon Supplementary Planning Document (adopted 22 June 2020)
- National Planning Policy Framework
- National Planning Policy for Waste
- Planning Practice Guidance
- CLG/DfE Policy Statement – Planning for Schools Development

6. **Comments/Issues**

- 6.1 It is considered that the main material planning issues in the determination of the proposed development are planning policy considerations, the impacts on landscape, including Dartmoor National Park, the local highway network, amenity considerations and climate change.

Planning Policy Considerations

- 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”. In addition, the Government’s policy statement ‘Planning for Schools Development’ stresses the need for local authorities to consider the importance of enabling development of state-funded schools and using their planning powers to support such schools. These requirements are reflected in Strategic Objective SO6 of the Joint Local Plan, with Policy TTV3 requiring expansion of special educational needs places.

6.3 Devon County Council has proposed a £20 million programme to deliver up to 300 additional SEN places across the county, and plans are in place for North and South Devon as well as new provision delivered in Tiverton and Newton Abbot. A search has been undertaken for suitable sites for further provision, focussing on major transport links and reviewing existing County Council land holdings, the One Public Estate Programme and local agents and landowners. This review considered sites at Exminster, Feniton, Totnes and off the A382, but these were ruled out due to proximity to existing provision, deliverability, access infrastructure and/or other constraints.

6.4 In support of the proposal, the applicant states that:

“There is a geographic gap in SEN provision within West Devon and in some respects to the western edge of Mid Devon and the site at Okehampton that is within DCC ownership, geographically well located in an under provided area for SEN places and close to the A30 transport corridor is a deemed the most deliverable site option available to DCC within required timeframe.

Local authorities have a statutory duty to provide sufficient schools for pupils receiving primary and secondary education up to the age of 16. They must also secure sufficient education and training provision for young people with an Education, Health and Care (EHC) plan, up to the age of 25.

Local authorities receive Department for Education (DfE) funding to support the provision of new mainstream school places, but this does not factor in the cost of land acquisition nor the additional costs associated with supporting special education need. In meeting their statutory duties, the DfE expects local authorities to manage their estate efficiently, achieving value for money partly through the efficient use of land within their ownership. While new mainstream schools are sometimes delivered through land and funding contributions from housing development, a special school is unlikely to be fully delivered in this way, so it is particularly important that publicly owned land is utilised wherever possible.”

6.5 In this context, the proposal is considered acceptable in principle as it will deliver new SEN capacity in a location well-connected to Okehampton as well as being accessible to the wider community. However, consideration also needs to be given to the economic implications of the proposal, with Policy DEV14 of the Joint Local Plan seeking to maintain a mix of employment sites and stating that:

- “1. Change of use of existing employment sites (including vacant sites whose lawful use is for employment purposes) will only be allowed where the following applies:
 - i. The proposal is specifically provided for by the local plan to deliver wider strategic objectives, or
 - ii. There are overriding and demonstrable economic, regeneration and sustainable neighbourhood/communities benefits from doing so, or

- iii There is no reasonable prospect of a site being used for employment use in the future.”

6.6 As the proposal represents a potential departure from the Development Plan in terms of Policy DEV14, the applicant has provided supporting information which addresses that Policy’s criteria:

“i. The new school proposal supports the wider strategic objectives outlined in the Plymouth/South Hams/West Devon Joint Local Plan Policy TTV3 (Strategic infrastructure measures for the Main Towns) for the expansion of Special Educational Needs places in main towns;

ii. The new school proposal...supports a demonstrable need for additional SEND school places in the West Devon locality; supporting Local Plan Policy SPT2 (Sustainable linked neighbourhoods and sustainable rural communities) by providing the appropriate level of education facilities for the local need.

