

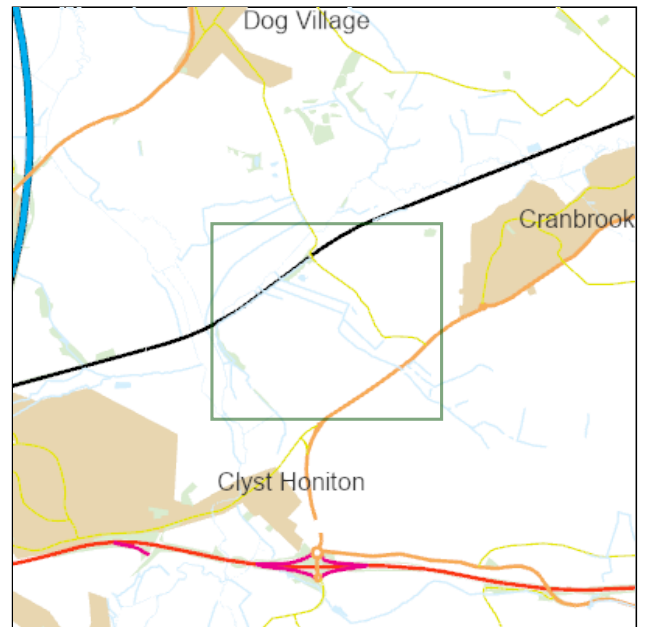
**Ward** Broadclyst

**Reference** 24/2049/MFUL

**Applicant** Mr Paul Osborne (EDDC)

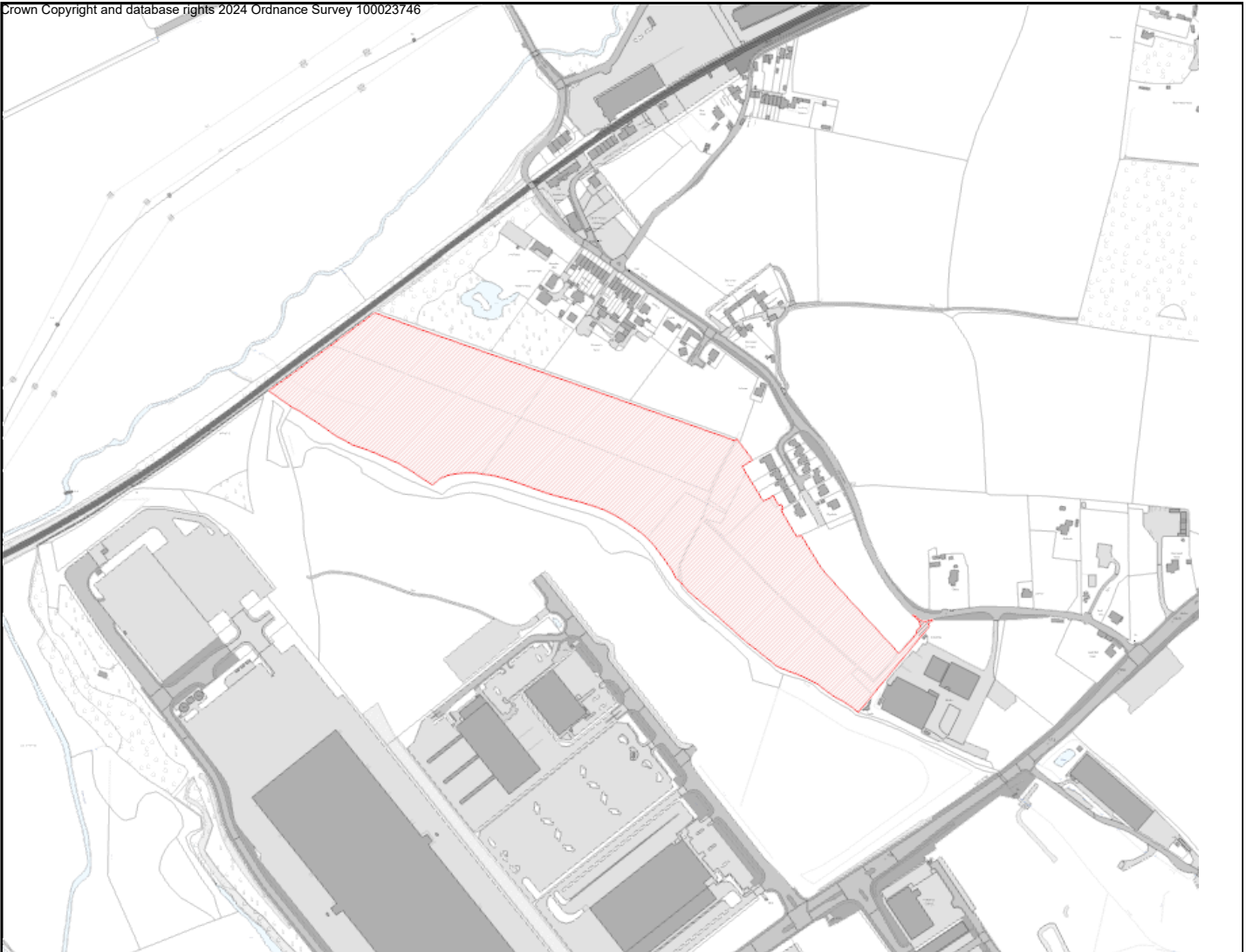
**Location** Land To The South Of Shercroft Close Station Road Broadclyst

**Proposal** Construction of a new 16 space car park with access from Station Road and a network of footpaths and the change of use of surrounding land to Country Park (Suitable Alternative Natural Greenspace - SANG)



**RECOMMENDATION: Approval with conditions**

Crown Copyright and database rights 2024 Ordnance Survey 100023746



		<b>Committee Date: 17.12.2024</b>
<b>Broadclyst (Broadclyst)</b>	<b>24/2049/MFUL</b>	<b>Target Date: 08.01.2025</b>
<b>Applicant:</b>	<b>Mr Paul Osborne (EDDC)</b>	
<b>Location:</b>	<b>Land To The South Of Shercroft Close Station Road</b>	
<b>Proposal:</b>	<b>Construction of a new 16 space car park with access from Station Road and a network of footpaths and the change of use of surrounding land to Country Park (Suitable Alternative Natural Greenspace - SANG)</b>	

**RECOMMENDATION: Approval with conditions**

### **EXECUTIVE SUMMARY**

**This application is before the Planning Committee as the Council is the applicant.**

**Planning permission is sought for the construction of a 16 space car park, which would be accessed from the existing entrance from Station Road. Additionally, it is proposed to construct a number of paths within the fields along with associated infrastructure such as a covered cycle store near the car park and benches at various points along the paths. This development is to facilitate the change of use of the land to a country park, which will constitute Suitable Alternative Natural Greenspace (SANG) land.**

**This application relates to four fields situated to the south of Broadclyst Station. The fields in question are flat and boggy in nature, and are situated within land designated as a flood zone by the Environment Agency. There are various small water courses within the site, both around the edges and also through the site in some locations. To the north, the site adjoins a mixture of agricultural land or residential curtilage. To the south, the site adjoins land allocated for commercial development, with some of that having already been developed. On its western edge, the site adjoins the Exeter to London Waterloo railway line, and the eastern site boundary is with further commercial land. The site boundaries, and the field boundaries within the site consist primarily of hedgerow and/or trees. There is currently one access to the site, which is in the south-eastern corner, off Station Road, which is a C Class highway.**

**The site lies outside of a built-up area boundary designated in the Local Plan, but is within the area designated, under Strategy 10 of the Local Plan, as the Clyst Valley Regional Park. Given that the proposal would make a significant**

contribution to the aims of Strategy 10, it is considered that there is in-principle policy support for the proposal.

The proposed car park would utilise an existing entrance off Station Road. The County Highway Authority has assessed the proposal, with particular focus on the car park and its entrance, and has confirmed that the proposal is acceptable from their perspective.

Whilst the site is almost wholly in a flood zone, the Environment Agency has confirmed that it is content with the proposal. The same is true of Devon County Council in its role as the Lead Local Flood Authority, subject to the provision of some clarifications which can be required by condition should this application be approved.

Exeter Airport, whilst not objecting to the proposal, has requested the submission of a Wildlife Hazard Management Plan. This would be to ensure that the development does not result in a risk to aircraft from birds arising. The airport has requested this as a pre-commencement condition, in the event that this application is approved.

The railway which adjoins the site is managed by Network Rail. Whilst not objecting to the proposal, they have requested the installation of a trespass proof fence on the boundary with the site, and have also listed species which can/can't be planted in close proximity to the railway. Again these matters can be dealt with by condition should this application be approved.

The proposal is considered to be acceptable in terms of its impact on the landscape, trees, bio-diversity, neighbour amenity and the historic environment. Although some additional/further information is required relating to some of those matters, this can be sought by condition if the application is approved.

In all other areas, the proposal is considered to be acceptable, and compliant with the relevant policies in both the Local and Neighbourhood Plans. Therefore, it is considered that there is no reason to withhold permission and, subject to the relevant conditions, it is recommended that this application is approved.

## **CONSULTATIONS**

### **Local Consultations**

#### **Parish/Town Council**

The Town Council Planning Committee have considered the application as set out on the attached and raise no objection.

If you need any further information, please let me know,  
Thank you for consulting Broadclyst Parish Council.

The Planning & Environment Committee met on Monday 28th October 2024. The council supported this planning application.

## **Technical Consultations**

A number of consultation replies have been received in response to this application. These are summarised in the table below, and shown in full in appendix one at the end of this report.

<b><u>Consultee</u></b>	<b><u>Comments.</u></b>
Active Travel England.	No objection.
Contaminated Land Officer.	No objection.
County Highway Authority.	The proposal will ease on street parking issues and encourage sustainable travel. No objection.
DCC Flood Risk SuDS.	No objection in principle, subject to a pre-commencement condition requiring clarification on some points.
DCC Historic Environment Officer.	No objection subject to a pre-commencement condition requiring the submission of a Written Scheme of Investigation.
EDDC District Ecologist	The proposals are acceptable from an ecological and Biodiversity Net Gain perspective, subject to relevant conditions relating to those matters.
EDDC Landscape Architect.	No objection, subject to pre-commencement condition to pre-commencement condition to clarify some details.
EDDC Trees.	No objection, subject to a pre-commencement condition to secure tree protection details.
Environment Agency.	No objection to the proposal, but recommend that the Flood Risk Assessment is an approved document, and also the inclusion of an additional flood related informative.
Environmental Health.	No objection subject to a condition restricting hours of work and preventing burning on the site.
Exeter and Devon Airport – Airfield Operations and Safeguarding.	No objection in principle, subject to the inclusion of a pre-commencement condition seeking a Wildlife Hazard Management Plan.
Historic England.	No objection.
National Highways.	The proposal will not impact the strategic road network. No objection.
Natural England.	The proposal will not have a detrimental impact on any protected landscapes. No objection.

Network Rail.	No objection in principle. However, a trespass proof fence is required on the boundary with the railway, and advice provided regarding planting which is permitted/not permitted.
Police Architectural Liaison Officer.	No objection, but lack of lighting in the car park, and the potential for the bike shelter to be used for antisocial behaviour are raised.

### **Other Representations**

Two third party representations have been received. These are both in support of the proposal, in the basis that the application seeks to provide new public space for residents to enjoy, and as the car park may reduce the amount of parking on the highway in the vicinity of the site.

### **PLANNING HISTORY**

There is only one planning application which has been considered by East Devon District Council (EDDC) on the land to which this report relates. This is as follows:

- 04/3000/COU - Creation of fishing lake - Approved with conditions 10th February 2005.

Upon visiting the site, it is clear that the fishing lake permitted by the above permission has not been constructed.

In addition to the above, Devon County Council (DCC) consulted EDDC on their application to construct a cycle path through part of the site to which this report relates. Under reference 23/0737/CM, EDDC advised DCC that it had no objections to the proposal. DCC, under their reference DCC/4336/2023 approved their application on 15th December 2023.

### **POLICIES**

#### **Adopted East Devon Local Plan 2013-2031 Policies**

Strategy 7 (Development in the Countryside)

Strategy 10 (Green Infrastructure in East Devon's West End)

Strategy 11 (Integrated Transport and Infrastructure Provision at East Devon's West End)

Strategy 46 (Landscape Conservation and Enhancement and AONBs)

Strategy 49 (The Historic Environment)

D1 (Design and Local Distinctiveness)

D2 (Landscape Requirements)

D3 (Trees and Development Sites)

EN5 (Wildlife Habitats and Features)

EN7 (Proposals Affecting Sites which may potentially be of Archaeological Importance)

EN14 (Control of Pollution)

EN13 (Development on High Agricultural Land)

EN21 (River and Coastal Flooding)

EN22 (Surface Run-Off Implications of New Development)

TC2 (Accessibility of New Development)

TC7 (Adequacy of Road Network and Site Access)

TC12 (Aerodrome Safeguarded Areas and Public Safety Zones)

#### Broadclyst Neighbourhood Plan 2022 - 2031

NE5 (Landscape and Biodiversity)

NE7 (Flood Management)

#### Government Planning Documents

NPPF (National Planning Policy Framework 2023)

#### Site Location and Description

This application relates to four fields situated to the south of Broadclyst Station. The fields in question are flat and boggy in nature, and are situated within land designated as a flood zone by the Environment Agency. There are various small water courses within the site, both around the edges and also through the site in some locations. To the north, the site adjoins a mixture of agricultural land or residential curtilage. To the south, the site adjoins land allocated for commercial development, with some of that having already been built. On its western edge, the site adjoins the Exeter to London Waterloo railway line, and the eastern site boundary is with further commercial land. The site boundaries, and the field boundaries within the site consist primarily of hedgerow and/or trees.

There is currently one access to the site, which is in the south-eastern corner, off Station Road, which is a C Class highway.

In policy terms, the site is outside any built-up area boundary designated in the East Devon Local Plan 2013 - 2031 (referred to as 'The Local Plan' for the remainder of this report). However, the Local Plan does allocate the site as being part of the Clyst Valley Regional Park.

The site lies within the parish of Broadclyst, which has a 'made' Neighbourhood Plan. This was adopted in July 2023, and is referred to as the 'Neighbourhood Plan' for the remainder of this report.

## ANALYSIS

### Proposed Development.

Planning permission is sought for the construction of a 16 space car park, which would be accessed from the existing entrance from Station Road. Additionally, it is proposed to construct a number of paths within the fields along with associated infrastructure such as a covered cycle store near the car park and benches at various points along the paths. This development is to facilitate the change of use of the land to a country park, which will constitute Suitable Alternative Natural Greenspace (SANG) land.

### Consideration and Assessment

The key considerations in the determination of this application are:

#### 1. Justification.

The purpose of the proposed SANGS land is to provide additional land which can be used for recreation. This is necessary because the residential development in the western part of East Devon – in particular at Cranbrook, and in the Science Park/West Clyst area – has increased the pressure on existing recreation spaces from residents of those areas. This extra need was identified in the additional Appropriate Assessment for Phase one of Cranbrook, produced in 2018, which found that an additional 14 hectares of SANGS was needed to support Cranbrook Phase 1 – the proposed SANGS forms part of that requirement.

The site is well located in relation to Cranbrook Phase one, in addition to the Bluehayes expansion area, which is supported by Policy CB2 (Bluehayes Expansion) of the Cranbrook Plan 2013 – 2031), and is located directly adjacent to the site. The Bluehayes expansion has a resolution to approve under planning application 19/0620/MOUT.

Without the provision of adequate space for recreation, the pressures on existing spaces, and the nearby sensitive landscapes of the Pebblebed Heaths and the Exe Estuary would increase to levels where those landscapes could be harmed. Therefore, the proposed SANGS will serve to mitigate against the potential harm from increased recreational uses on the sensitive landscapes.

#### 2. Principle and policy.

As detailed above, the application site lies within land designated for the Clyst Valley Regional Plan in the Local Plan. This designation is made under Strategy 10 (Green Infrastructure in East Devon's West End), which states that the Clyst Valley Regional Park will:

*"a) Provide high quality natural green space that is complementary to development and will be a stimulus to encourage commercial and business development of the highest standard.*

- b) Ensure natural ecosystems function in the West End of our District and ensure residents, workers, school children and visitors of all abilities have easy access to high quality open spaces, with linked benefits to health, education and food production.*
- c) Take recreation pressure away from more environmentally sensitive locations thereby overcoming concerns arising from application of the Habitat Regulations that would otherwise prevent development coming forward. Provision of the park could help address need and requirements arising from development in other parts of East Devon, Exeter and potentially Teignbridge. We will encourage a park that 'reaches into' the open spaces of our neighbouring authority partners.*
- d) Provide new wildlife corridors that enhance the biodiversity of the West End.*
- e) Provide green corridors, open space and biodiversity enhancement areas. Enhance cycling and walking opportunities to link habitats and sustainable movement networks that promote the overall recreational experience for the West End.*
- f) Conserve and enhance heritage assets and their setting to reflect their intrinsic importance, maximise beneficial outcomes for park users and to encourage use of the park and to enrich the cultural identity of the area."*

Furthermore, Strategy 10 states that the land allocated for the Clyst Valley Regional Park is protected from other development, unless it would "clearly achieve valley park specific objectives for people and wildlife".