The positive economic impact of capital investment is estimated to be in the region of 1.81, with capital expenditure expected to be in the region of £6.5m; and

iii. Plots A, B and D were offered for sale by way of informal tender in 2017 when DCC received interest from a number [of] prospective purchasers. A sale was agreed on Plot A which is now nearing completion. Interest was received from Devon and Cornwall Police for a relocated office and base which was subsequently expanded to include a further large building requiring both Plots B and C. As another public body, through the One Public Estate programme DCC agreed not to pursue commercial bids for Plots B and C and deal with DCPA. DCPA eventually pulled out in May 2020 and given the wider DCC strategic need, statutory duty to provide sufficient pupil places and the previous decision to support DCPA acquisition no further commercial bids have been actively pursued.

Given the uncertainty of the impact of Covid, it is reasonable to assume the site could remain vacant for a number of years. It should be noted that the school is an employer and therefore will create jobs for teaching and support staff, as well as preparing a number of students to enter the workforce. Construction of such a facility will also provide local supply chain and employment benefits during the build phase.”

6.7 While the proposed school is not specifically provided for in the Joint Local Plan, it will meet a wider community need and fill an important gap in the County’s SEN provision in West Devon, and would provide a site which will enable timely delivery of essential provision.

6.8 The applicant estimates that the proposed school would provide up to 50 full-time equivalent jobs for teaching and associated staff, with additional indirect employment for cleaning, catering and maintenance activities, and suggests

that this is at least comparable to other business park uses. The Joint Local Plan includes a further allocation for employment land at Okehampton that would allow for development of the local economy, and the Borough Council's consultation response indicates that remaining commercial floorspace requirements are reflected within extant consents and development under construction, suggesting "some flexibility in releasing allocated commercial land to meet a very specific need".

- 6.9 Policies SPT1, SPT2 and TTV3 recognise that the delivery of sustainable development in West Devon relies not only on providing for economic growth and employment opportunities, but also through the development of facilities to support local communities such as education. Given these considerations, together with the support given by paragraph 94 of the NPPF and the advice in the Government's policy statement referred to above that "a refusal of any application for a state-funded school...will have to be clearly justified by the local planning authority", there are considered to be sufficient grounds to override the presumption in Policy DEV14 against the loss of employment land to enable development of the proposed school.

Landscape Impact

- 6.10 The application site is within a plot of a planned business park on the edge of Okehampton. The wider site of the business park already has established infrastructure and other buildings of a comparable scale to the school building proposed, although the site occupies the most elevated part of the wider business park site and, therefore, could be more visually prominent from surrounding areas than other plots. There is thus some potential for the proposed development to impact upon the local landscape with the site being visible from Dartmoor National Park whose boundary lies less than 300m to the south.
- 6.11 However, it is considered that the proposed school and associated development could be accommodated without harming the distinctive character and special qualities and features of the landscape affected, and that potential impacts can be adequately mitigated through an appropriate design approach that includes the following measures:
- (a) The height of the school building should sit as low as possible on local skylines. The crest of the earth bund to the north is around 234m AOD and the FFL of the relevant plots on the 2014 plans looks to be around 228m AOD, so the bund and associated vegetation will help with visual screening and integration of the building. Should the building height increase, scope to recess the building lower into the ground should be explored;
 - (b) Subtle colours and non-reflective materials are selected for the building to blend it into the backdrop in sensitive views and relate to those of nearby buildings. If solar PV panels are being considered for the school building roof, those with a matt finish and black frames should be used to minimise glare and visual impacts from Dartmoor;

- (c) Light pollution emanating from the site is limited and is not significant, in particular in views from Dartmoor National Park, noting that dark skies are one of the Park's special qualities. Any floodlighting of the MUGA or sports pitch should therefore be avoided; and
 - (d) The building should be of a high standard of architectural design when seen in close-hand views, particularly from the Devonshire Heartland Way. Opportunity should be taken in the architecture to echo locally distinctive building character and styles within Okehampton.
- 6.12 To address these principles, a range of conditions are proposed for the outline permission which will ensure that the development achieves compliance with Joint Local Plan Policies DEV1 (Protecting health and amenity); DEV2 (Air, water, soil, noise, land and light); DEV20 (Place shaping and the quality of the built environment); DEV23 (Landscape character); DEV25 (Protected landscapes); and DEV26 (Protecting and enhancing biodiversity and geological conservation).