Given the wording of Strategy 10, and the fact that the site is located within the designated area, there is a clear policy principle in favour of the proposal to which this report relates, which is strongly supported by the Local Plan. However, this is subject to the proposal being acceptable in all other regards. Consequently, the remainder of this report will assess the proposal in terms of other relevant Local Plan policies.

### 3. Highway safety.

It is proposed to create a car park as part of the proposal. Access to this would be through an existing agricultural entrance into the site off Station Road. The entrance is on the outside of a corner, and has good visibility in both directions along Station Road.

The proposed car park and the entrance to it has been assessed by the County Highway Authority (CHA), which has stated that there are no objections to the proposal from their perspective. Furthermore, National Highways (NH), which is responsible for the management of major highways, which are the nearby A30 and M5, has assessed the proposal and confirmed that the proposal would, in their view, not have a detrimental impact on the safe operation of roads for which they are responsible.

Given the nature of the existing entrance which would be used for the car park, and the comments received from both the CHA and NH it is considered that the proposal is acceptable in terms of its impact on highway safety and the safe operation of roads in the vicinity of the site. Therefore, the proposal would comply with the provisions of Local Plan Policy TC7 (Adequacy of Road Network and Site Access), which seeks to



ensure that development is not detrimental to the safe operation of the highway network.

#### 4. Flooding and drainage.

The majority of the site is situated within flood zones 2 and 3. In their consultation comments, the Environment Agency (EA) acknowledges this but continue to state:

*"We are satisfied that the proposal aligns in broadest terms with the overriding policy requirements of the National Planning Policy Framework and the Planning Practice Guidance. We note that car park is proposed to be built at 'existing elevations' which is important to safeguard against an increase in flood risk to adjacent property to the immediate south east."*

Additionally, the EA has acknowledged the intention to create two 'leaky dams' within the site, and has advised that these are covered in detail in the submitted Flood Risk Assessment (FRA). Whilst the leaky dams would hold some water in the site, as acknowledged in the FRA, the FRA considers that this would not represent a flood risk elsewhere or to residential properties adjoining the site. Given that the EA has assessed the proposal, including the FRA, and has not raised an objection, it is considered that the application is acceptable in terms of its flood risk.

Given the above, it is considered that the proposal complies with Local Plan Policy EN21 (River and Coastal Flooding) and Neighbourhood Plan Policy NE7 (Flood Management) where they seek to ensure that development does not lead to an increased flood risk.

In terms of the sequential approach to development in flood risk areas, it would normally be the case that development needs to be directed away from sites such as that to which this application relates. However, in this instance, the nature of the proposal is that it is primarily a change of use, with only a small amount of physical development proposed on the site. Furthermore, the nature of the site and its location in a flood zone is such that it would not be suitable for any other use or development. Therefore, given that the EA has not objected to the proposal, and is satisfied with the bespoke FRA submitted with the application, and as change of use proposals do not need to be subject to the sequential test, it is considered that the proposal is acceptable with regard to the sequential approach to development in flood zones. This approach accords with Paragraphs 173 and 174 of the National Planning Policy Framework 2023.

With regard to drainage, Devon County Council, in its role at the Lead Local Flood Authority (LLFA) has considered the proposal, and has advised that it has no in principle objection to the development. However, this stance is subject to the provision of some further information by the applicants, which can either be provided prior to determination of the application, or via a pre-commencement condition. Whichever approach is taken in terms of providing this additional information, the details will need to be agreed by the LLFA before being approved as part of the proposal. Given that, and the comments of the LLFA, it is considered that the development can comply with Policy EN22 (Surface Run-off Implications of New Development) of the Local Plan, which seeks to ensure that drainage matters are fully considered and acceptable.

## 5. Airport safety.

The application site is, in aviation terms, located in close proximity to Exeter Airport. Whilst the site is distant enough from the airport to not physically impact it, there are potential impacts on aviation safety from wildlife which may be attracted to the site. Given that, and the location of the site, Exeter Airport has assessed the proposal from an aerodrome safeguarding perspective.

The comments from the airport confirm that the site lies within the 13 kilometre safeguarding area and that, whilst the airport does not have any specific concerns about the principle of the development, a Wildlife Hazard Management Plan is required. This is because the site is considered to have the potential to attract birds.

Consequently, Exeter Airport has recommended a pre-commencement condition which requires the submission of a Wildlife Hazard Management Plan. With this condition in place, and provided the submitted details are agreed by Exeter Airport, it is considered that the proposal can take place in accordance with the provisions of Local Plan Policy TC12 (Aerodrome Safeguard Areas and Public Safety Zones), which seeks to ensure that development does not compromise the safe operation of airfields.

## 6. Railway impact.

The north-western edge of the site adjoins the railway linking Exeter to Salisbury and London Waterloo, which is managed by Network Rail (NR). The proposal will not have any physical impact on the railway, but will introduce public access to land adjacent to it. Consequently, NR, whilst stating that they have no objection to the proposal in principle have highlighted two key requirements from their perspective:

- Firstly, that there is a need for a trespass proof fence of at least 1.8 metres in height to be erected on the boundary between the site and the railway land. This is justified on the basis that an increased risk of trespass would arise as a consequence of the land being open to the public.
- Secondly, NR has highlighted various species of landscaping which are permitted close to railways, and other species which are not, depending upon the distance from the railway. This is justified on the basis that the species which are not permitted may damage the railway or impact its operation.

These requirements can be required by conditions, in the event that this application is approved. With those conditions in place, and noting that NR have no in-principle objection to the proposal, it is considered that the development would not have a detrimental impact upon the railway and its safe operation. Therefore, the proposal accords with Paragraph 114, part d of the National Planning Policy Framework 2023 (NPPF) where it states that impacts on the transport network needs to be suitably mitigated.

## 7. Landscape, Biodiversity and trees.

The application site lies outside any built-up area designated in the Local Plan and, therefore, it is considered to be in the countryside, where Strategy 7 (Development in the Countryside) of the Local Plan states that development in the countryside which accords with a Local or Neighbourhood Plan policy (which it has been demonstrated above is the case with the proposal to which this report relates) is permitted. However, this is subject to the development not being detrimental to the landscape of the area.

With this in mind, the Council's Landscape Architect has considered the application and has stated that there are no major concerns with regard to the landscape impact. Certainly, the nature of the proposal, with very little development above ground level taking place, and those bits above ground level being banks (which can be suitably landscaped/planted), stock fences (which are common features in the countryside) and a cycle storage are (which will be modest in size and have a sedum roof), combined with the existing screening around and within the site (in the form of trees and hedges) is such that there would be few long distance views of the site within the wider area. Consequently, the impact on the countryside, given the nature of the proposal would be minimal.

The Landscape Architect has indicated that some details need to be refined or confirmed. The nature of those details, which relate to matters such as gate design, or surfacing to be used, can be requested by condition in the event that this application is approved. Doing so, will ensure that, when the above comments are also taken into account, that the development can take place without given rise to adverse landscape impacts, in accordance with the provisions of Local Plan Strategy 7 (Development in the Countryside), and Policies D1 (Design and Local Distinctiveness) and D2 (Landscape Requirements), and Neighbourhood Plan Policy NE5 (Landscape and Biodiversity).

Furthermore, the proposed covered cycle store is noted. Whilst this is acceptable in principle, there are currently only indicative details of this supplied, and those details indicate that a wood structure with a sedum roof is proposed; this would be acceptable. In the event that this application is approved, detailed plans can be sought by condition; this approach is considered to be appropriate in this circumstance, given the details already supplied.

The proposal has also been assessed by the Council's Arboricultural Officer. Their assessment of the proposal concludes that they are *"satisfied this scheme can be completed without undue harm occurring to retained tree features, subject to suitable tree protection measures being implemented during the construction phase of the project"*.

However, the is subject to a pre-commencement condition to seek a Tree Protection Plan (TPP) and an Arboricultural Method Statement (AMS) for the protection of all retained trees, hedges and shrubs. In the event that this application is approved, it is considered that the imposition of this condition is reasonable, and will be necessary in order for the development to comply with the provisions of Local Plan Strategy 7 (Development in the Countryside), and Policies D1 (Design and Local Distinctiveness) and D3 (Trees and Development Sites), and Neighbourhood Plan Policy NE5 (Landscape and Biodiversity).

From an Ecology and Biodiversity Net Gain (BNG) perspective, the Council's District Ecologist has assessed the proposal and confirmed that the application is acceptable in these regards, subject to conditions to ensure that the necessary enhancements are achieved. Critically, the necessary Biodiversity Net Gains, and gains in excess of the mandatory 10% gain (according to paragraph 2.4 of the submitted Design and Access Statement), can be secured by a condition requiring the submission of a Habitat Management and Monitoring Plan (HMMP). The HMMP must be prepared in accordance with a Biodiversity Gain Plan, which will need to be approved by the LPA before the HMMP can be approved.

Consequently, subject to the relevant conditions, the proposal is considered to comply with Local Plan Policy EN5 (Wildlife Habitats and Features), which seeks to ensure that development is not detrimental to wildlife or the habitats it depends upon.

#### 8. Impact on occupiers of neighbouring properties.

There are a small number of residential properties which adjoin the site on its north-eastern boundary. In some cases there is significant existing screening on the boundary which will serve to prevent any loss of privacy as a consequence of the proposed use. Where this is not present, the submitted plans show that the planting of a native hedgerow is proposed on an earth bank. This will serve to prevent a loss of privacy to the occupiers of those properties.

Other than where the cycle path enters the site, no proposed path would be especially close to the boundary with residential properties. Given that the cycle path already has consent through Devon County Council (it would run along the route annotated as an 'Asphalt Shared Path' on the Proposed Site Layout Plan – Drawing number 24055-LHC-00-XX-DR-L-0101), and as an area of hedging is also proposed adjacent to that where it is closest to the residential property (as shown on the detailed plan for that area – drawing number 24055-LHC-00-XX-DR-L-0102), it is considered that a loss of amenity would not arise from the use of the cycle path, or any other path within the proposal.

Furthermore, the proposed use of the land is considered to be of a nature which would not result in a loss of amenity through matters such as noise. Indeed, the Council's Environmental Health Officer has not raised the use of the site as a concern, with the only matter raised by that officer relating to a condition to restrict the hours and days on which construction work can take place (this condition is considered reasonable to impose, should this application be approved).

Given the comments above, and noting that no objections from the public have been received (two public comments in support of the proposal were received) it is considered that the proposal is acceptable in terms of its impact on the occupiers of residential properties. In that regard, the proposal complies with Policy D1 (Design and Local Distinctiveness) of the Local Plan, where it seeks to protect the amenity of those occupying residential properties.

#### 9. Historical Environment.

There are no listed buildings in the vicinity of the application site. However, the Country Council Historic Environment Officer has highlighted that there is potential for important archaeological artifacts to be present on the site. Consequently, whilst not objecting to the proposal, the Historic Environment Officer has stated that a Written Scheme of Investigation (WSI) is required. This will need to set out a programme of archaeological work to be undertaken in mitigation for the loss of heritage assets with archaeological interest.

The Historic Environment Officer has recommended a pre-commencement condition to seek a WSI, and it is considered that such a condition is necessary and appropriate should this application be approved. Doing so will ensure that the development complies with the provisions of Local Plan Policy EN6 (Nationally and Locally Important Archaeological Sites) in addition to paragraph 211 of the NPPF.

#### 10. Other matters.

Whilst the key matters relating to this proposal are considered above, other considerations worthy of discussion are as follows:

- The land which is subject of this application is, on the basis of data available to the Council, to be Grade 3b agricultural land. Therefore, the land is not considered to be 'Best and Most Versatile Land' which would be protected under Policy EN13 (Development on High Agricultural Land) of the Local Plan.
- Natural England has confirmed that, in its opinion, the proposal will "not have significant adverse impacts on designated sites" and, therefore, has stated that there is no objection from their perspective. Natural England states that matters such as the impact on trees and protected species should be considered separately by the Council; this has been done above.
- The Devon and Cornwall Police Service have assessed the proposal. They raised points regarding the cycle storage structure and lighting in the car park. With regard to the former of those, the applicants have confirmed that it is their strong preference to retain the proposed cycle storage within the scheme. There are no strong planning reasons to request its removal, and its inclusion will comply with Local Plan Policy TC2 (Accessibility of New Development), and also Local Plan Strategies 10 (Green Infrastructure in East Devon's West End) and 11 (Integrated Transport and Infrastructure Provision at East Devon's West End) where they seek to ensure that development is accessible to cyclists and/or sustainable modes of transport. With regard to lighting in the car park, whilst the comments of the Police are noted, it is considered that requiring lighting to be installed would not be appropriate at the location in question, and also given the nature of the proposal. Installing lighting could lead to detrimental visual impacts and/or negative impacts on nocturnal wildlife, which would be contrary to some elements of the Local Plan.
- Active Travel England has assessed the proposal and has confirmed that it is *"content with the development proposed"*.

#### Conclusion

Given the comments raised above, it is considered that this application complies with all relevant policies, and is supported by both the Local and Neighbourhood Plans, in addition to the NPPF. The development would provide a valuable public asset which will contribute positively to the aims and objectives of the Clyst Valley Regional Park.

Therefore, it is considered that there is no reason to withhold permission and, subject to the relevant conditions detailed above, it is recommended that this application is approved.

### **RECOMMENDATION**

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission and shall be carried out as approved.  
(Reason - To comply with section 91 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 permitted shall be carried out in accordance with the approved plans listed at the end of this decision notice.  
(Reason - For the avoidance of doubt.)
3. Prior to the commencement of the development hereby approved, the following details shall be submitted to, and approved in writing by, the Local Planning Authority.
  - Details of proposed paths and car park construction/surfacing, including details of parking bay demarcation.
  - Construction details for proposed Devon banks.

Works shall be undertaken in accordance with the approved details.

(Reason - To ensure that the appearance of the surfacing, car parks and banks are suitable given the location of the site in the open countryside, and to accord with the provisions of Strategies 7 (Development in the Countryside) and 46 (Landscape Conservation and Enhancement and AONB's), and Policies D1 (Design and Local Distinctiveness) and D2 (Landscape Requirements) of the East Devon Local Plan 2013 - 2031).

This pre-commencement condition is required to ensure that the appearance of the car park and banks is fully understood prior to construction, as their nature may also impact upon drainage/run-off from the site.

4. Prior to the commencement of any works on site (including demolition and site clearance or tree works), a Tree Protection Plan (TPP) and an Arboricultural Method Statement (AMS) for the protection of all retained trees, hedges and shrubs, shall be submitted to and approved in writing by the Planning Authority.

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

The TPP and AMS shall adhere to the principles embodied in BS 5837:2012 and shall indicate exactly how and when the trees will be protected during the development process.

Provision shall be made for the supervision of the tree protection by a suitably qualified and experienced arboriculturalist and details shall be included within the AMS.

The AMS shall provide for the keeping of a monitoring log to record site visits and inspections along with: the reasons for such visits; the findings of the inspection and any necessary actions; all variations or departures from the approved details and any resultant remedial action or mitigation measures. On completion of the development, the completed site monitoring log shall be signed off by the supervising arboriculturalist and submitted to the Planning Authority for approval and final discharge of the condition.

(Reason - To ensure retention and protection of trees on the site during and after construction in the interests of amenity and to preserve and enhance the character and appearance of the area in accordance with Policies D1 (Design and Local Distinctiveness) and D3 (Trees and Development Sites) of the East Devon Local Plan 2013 - 2031).

This pre-commencement condition is required to ensure that existing trees and hedges within the site receive adequate protection during the construction process.

5. Prior to the commencement of the development hereby approved, the following details shall be submitted to, and approved in writing by, the Local Planning Authority.

- Details of the surface water outfall from the car park drainage.
- A cross-section of the car park and road formation, including details of any kerbing.
- Details of the materials to be used to form the length of shared path that they will construct, including the Sheffield bike stands.
- Drainage maintenance details.
- Details of how surface water will be managed during construction.