Impact on the Local Highway Network

- 6.13 The response from the County Council's Highways Development Management officer concludes that the trip generation potential from the proposal is similar to, if not less than, the potential (approved in principle) commercial usage of the site and that the highway infrastructure is adequate to serve the proposed development without further improvement or mitigating measures. Additional clarification on access arrangements has been provided by the applicant:
- “the site lends itself to be able to accommodate on-site pupil drop-off and pick up with minimal impact on the public highway and subsequently neighbouring businesses. Due to the nature of the SEN pupils the pick-up and drop-off is a part of the day that is well planned and managed with agreed time slots for taxi companies to enable a quick and safe drop-off and pick up process”.
- 6.14 The requirement of an appropriate condition detailing access, parking facilities, turning area and access drainage will also ensure there is appropriate infrastructure provision for internal movement of vehicles within the site. In addition, conditions will require submission of a detailed school travel plan which will address how the school proposes to manage potential impacts of additional traffic entering and leaving the site during school drop off and collection times, together with green travel measures including cycling, walking and electric vehicles.

Amenity Considerations

- 6.15 The Borough Council's Planning Officer has drawn attention to odours arising from a nearby industrial premises on the Business Park and suggested that these may be an amenity issue for pupils and staff at the proposed school, particularly in relation to ventilation arrangements during Covid-19. Attention

is also drawn by the Borough Council to paragraph 182 of the NPPF which states that:

“Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities... Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

- 6.16 While the Borough Council’s Environmental Health Officer (EHO) also recognises the potential for odours from the pet food factory to pose environmental health impacts, they conclude that these issues are resolvable through detailed design at the reserved matters stage. The EHO comments that the reported odour issues have been found to be associated with waste water at the pet food site, rather than from raw ingredients for the manufacturing process, and control measures have been put in place to resolve the issue and no day to day offsite odour issues have since been reported. The design of any heating, ventilation and air conditioning system for the proposed school should, however, take into account the need to filter out external odours as far as practicable, and the location and orientation of the air intakes need to be carefully considered.
- 6.17 With regard to noise, the site is adjacent to an existing business park, which has a variety of uses and an inherent noise climate, but it is not anticipated that noise from the business uses will impact on the internal areas of the school. The site is within 250m of the A30 dual carriageway, and the design of the school should ensure that windows are of a standard to mitigate potential impact from that road and general residual traffic noise, to a standard suitable for an education setting.
- 6.18 The lighting proposals include external lighting for security and safety purposes which will only be operational whilst the building is in use (other than essential security lighting), and it is not anticipated that there will be any adverse impact beyond the site.
- 6.19 Given these conclusions and the requirement for amenity impacts to be addressed at through detailed design at the reserved matters stage, it is considered that the application site is capable of providing an appropriate standard of amenity for pupils and staff of the proposed school, and that the introduction of a school within the business park will not constrain established businesses, consistent with the requirements of paragraph 182 of the NPPF.

Other Environmental Considerations (Including Climate Change)

- 6.20 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.

- 6.21 In line with Policy DEV32 of the Joint Local Plan, it will be important that any school proposal plays its part "...through providing low carbon solutions and managing the risks associated with flooding and other impacts of climate change".
- 6.22 The planning application includes a commitment to an environmental design philosophy that includes: "reducing the energy required for both the construction of the school and its in use energy consumption"; undertaking a whole life carbon assessment to provide a true picture of a building's carbon impact on the environment and offset accordingly; careful material selection; and reducing operational energy required through:
- (a) the efficient use of materials to minimise thermal bridging;
 - (b) shading design, orientation and shape/size of windows to reduce heating and cooling demand;
 - (c) natural daylighting to reduce artificial lighting demand;
 - (d) natural ventilation to reduce Heating, Ventilation and Air Conditioning demand;
 - (e) energy efficient building systems;
 - (f) energy management systems;
 - (g) reduction of water usage with water saving fittings;
 - (h) ensuring good indoor air quality, daylighting and windows with views of visible sky to prioritise the wellbeing of users; and
 - (i) utilising onsite renewables to offset the remaining energy demand.
- 6.23 Ecology habitats and increased biodiversity will also be incorporated into the landscape design, in particular tree planting which will assist with natural solar shading, noise control from the adjacent road and improved indoor air quality.
- 6.24 Delivery of these aspirations will be achieved through appropriate conditions, including a requirement to meet the provisions of Policy DEV32 (Delivering low carbon development) of the Joint Local Plan in order to provide "low carbon solutions and managing the risks associated with flooding and other impacts of climate change".

7. Reasons for Recommendation/Alternative Options Considered

- 7.1 The Committee has the option of approving, deferring or refusing this planning application.
- 7.2 Whilst the proposal is a departure from the development plan in terms of Policy DEV14, the social and community benefits of providing new SEN capacity in a location where a need has been identified and which can be delivered promptly are sufficient to offset the loss of allocated employment land. It is therefore considered that the principle of the development is acceptable in overall policy terms, having regard to the Joint Local Plan as a whole together with paragraph 94 of the NPPF, and that there are no grounds on which to withhold permission. The report has addressed the material

planning issues raised by the proposal, setting out appropriate mitigation measures that can be conditioned through a reserved matters application. It is considered the development should be approved subject to the conditions set out in the Appendix.

Mike Deaton
Chief Planner

Electoral Division: Okehampton Rural

Local Government Act 1972: List of Background Papers

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Background Paper

Casework File

Date

Current

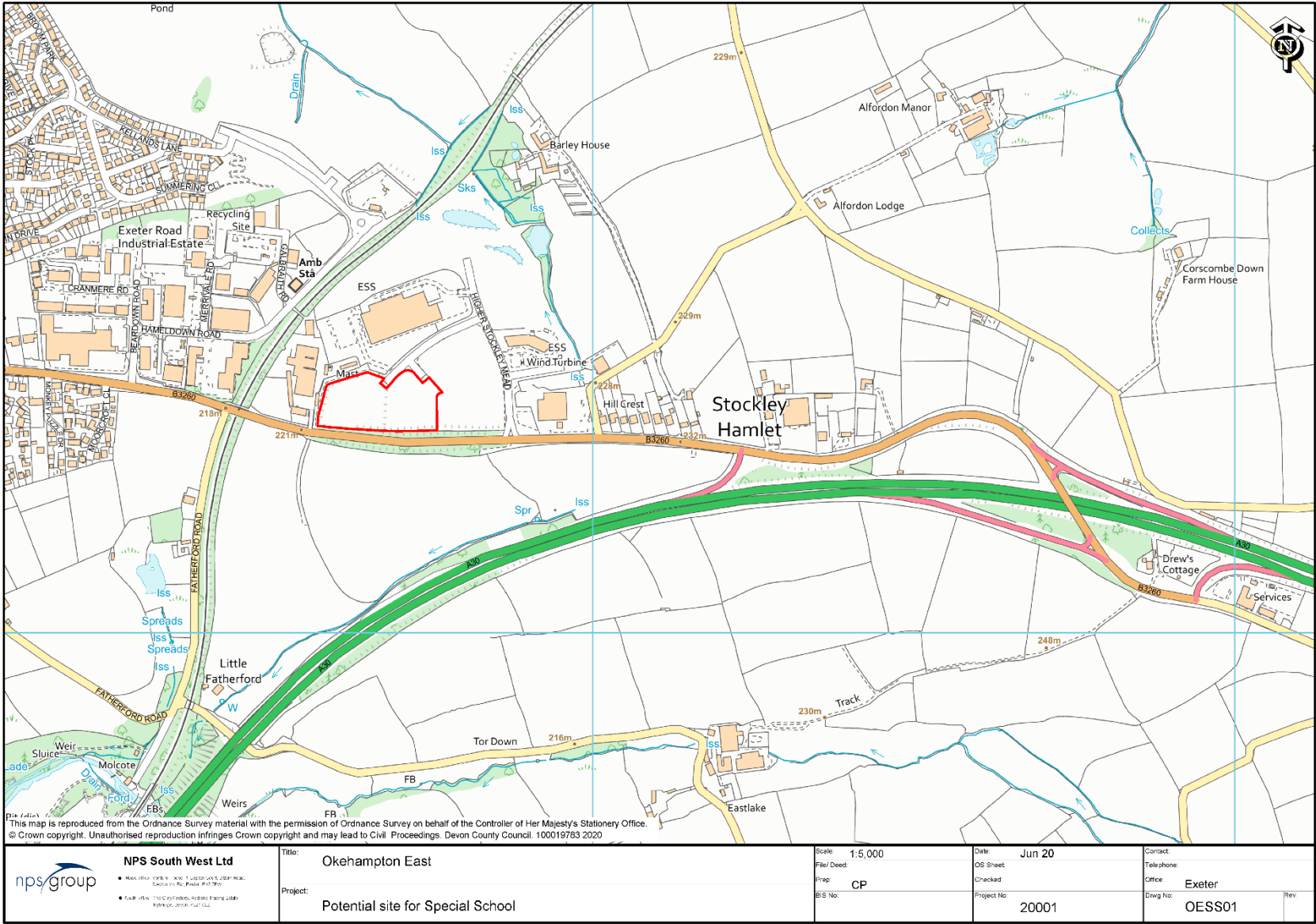
File Ref.