Works shall be undertaken in accordance with the approved details.

(Reason - To ensure that the development does not give rise to adverse drainage impacts, and to accord with the provisions of Policy EN22 (Surface Run-off Implications of New Development) of the East Devon Local Plan 2013 - 2031).

This pre-commencement condition is required to ensure that the mechanics of the drainage from the site are clearly understood prior to construction works commencing. With regard to the details of how run-off will be managed during construction, this is required prior to commencement, as the proposed car park

entrance is currently the main access to the site for construction purposes across the whole site.

6. No development shall take place until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI) which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out at all times in accordance with the approved scheme as agreed in writing by the Local Planning Authority.

(Reason - To ensure, in accordance with Policy EN6 (Nationally and Locally Important Archaeological Sites) of the East Devon Local Plan and paragraph 211 of the National Planning Policy Framework (2023), that an appropriate record is made of archaeological evidence that may be affected by the development).

This pre-commencement condition is required to ensure that the archaeological works are agreed and implemented prior to any disturbance of archaeological deposits by the commencement of preparatory and/or construction works.

7. Development shall not commence until a Wildlife Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Wildlife Hazard Management Plan shall be implemented as approved. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

(Reason - It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Exeter Airport, in accordance with the provisions of Policy TC12 (Aerodrome Safeguarded Areas and Public Safety Zones) of the East Devon Local Plan 2013 - 2031).

This pre-commencement condition is required to ensure that details critical to the safety of aircraft are understood and agreed prior to the installation of any features which could impact aircraft safety.

8. No development shall take place until a Construction and Ecological Management Plan (CEcoMP) has been submitted to and approved in writing by the local planning authority based on the details within the submitted EclA (EAD Ecology, September 2024). The CEcoMP shall include the following.
  - a) Risk assessment of potentially damaging construction activities.
  - b) Identification of "biodiversity protection zones".
  - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). This includes pollution control measures.
  - d) The location and timing of sensitive works to avoid harm to biodiversity features.
  - e) The times during construction when specialist ecologists need to be present on site to oversee works.



- f) Responsible persons and lines of communication, including reporting compliance of actions to the LPA
- g) The role and responsibilities on site of an ecological clerk of works (ECoW), including any licence requirements.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEcoMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

(Reason - To ensure that the development has no adverse effect on protected and notable species and provides ecological mitigation and enhancement measures in accordance with Strategy 47 (Nature Conservation and Geology), Policy EN5 (Wildlife Habitats and Features), and Policy EN14 (Control of Pollution) of the Adopted East Devon Local Plan 2013-2031, and Policy NE5 (Landscape and Biodiversity) of the Broadclyst Neighbourhood Plan 2022 - 2031).

A pre-commencement condition is required as the information sought by this condition needs to be assessed and in place prior to works commencing.

9. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
  - (a) a non-technical summary;
  - (b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
  - (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
  - (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
  - (e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, has been submitted to, and approved in writing by, the local planning authority.

Notice in writing shall be given to the Council when the:

- (f) HMMP has been implemented; and
- (g) habitat creation and enhancement works as set out in the HMMP have been completed.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

(Reason : To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Strategy 47 (Nature Conservation and Geology) of the East Devon Local Plan, 2013 - 2031, and Policy NE5 (Landscape and Biodiversity) of the Broadclyst Neighbourhood Plan 2022 - 2031).

A pre-commencement condition is required as the information sought by this condition needs to be assessed and in place prior to works commencing.

10. Prior to its installation, details of a trespass proof fence, of at least 1.8 metres in height, running the full length of the site boundary with land owned by Network Rail shall be submitted to, and approved in writing by, the Local Planning Authority. Prior to any part of the development hereby approved being opened to the public the approved fence shall be installed in accordance with the approved details and shall be retained and maintained for the lifetime of the development.

(Reason - To ensure that there is a secure boundary between the site and the railway, in accordance with paragraph 114 (d) of the National Planning Policy Framework 2023).

11. Within three months of the date of this decision notice, a landscaping scheme shall be submitted to, and approved in writing by the Local Planning Authority; such a scheme to include the planting of trees, hedges, shrubs, herbaceous plants and areas to be grassed. The planting proposed shall take note of the requirements of Network Rail, which state that, where trees/shrubs are to be planted adjacent to the railway boundary, these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary.

Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebрина"

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

The scheme shall also give details of any proposed walls, fences and other boundary treatment. The landscaping scheme shall be carried out in the first planting season after commencement of the development unless any alternative phasing of the landscaping is agreed in writing by the Local Planning Authority, and the landscaping shall be maintained for a period of 5 years. Any trees or

other plants which die during this period shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

(Reason - To ensure that the proposed planting is suitable for the location in the countryside and to ensure that it will not be detrimental to the safe operation of the railway, in accordance with the provisions of Policy D2 (Landscape Requirements) of the East Devon Local Plan 2013 - 2031 and also in accordance with paragraph 114 (d) of the National Planning Policy Framework 2023).

12. Prior to the development hereby approved being brought into use, elevational drawings of the proposed cycle storage shelter shall be submitted to, and approved in writing by, the Local Planning Authority. The plan/s shall be drawn to a recognised metric scale and shall include a scale bar, in addition to details of the materials to be used. The cycle store shall be installed in accordance with the approved details prior to any part of the site being opened to the public.

(Reason - To ensure that the scale and design of the structure are suitable for the location, and also to ensure that suitable cycle storage facilities are provided when the site is open to the public, in accordance with Strategies 7 (Development in the Countryside) and 46 (Landscape Conservation and Enhancement and AONB's), and Policies D1 (Design and Local Distinctiveness) and TC2 (Accessibility of New Development) of the East Devon Local Plan 2013 - 2031).

13. The development hereby permitted shall be carried out in accordance with the details contained in the submitted Flood Risk Assessment, dated 20th September 2024, and produced by AWP.

(Reason - To ensure that the development does not result in an increased flood risk, in accordance with Policy EN21 (River and Coastal Flooding) of the East Devon Local Plan 2013 - 2031 and Policy NE7 (Flood Management) of the Broadclyst Neighbourhood Plan 2022 - 2031).

14. Construction working hours shall be 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays, with no working on Sundays or Bank Holidays. There shall be no burning on site.

(Reason - To ensure that construction works do not cause unacceptable noise or air pollution which would be detrimental to the amenity of the occupiers of residential properties close to the site, and to accord with the provisions of Policy D1 (Design and Local Distinctiveness) and EN14 (Control of Pollution) of the East Devon Local Plan).

15. Works shall proceed strictly in accordance with the Ecological Impact Assessment (EAD Ecology, September 2024) and accompany supporting documents including the Habitat Management and Monitoring Plan and Bird Hazard Risk Assessment.

(Reason: To ensure that the development has no adverse effect on protected and notable species and provides ecological mitigation and enhancement measures in accordance with Strategy 47 (Nature Conservation and Geology),

Policy EN5 (Wildlife Habitats and Features), and Policy EN14 (Control of Pollution) of the Adopted East Devon Local Plan 2013-2031 and Policy NE5 (Landscape and Biodiversity) of the Broadclyst Neighbourhood Plan 2022 - 2031).

16. No part of the development hereby approved shall be opened to the public until the car park, including its access onto the public highway, has been fully constructed and as available for use by the public.

(Reason: To ensure that adequate parking provision is available in order to prevent unsuitable parking elsewhere which may be detrimental to highway safety, and to accord with the provisions of Policy TC7 (Adequacy of Road Network and Site Access) of the East Devon Local Plan 2013 - 2031).

#### NOTE FOR APPLICANT

##### Informative:

In accordance with the aims of Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 East Devon District Council works proactively with applicants to resolve all relevant planning concerns; however, in this case the application was deemed acceptable as submitted.

##### Biodiversity Net Gain

Paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 means that this planning permission is deemed to have been granted subject to "the biodiversity gain condition" (BG condition).

The Local Planning Authority cannot add this condition directly to this notice as the condition has already been applied by law. This informative is to explain how the biodiversity condition applies to your development.

The BG conditions states that development may not begin unless:

- (a) a Biodiversity Gain Plan (BG plan) has been submitted to the planning authority, and
- (b) the planning authority has approved the BG plan.

In this case the planning authority you must submit the BG Plan to is East Devon District Council.

There are some exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.

1. The application for planning permission was made before 12 February 2024.

2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 applies (planning permission for development already carried out).

3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and

- (i) the original planning permission to which the section 73 planning permission relates was granted before 12 February 2024; or
- (ii) the application for the original planning permission\* to which the section 73 planning permission relates was made before 12 February 2024.

4. The permission which has been granted is for development which is exempt being:

4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:

- i) the application for planning permission was made before 2 April 2024;
- ii) planning permission is granted which has effect before 2 April 2024; or
- iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates\* was exempt by virtue of (i) or (ii).

4.2 Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.

4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).

#### 4.5 Self and Custom Build Development, meaning development which:

- i) consists of no more than 9 dwellings;
- ii) is carried out on a site which has an area no larger than 0.5 hectares; and
- iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).

#### Irreplaceable habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

Where there are losses or deterioration to irreplaceable habitats a bespoke compensation package needs to be agreed with the planning authority, in addition to the Biodiversity Gain Plan.

For information on how to prepare and submit a Biodiversity Gain Plan please use the following link: Submit a biodiversity gain plan - GOV.UK ([www.gov.uk](https://www.gov.uk))

#### Informative:

The Environment Agency are aware of the approval for 'Creation of a new 1.5km stretch of shared use trail from Shercroft Close, running parallel with the railway and business centres, to Mosshayne Lane, linking Cranbrook to Exeter has been granted permission (Devon County Council ref.: DCC/4336/2023 and that the scheme involves a 3.5m wide pathway with a section of boardwalk and a bridge over the River Clyst at Land between Mosshayne Lane, Exeter and Shercroft Close, Broadclyst'. A section of this passes through this site. Details of the level and alignment of the 'trail' are contained within the decision notice associated with such. The formal prior written consent of the Lead Local Flood Authority would be required for any works that fall under Section 23 of the 1991 Land Drainage Act.

#### Plans relating to this application:

DR-L-0104 P5	Location Plan	09.10.24
--------------	---------------	----------

DR-L-0101 REV P10	Proposed Site Plan	01.10.24
DR-10 REV P07 : general arrangement - car parking	Other Plans	01.10.24
DR-20 REV P06 : general arrangement - cycle link	Other Plans	01.10.24
DR-L-9201 REV C3 : fencing	Landscaping	01.10.24
DR-L-9401 REV P6 : softworks	Landscaping	01.10.24
DR-L-9402 REV P4 : softworks detail area 1	Landscaping	01.10.24
DR-L-9403 REV P5 : softworks detail area 2	Landscaping	01.10.24
	Ecological Assessment	01.10.24
	Flood Risk Assessment	01.10.24
DR-L-0102 P6 : detail area 1	Additional Information	11.10.24
CM-100-DR-20 P06 : general arrangement cycle link	Additional Information	11.10.24
Detail Area 2	Other Plans	18.10.24

#### List of Background Papers

Application file, consultations and policy documents referred to in the report.

#### **Statement on Human Rights and Equality Issues**

Human Rights Act:

The development has been assessed against the provisions of the Human Rights Act 1998, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This

Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

**Equality Act:**

In arriving at this recommendation, due regard has been given to the provisions of the Equality Act 2010, particularly the Public Sector Equality Duty and Section 149. The Equality Act 2010 requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. Protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race/ethnicity, religion or belief (or lack of), sex and sexual orientation.

**Appendix 1 – Consultation replies in full.**

Active Travel England

15/10/24 - In relation to the above planning consultation and on the basis of the information available, Active Travel England is content with the development proposed.

Contaminated Land Officer

17/10/24 - I have considered the application and do not anticipate any concerns in relation to contaminated land.

County Highway Authority

05/11/24 - I have visited the site and reviewed the planning documents.

I believe the introduction of this car park will help ease the on-street parking problems of Station Road and help the free-flow of traffic.

The path will also help encourage sustainable travel.

Therefore in summary, the County Highway Authority (CHA) has no objection to this planning application.



Recommendation:

THE DIRECTOR OF CLIMATE CHANGE, ENVIRONMENT AND TRANSPORT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, HAS NO OBJECTION TO THE PROPOSED DEVELOPMENT

DCC Flood Risk SuDS Consultation

29/10/24 - Although we have no in-principle objection to the above planning application at this stage, the applicant must submit additional information, as outlined below, in order to demonstrate that all aspects of the proposed surface water drainage management system have been considered.

Observations:

The applicant should depict the surface water outfall from the car park drainage.

A cross-section of the car park formation should be submitted.

Will the access road leading to the car park be kerbed?

The applicant should confirm what materials will be used to form the length of shared path that they will construct, including the Sheffield bike stands.

Maintenance details are required.

The above information could be submitted via a pre-commencement condition.

If the Case Officer is minded to grant planning permission, then a pre-commencement condition should be included to secure details of surface water management during construction.

DCC Historic Environment Officer

22/10/24 - I refer to the above application and your recent consultation. The Heritage Impact Assessment submitted in support of this planning application has highlighted the high archaeological potential of this landscape with regard to the extensive prehistoric and Romano-British activity in the surrounding area. As such, groundworks for the construction of the new car parking area and the creation of scrapes have the potential to expose and destroy archaeological and artefactual deposits associated with these heritage assets. The impact of development upon the archaeological resource should be mitigated by a programme of archaeological work that should investigate, record and analyse the archaeological evidence that will otherwise be destroyed by the proposed development.

The Historic Environment Team recommends that this application should be supported by the submission of a Written Scheme of Investigation (WSI) setting out a programme of archaeological work to be undertaken in mitigation for the loss of heritage assets with archaeological interest. The WSI should be based on national standards and guidance and be approved by the Historic Environment Team.

If a Written Scheme of Investigation is not submitted prior to determination the Historic Environment Team would advise, for the above reasons and in accordance with paragraph 211 of the National Planning Policy Framework (2023) and Policy EN6 (Nationally and Locally Important Archaeological Sites) of the East Devon Local Plan, that any consent your Authority may be minded to issue should carry the condition as

worded below, based on model Condition 55 as set out in Appendix A of Circular 11/95, whereby:

'No development shall take place until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI) which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out at all times in accordance with the approved scheme as agreed in writing by the Local Planning Authority.'

Reason

'To ensure, in accordance with Policy EN6 (Nationally and Locally Important Archaeological Sites) of the East Devon Local Plan and paragraph 211 of the National Planning Policy Framework (2023), that an appropriate record is made of archaeological evidence that may be affected by the development.'

This pre-commencement condition is required to ensure that the archaeological works are agreed and implemented prior to any disturbance of archaeological deposits by the commencement of preparatory and/or construction works.

I would envisage the programme of archaeological work as taking the form of the archaeological supervision of the areas affected by the construction of the new car parking area and by the creation of scrapes/ponds to allow for the identification, investigation and recording of any exposed archaeological or artefactual deposits. The results of the fieldwork and any post-excavation analysis undertaken would need to be presented in an appropriately detailed and illustrated report, and the finds and archive deposited in accordance with relevant national and local guidelines.

I will be happy to discuss this further with you, the applicant or their agent. The Historic Environment Team can also provide the applicant with advice on the scope of the works required, as well as contact details for archaeological contractors who would be able to undertake this work. Provision of detailed advice to non-householder developers may incur a charge. For further information on the historic environment and planning, and our charging schedule please refer the applicant to: <https://new.devon.gov.uk/historicenvironment/development-management/>.

#### EDDC District Ecologist

21/11/24 - 1) Introduction

This report forms the EDDC's Ecology response to the full application for the above site.

The report provides a review of ecology related information submitted with the application in relation to adopted policy, relevant guidance, current best practice and existing site context and should be read in conjunction with the submitted information.

#### 2) Review of submitted details

The application is supported by an Ecological Impact Assessment, a Biodiversity Net Gain (BNG) Assessment (Appendix 7), a Statutory Biodiversity Metric Calculation Tool and Habitat Condition Assessments. It is also supported by a Habitat Maintenance and Management Plan (HMMP), Bird Hazard Risk Assessment, and other supporting documents including plans.

(i) Ecological receptors:

- Designated sites

The site is within Broadclyst Moor - Dymond's Bridge Marsh Unconfirmed Wildlife Site (UWS).

- Habitats

The majority of the site is designated as 'Coastal and Floodplain Grazing Marsh' (CFGM) a Priority Habitat consisting of mosaic of habitats, primarily relating to semi-improved grassland and wet ditches. The site also consists of a mixture of scrub, trees, woodland, and modified grassland and hedgerows.