DCC/4194/2020

bg010920dma

sc/cr/WDevon New special educational needs school Okehampton E Business Park
Higher Stockley Mead Okehampton 02 121020

Location Plan



Site Plan To PTE/20/32



Planning Conditions

SUBMISSION OF RESERVED MATTERS

1. Approval of the details of access, appearance, landscaping, layout and scale of the proposed development ('the reserved matters') shall be obtained from the County Planning Authority before any development is commenced.

Application for approval of the reserved matters shall be made to the County Planning Authority no later than the expiration of three years from the date of this outline permission. The development shall be carried out in accordance with the approved reserved matters details.

REASON: To enable full and proper consideration of the proposed development. The application is in outline only and these details remain to be submitted and approved.

COMMENCEMENT OF DEVELOPMENT

2. The development shall be commenced before the expiry of three years from the date of final approval of the reserved matters.

REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

ACCORDANCE WITH PLANS

3. The development shall be carried out in general accordance with the details shown on drawings numbered OESS03 and NPS-00-XX-DR-A-010 revision P5, except as varied by the conditions below or any plans and documents that may be approved through submission of the reserved matters.

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

SCOPE OF THE RESERVED MATTERS

WHOLE LIFE CARBON ASSESSMENT

4. The submission of reserved matters for appearance, landscaping and layout shall be informed by a Whole Life Carbon Assessment that shall have been submitted to and approved in writing by the County Planning Authority. The statement shall be in accordance with BS EN 15978: 2011 Sustainability of construction works - assessment of environmental performance of buildings and RICS professional standards and guidance, UK: Whole life carbon assessment for the built environment, 1st edition, November, 2017

<https://www.rics.org/globalassets/rics-website/media/news/whole-life-carbon-assessment-for-the-built-environment-november-2017.pdf> and include:

- (a) consideration of materials;
- (b) construction methods;
- (c) design, including heating and ventilation;
- (d) energy use;
- (e) water; and
- (f) waste management and carbon offsetting.