- Protected and notable species

The site is used by hazel dormouse, common reptiles including slow worms, grass snake, and common lizard, breeding birds, including Red listed (f1) and Priority Species (NERC, 2006) bullfinch, reed bunting, song thrush and dunnock, foraging and commuting bats, including Annex II barbastelle and lesser horseshoe, common toad, and several notable invertebrates. It also provides suitable habitat for a range of protected and notable species including badger, otter, and hedgehog. No invasive plant species or Schedule 8 plant species have been recorded on the site.

- Ecological impacts

The EclA considers that the proposed SANG would not have any residual negative effects on any designated sites of nature conservation importance. Assuming the implementation of all avoidance, mitigation and enhancement measures identified in this EclA, there would be a net gain of >10% in Habitat, Hedgerow and Watercourse Units. Effects to nesting and overwintering birds would be minor negative in the long-term onwards; effects on all other protected and notable species would either be neutral or positive in the short-term onwards.

(ii) Biodiversity Net Gain:

The metric calculations, based on the Softworks Plan (Dwg No 24055) indicates the development of the Clyst Meadows SANG is capable of achieving the minimum 10% biodiversity net gain post-development for all habitat types, i.e., areas, hedges, and watercourses.

The metric calculation shows an increase of 17.13 area habitat units (+12.67%), 15.32 hedge units (+63.25%) and 2.26 watercourse units (27.25%), with all habitat creation and enhancement located on-site and trading rules successfully met.

Consideration regarding additionality has also been adequately addressed.

- Area habitats

Most of the site (10.24 ha) comprises of floodplain wetland mosaic and coastal floodplain grazing marsh (CFGM) grassland in moderate condition. A small section of this (0.7271 ha) will be lost to create pathways with 2.6928 ha retained. The EclA considers the enhancement of the remainder of CFGM (5.901 ha) is achievable through reprofiling works and management of the ditches in the central and western fields, as well as through adaptively managed cattle grazing regime.

- Ditches

There are a total of 14 ditches on-site, all assessed as being in 'poor' condition. Three of these ditches, identified as D3, D5 and D6 will be enhanced to a condition of 'good', which in turn, will provide ecological enhancement of the CFGM grassland to a condition of 'good' by increasing water levels within the ditches as well as within the adjacent grassland habitats.

#### - Hedgerows

For the enhancement of the ditches to a condition of 'good' as listed above, the BNG Assessment report considers the hedgerows adjacent to the ditches will need to be removed to reduce shading of the ditches. This includes four hedgerows, identified as H1, H3 (three sections), H4 and H11 (three sections). In total, this results in the loss of 9 m of high distinctiveness, 15 m of medium distinctiveness, and 8 m of low distinctiveness hedgerow habitat.

To compensate for the hedgerow loss, 330 m of species rich native hedgerow, associated with a bank or ditch in 'good' condition is proposed to be created.

The report considers that the removal of 32 m of hedgerow to facilitate the enhancement of the ditches could be justified through the implementation of Biodiversity Metric Rule 4. Rule 4 is only applicable in exceptional circumstances. The are key factors when considering if Rule 4 can be implemented.

(a) Justification of why the site has optimal conditions for the specific habitat intervention

(b) Specific ecological expertise relevant to the site

(c) Detail of the ecological benefits of the habitat intervention which were not realised by the statutory biodiversity metric

The site consists of floodplain wetland mosaic and coastal floodplain grazing marsh (CFGM) grassland, a Priority Habitat, in moderate condition with a network of ditches. The proposed removal of the hedgerow to facilitate ditch enhancement would result in an increase in habitat condition from moderate to good of 5.9 ha of CFGM, a Priority Habitat. This would result in a significant area of Priority Habitat in good condition on a site through appropriate management. In addition, the proposals include 1.2 km of hedgerow enhancement and 330 m of hedgerow creation with significant gains in hedgerow units predicted.

The EclA, management plan, and metric have been completed by experienced and competent e.g., FISC (f2) Level 5, ecological consultants with detailed knowledge of the site, who are experienced in working on major ecological development projects. In addition, the development of the management plan and subsequent management of the site will be undertaken by EDDC Countryside Team. The Countryside Team are responsible for managing the districts Local Nature Reserves (LNRs), including Seaton Wetlands. They are experienced in managing large scale wetland sites, including the management of conservation grazing and providing public access and engagement on such sites.

Therefore, considering the sites existing relative ecological value, its potential for the delivery of large areas of Priority Habitat in Good condition, and given the experience of the project design and implementation team, it is considered that Rule 4 can be justified in the case.

#### - Shared-use Trail

As part of a consented planning approval by DCC, (Planning ref: 23/0737/CM), a 'shared-use trail' consisting of a 3.3 m wide asphalt path (approximately 2.2 ha) is to be created within the site. Although the construction of the 'shared-use trail' has not yet been implemented, the EclA considers that as this path is part of a pre-consented scheme, it should be included within the baseline habitat assessment of the site. This is represented in the metric area baseline as developed land; sealed surface with a zero value for biodiversity units and indicated as being retained post-development. If the area of the shared trail is considered as the existing habitat, i.e., as floodplain wetland mosaic and CFGM in moderate condition with a high strategic significance and considers that this area is lost and the same area created a developed land; sealed surface, this would reduce the predicted BNG delivery for area habitats to the delivery of 14.11 habitat units, post-construction. This would still deliver 10.26% BNG for area habitats so the scheme would still be considered compliant to provide all BNG requirements on site if the pre-consented scheme cycle path scheme is discounted from the baseline calculation.

(iii) Aerodrome safeguarding:

The site is located within an aerodrome safeguarding zone. The design of the site was an iterative process, with EDDC consulting with Exeter Airport regarding potential concerns with wetland features on the site. In addition, a Bird Hazzard Risk Assessment (BHRA) was produced in accordance with Safeguarding of Aerodromes: Advice Note 8 (2008).

The site design was modified, and no wetland habitat features such as ponds, lakes or scrapes are proposed.

The BHRA considered that the proposed habitat creation and enhancement measures, balanced against the intended recreational use of the SANGS, and considering the existing habitats and receptors using the site, that there would either be a neutral or negative impact on any of the key hazardous bird species. Therefore, it considered there would be no increased risk posed by wildlife and no additional bird management measures are considered necessary.

### 3) Conclusions and recommendations

The proposed mitigation, creation and enhancement measures are considered appropriate and proportional to the predicted impacts for the proposed scale of development, assuming they are fully implemented.

The management of the site is predicted to increase the habitat condition of a large area of Priority Habitat and enable public access. Therefore, I would support the proposal.

Should the proposal be minded for approval the following conditions are recommended:

- Works shall proceed strictly in accordance with the Ecological Impact Assessment (EAD Ecology, September 2024) and accompany supporting documents including the Habitat Management and Monitoring Plan and Bird Hazzard Risk Assessment.

- No development shall take place until a Construction and Ecological Management Plan (CECoMP) has been submitted to and approved in writing by the local planning authority based on the details within the submitted EcIA (EAD Ecology, September 2024). The CECoMP shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements). This includes pollution control measures.
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication, including reporting compliance of actions to the LPA
- g) The role and responsibilities on site of an ecological clerk of works (ECoW), including any licence requirements.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CECoMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

- In addition to the above conditions, the pre-commencement Biodiversity Net Gain condition (based on the Planning Advice Service template condition - on Uniform) should also be applied. Alternatively, the HMMP and management of the site regarding BNG should be secure via a planning obligation.

PAS Biodiversity Net Gain (BNG) Legal Agreement and Planning Condition Templates  
|                      Local                      Government                      Association  
<https://www.local.gov.uk/pas/environment/biodiversity-net-gain-bng-local-planning-authorities/pas-biodiversity-net-gain-bng>

Reason:

To ensure that the development has no adverse effect on protected and notable species and provides ecological mitigation and enhancement measures in accordance with Strategy 47 (Nature Conservation and Geology), Policy EN5 (Wildlife Habitats and Features), and Policy EN14 (Control of Pollution) of the Adopted East Devon Local Plan 2013-2031.