REASON: To contribute toward reductions in carbon emission and to minimise the amount of waste produced and promote sustainable methods of waste management in accordance with Policy DEV32 (Delivering low carbon development) of the Plymouth and South West Devon Joint Local Plan and Policy W4 (Waste Prevention) of the Devon Waste Plan.

AMENITY OF OCCUPANTS

5. The submission of reserved matters for appearance and scale shall include details of measures to protect occupants of the proposed buildings from the impacts of external noise and odours that may arise from nearby commercial premises and highways, including design of glazing and ventilation.

REASON: To ensure that the proposed buildings are designed to ensure an appropriate standard of amenity for its occupants in accordance with Policy DEV1 (Protecting health and amenity) of the Plymouth and South West Devon Joint Local Plan.

ACCESS AND HIGHWAYS

6. The submission of reserved matters for access shall include details of the internal site layout and movement including details of access, parking facilities, turning areas, access drainage and connection to the existing cycle/pedestrian path to the north and west of the site. These facilities shall be implemented prior to any part of the proposed development being occupied and shall subsequently be maintained in accordance with those details.

REASON: To ensure safe and satisfactory traffic movement and vehicular access to and within the site in accordance with Policy DEV29 (Specific provisions relating to transport) of the Plymouth and South West Devon Joint Local Plan.

7. The submission of reserved matters for access and layout for layout shall include details of proposed electric vehicle charging points to be provided, including the location, number and power rating of the charging points. The electric car charging provision shall accord with good practice guidance on mitigating air quality impacts from developments produced by the Institute of Air Quality Management. The development shall be carried out in accordance with the agreed details and shall be made available for use prior to the first

occupation of the building(s) to which they relate, and shall retained thereafter as such.

Reason: To protect air quality and support sustainable development in accordance with Policy DEV2 of the Plymouth and South West Devon Joint Local Plan and NPPF paragraph 148.

PROVISION FOR SPORT

8. The submission of reserved matters for layout shall include details of all outdoor sports provision, including any associated facilities. For natural or artificial turf pitches this shall include:
 - (a) an assessment of ground conditions, including drainage and topography, of the land proposed for sports pitches which identifies constraints that could adversely affect playing field quality; and
 - (b) a detailed scheme with measures to address any identified constraints and including a written specification of the proposed soil structure, drainage measures, means of cultivation and other operations associated with establishment and future maintenance of a natural or artificial turf pitch.

The approved scheme for outdoor sports provision shall be implemented in accordance with the details approved under this condition prior to the proposed schools first being brought into use and thereafter maintained in accordance with the approved details.

REASON: To ensure that the development is matched by an appropriate level of provision for playing pitch facilities in accordance with Policy DEV4 (Playing Pitches) of the Plymouth and South West Devon Joint Local Plan.

LANDSCAPING & ECOLOGY

9. The submission of reserved matters for landscaping shall include:
 - (a) a Landscaping Scheme which shall include:
 - (i) finished contours of the site;
 - (ii) means of enclosure in and around the site;
 - (iii) hard surfacing materials to be used;
 - (iv) treatment and retention of existing landscape features including trees and hedgerows;
 - (v) structures including furniture, play equipment and signs;
 - (vi) written specifications, including methods of cultivation and other operations associated with plant and grass establishment; and
 - (vii) schedules of plants/grass detailing species, planting sizes and proposed numbers and densities.

The landscaping works shall be carried out in accordance with the approved Landscaping Scheme in the first planting and seeding season after completion of the development.

- (b) a Landscape and Ecological Management Plan (LEMP), which shall reflect the proposed mitigation and enhancement of Section 6.2 of the Landscape and Visual Appraisal (Redbay Design, July 2020) and the recommendations and requirements of Chapter 6 of the Preliminary Ecological Appraisal (Ecological Surveys Ltd, July 2020), and shall include:
 - (i) method statements for the maintenance and management associated with the proposed landscaping scheme, along with a timetable/schedule;
 - (ii) ongoing maintenance and management of sustainable drainage features;
 - (iii) an annotated map(s) illustrating the measures to mitigate/enhance ecology and landscape on the site; and
 - (iv) details relating to habitat creation, species specification and management including provision of a biodiversity metric to demonstrate net gain.

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

REASON: To conserve the character of the local landscape, to ensure that ecological mitigation is built into landscaping requirements, in accordance with Policies DEV1 (Protecting health and amenity); DEV2 (Air, water, soil, noise, land and light); DEV20 (Place shaping and the quality of the built environment); DEV23 (Landscape character); DEV25 (Protected landscapes); DEV26 (Protecting and enhancing biodiversity and geological conservation) of the Plymouth and South West Devon Joint Local Plan.

PRE-COMMENCEMENT CONDITIONS

SURFACE WATER DRAINAGE

10. 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 application for the detailed drainage should be submitted and agreed at the same time that the reserved matters for layout are submitted and agreed. 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 Drainage Statement for Outline Planning (Ref. 106435/SUDS; dated 23rd July 2020). No part of the development shall be occupied until the surface water management scheme serving that part of the development has been provided in accordance with the approved details and the drainage infrastructure shall be retained and maintained for the lifetime of the development.

REASON: To ensure that surface water runoff from the development is managed in accordance with the principles of sustainable drainage systems in accordance with Policy DEV35 (Managing flood risk and water quality impacts) of the Plymouth and South West Devon Joint Local Plan.

11. No part of the development hereby permitted shall be commenced until details of the exceedance pathways and overland flow routes across the site in the event of rainfall in excess of the design standard of the proposed surface water drainage management system have been submitted to, and approved in writing by, the County Planning Authority.

REASON: To ensure that the surface water runoff generated from rainfall events in excess of the design standard of the proposed surface water drainage management system is safely managed in accordance with Policy DEV35 (Managing flood risk and water quality impacts) of the Plymouth and South West Devon Joint Local Plan.

12. 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 in accordance with Policy DEV35 (Managing flood risk and water quality impacts) of the Plymouth and South West Devon Joint Local Plan.

FOUL DRAINAGE

13. No development shall commence until a scheme for the disposal of foul drainage has been submitted to and approved in writing by the County Planning Authority. Prior to occupation of any part of the development hereby approved, it shall be demonstrated to the County Planning Authority that relevant parts of the scheme have been completed in accordance with the details and agreed timetable. The scheme shall thereafter be managed and maintained in accordance with the approved details.

REASON: To protect water quality in accordance with Policy DEV35 (Managing flood risk and water quality impacts) of the Plymouth and South West Devon Joint Local Plan.

ECOLOGY

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

REASON: To ensure that protection of species and habitats and to minimise the impact of construction on ecology in accordance with Policy DEV26 (Protecting and enhancing biodiversity and geological conservation) of the Plymouth and South West Devon Joint Local Plan.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

15. Before any part of the development commences, a Construction Environmental Management Plan shall be 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 deliveries; including any further restrictions on noisy operations;
 - (d) location of loading, unloading and storage of plant and materials;
 - (e) location of contractor compound and facilities;
 - (f) provision of boundary fencing/hoarding;
 - (g) parking of vehicles of site personnel, operatives and visitors;
 - (h) wheel washing;
 - (i) dust management and mitigation measures; including complaints procedures and notification, inspections, screening, site layout and liaison meetings;
 - (j) detailed proposals and method statement for soil stripping, storage, handling and reinstatement, and any re-use of soils on site (to align with 'Good practice guidance for handling soils and the Construction code of practice for sustainable use of soils on construction sites');
 - (k) tree and hedgerow protection which should be carried out in accordance with BS5837; this shall include a tree protection plan and separate monitoring plan for the duration of the construction period;
 - (l) other habitat protection measures including control of invasive species;
 - (m) environmental protection throughout the construction phase.
 - (n) species mitigation measures including requirements for Natural England Licences; and
 - (o) any lighting control measures for the construction phase.

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

REASON: To minimise the impact of construction on nearby residents, ecology, landscape and local highway network in accordance with Policies DEV23 (Landscape character); DEV25 (Protected landscapes); DEV26 (Protecting and enhancing biodiversity and geological conservation); DEV28 (Trees, woodlands and hedgerows); and DEV29 (Specific provisions relating to transport) of the Plymouth and South West Devon Joint Local Plan.

WASTE MANAGEMENT

16. Before the commencement of the development, a Waste Audit Statement for waste arising from the construction of the development and shall be submitted to, and agreed in writing by, the County Planning Authority. The statement shall include:
- (a) methods to reduce the amounts of waste materials;
 - (b) methods to re-use the waste materials within the development;
 - (c) methods for the reprocessing and/or final disposal of excavated materials, including locations where such activities will take place (which should hold appropriate planning permission, Environmental Permits and/or Exemptions);
 - (d) estimated quantities of excavation/demolition materials arising from the site;
 - (e) evidence that all alternative methods of waste management have been considered prior to use of disposal;
 - (f) evidence that the distance travelled when transporting waste materials to their final management or disposal point have been kept to a minimum; and
 - (g) measures for the segregated storage of recyclable and non-recyclable wastes.

REASON: To contribute toward reductions in carbon emission and to minimise the amount of waste produced and promote sustainable methods of waste management in accordance with Policy W4 (Waste Prevention) of the Devon Waste Plan.

PRE-OCCUPATION CONDITIONS

LIGHTING

17. No external lighting shall be installed in any part of the site until a Lighting Strategy has been submitted to, and agreed in writing by, the County Planning Authority. The Lighting Strategy shall minimise indirect impacts from lighting associated with the pre-construction, during construction and operational activities, and demonstrate how the best practice (BCT/ILP, 2018) guidance has been implemented. The strategy shall include the following details:
- (a) a layout plan showing the location of all external lighting;
 - (b) design of lighting fixtures and mounting height;
 - (c) beam orientation and spread;
 - (d) controls including movement sensors and/or timers, where practical, to reduce energy consumption);
 - (e) hours of use; and
 - (f) identification of the area of any light spill, details of mitigation measures, and assessment of the impact of light spill on all receptors including wildlife species.

Installation of any external lighting shall be carried out in accordance with the approved details.

REASON: To protect the amenity of local residents, and to protect the landscape and protected species and habitats in accordance with Policies DEV1 (Protecting health and amenity); DEV2 (Air, water, soil, noise, land and light); DEV23 (Landscape character); DEV25 (Protected landscapes); DEV26 (Protecting and enhancing biodiversity and geological conservation); DEV28 (Trees, woodlands and hedgerows) of the Plymouth and South West Devon Joint Local Plan.

SCHOOL TRAVEL PLAN

18. Before any part of the development is brought into use, a School Travel Plan, including a programme of implementation, measures for the management of vehicles dropping off and collecting pupils and provision for staff showers and changing facilities, shall be submitted to and approved in writing by the County Planning Authority. The travel plan shall be implemented in accordance with the approved implementation programme.

REASON: To maximise the use of sustainable transport in relation to the travel demands generated by the development and limit the impact of the development on the road network accordance with Policies DEV29 (Specific provisions relating to transport) of the Plymouth and South West Devon Joint Local Plan.

CYCLE AND SCOOTER PARKING

19. Secure cycle and scooter storage facilities shall be constructed prior to any part of the development hereby permitted being brought into use, in accordance with details including numbers, design and location, that shall have been submitted to and approved in writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To maximise the use of sustainable transport in relation to the travel demands generated by the development and limit the impact of the development on the road network accordance with Policies DEV29 (Specific provisions relating to transport) of the Plymouth and South West Devon Joint Local Plan.