Footnotes:

(f1) Birds of Conservation Concern 5. Eaton et al. 2021

(f2) Field Identification Skills Certificate

William Dommatt MSc MCIEEM  
District Ecologist  
East Devon District Council

EDDC Landscape Architect

18/11/24 - I have reviewed the details submitted with the above application which are generally fine but I note the following issues:

Grassland management and access

The various field parcels are proposed to be managed by grazing. Some further detail is needed to show how grazing will work with public access and how cattle will be moved between field parcels particularly those to the northwestern end of the site to which access is presently only indicated via pedestrian gates which are unlikely to be adequate for cattle. Consideration is also required for means of occasional tractor access to these areas.

#### Access gates

Pedestrian access gates generally need to be of a self-closing design with an easy latch opening system. The details shown on drawing no. DRL 9201 rev. C3 do not appear to meet these requirements.

Given the number of gates on to the cycle path from the adjoining fields it might be better for these to be kissing-type to provide greater security against cattle escape. WSP General Arrangement dwg. no. 100-D2-20 rev. P06 shows a 3.5m width gate across the eastern end of the cycle path where it meets Station Road. This arrangement is an unnecessary inconvenience for cyclists and is not usually required in similar situations on DCC cycle paths. A chicane barrier with adjacent vehicular maintenance gate would allow free flow for cyclists while preventing unauthorised vehicular access.

#### Additional details

Conditions should be imposed requiring submission of the following details for approval prior to construction unless received prior to determination:

Surfacing: Details of proposed path and car park construction/ surfacing should be provided including details of parking bay demarcation.

Hedgebanks: Construction details for proposed Devon banks should be provided.

#### EDDC Trees

18/11/24 - I note the submitted Arboricultural Constraints Plan and Tree Survey. However, these documents do not provide an assessment of the impact of the proposed development on the sites tree features. Given this is an EDDC application this is a little disappointing as an Arboricultural Impact Assessment would be expected from external applicants.

Having reviewed the submitted arboricultural information, I am satisfied this scheme can be completed without undue harm occurring to retained tree features, subject to suitable tree protection measures being implemented during the construction phase of the project. Any planning approval should be subject to the following pre-commencement tree protection condition:

Prior to the commencement of any works on site (including demolition and site clearance or tree works), a Tree Protection Plan (TPP) and an Arboricultural Method Statement (AMS) for the protection of all retained trees, hedges and shrubs, shall be submitted to and approved in writing by the Planning Authority.

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

The TPP and AMS shall adhere to the principles embodied in BS 5837:2012 and shall indicate exactly how and when the trees will be protected during the development process.

Provision shall be made for the supervision of the tree protection by a suitably qualified and experienced arboriculturalist and details shall be included within the AMS.

The AMS shall provide for the keeping of a monitoring log to record site visits and inspections along with: the reasons for such visits; the findings of the inspection and any necessary actions; all variations or departures from the approved details and any resultant remedial action or mitigation measures. On completion of the development, the completed site monitoring log shall be signed off by the supervising arboriculturalist and submitted to the Planning Authority for approval and final discharge of the condition.

(Reason - To ensure retention and protection of trees on the site during and after construction in the interests of amenity and to preserve and enhance the character and appearance of the area in accordance with Policies D1 - Design and Local Distinctiveness and D3 - Trees and Development Sites of the Adopted New East Devon Local Plan 2016.)

#### Environment Agency

25/10/24 - Thank you for consulting us on this application.

#### Environment Agency position

We have no objection to this development as proposed. We would recommend that the submitted Flood Risk Assessment is included on the list of approved documents to secure its implementation.

#### Reason

The proposed site is located almost fully within flood zones 2 and 3 which Environment Agency flood maps indicate as having a medium to high risk of flooding respectively. We are satisfied that the proposal aligns in broadest terms with the overriding policy requirements of the National Planning Policy Framework and the Planning Practice Guidance. We note that car park is proposed to be built at 'existing elevations' which is important to safeguard against an increase in flood risk to adjacent property to the immediate south east.

Advisory comments - The proposal must not compromise the function of the locally important existing open channel drainage network, albeit we acknowledge the proposed installation of several leaky dams, details of which are contained in some detail within section 4 of the flood risk assessment by Awcock Ward Partnership dated 20 September 2024.

We recommend the following informative is included on any decision notice for the applicant's information:

#### Informative

The EA are aware of the approval for 'Creation of a new 1.5km stretch of shared use trail from Shercroft Close, running parallel with the railway and business centres, to



Mosshayne Lane, linking Cranbrook to Exeter has been granted permission (Devon County Council ref.: DCC/4336/2023 and that the scheme involves a 3.5m wide pathway with a section of boardwalk and a bridge over the River Clyst at Land between Mosshayne Lane, Exeter and Shercroft Close, Broadclyst'. A section of this passes through this site. Details of the level and alignment of the 'trail' are contained within the decision notice associated with such. The formal prior written consent of the Lead Local Flood Authority would be required for any works that fall under Section 23 of the 1991 Land Drainage Act.

Please contact us again if you require any further advice.

#### Environmental Health

17/10/24 - I have considered the application and note that this site is close to nearby residents who may be impacted during the construction process. Construction working hours shall be 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays, with no working on Sundays or Bank Holidays. There shall be no burning on site. We would request the applicant to consult and follow the council's Construction Sites Code of Practice prepared by Environmental Health and adopted by the council in order to ensure that any impacts are kept to a minimum. This is available on the council's website.

#### Exeter & Devon Airport - Airfield Operations+Safeguarding

17/10/24 -

This proposal has been examined from an Aerodrome Safeguarding aspect and does not appear to conflict with safeguarding criteria. However it does require the implementation of the following condition due to the type of development being a possible Bird attractant within the 13km safeguarding area as explained in CAP772 and the attached Advice note.

The condition requested to be applied to the application to ensure compliance with Aerodrome safeguarding criteria is as follows.

#### Condition: Wildlife Hazard Management Plan

Development shall not commence until a Wildlife Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Wildlife Hazard Management Plan shall be implemented as approved. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

#### Reason:

It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Exeter Airport.

In view of this and for further information I have included, as an attachment Airport Operators Association (AOA) Advice note: Wildlife Hazards around Aerodromes, which all developers and contractors must abide by during construction and commissioning.

Accordingly, Exeter Airport will have no safeguarding objections to this development provided that the requested condition is applied, and all safeguarding criteria are met, as stipulated in the AOA Advice Note, and there are no changes made to the current application.

Kindly note that this reply does not automatically allow further developments in this area without prior consultation with Exeter Airport.

#### Historic England

30/10/24 - Thank you for your letter of 9 October 2024 regarding the above application for planning permission.

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

#### National Highways

11/10/24 - Referring to the notification of a Full planning application referenced above, for the construction of a new 16 space car park with access from Station Road and a network of footpaths and the change of use of surrounding land to Country Park (Suitable Alternative Natural Greenspace - SANG), at Land to the south of Shercroft Close, Station Road, Broadclyst, notice is hereby given that National Highways' formal recommendation is that we:

a) offer no objection (see reasons at Annex A);

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

<sup>1</sup> Where relevant, further information will be provided within Annex A.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningSW@nationalhighways.co.uk](mailto:PlanningSW@nationalhighways.co.uk)

#### Annex A National Highways' recommended No Objections

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road

Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We have undertaken a review of the relevant documents supporting the planning application to ensure compliance with the current policies of the Secretary of State as set out in DfT Circular 01/2022 "The Strategic Road Network and the Delivery of Sustainable Development" and the National Planning Policy Framework (NPPF). This response represents our formal recommendations with regards to planning application reference 24/2049/MFUL.

#### Statement of Reasons

The application seeks full permission, for the construction of a new 16 space car park with access from Station Road and a network of footpaths and the change of use of surrounding land to Country Park (Suitable Alternative Natural Greenspace - SANG), at Land to the south of Shercroft Close, Station Road, Broadclyst. The 10.24ha site is located approximately 1.7km east of the M5 motorway and 1.1km north of the A30/B3184 Exeter Airport junction.

#### Impact on the Strategic Road Network

Based on the scope, scale and location of the development we are satisfied it is unlikely to result in an adverse impact on the safe operation of the strategic road network.

#### Recommendation

National Highways has no objections to application 24/2049/MFUL.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the Switch and Improve criteria as set out in clause 4.3 of PAS2080:23 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

#### Natural England

25/10/24 - Thank you for your consultation on the above dated 09 October 2024.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**SUMMARY OF NATURAL ENGLAND'S ADVICE**  
**NO OBJECTION**

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.

Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on the East Devon Pebblebed Heaths SAC & East Devon Heaths SPA and Exe Estuary SPA and has no objection to the proposed development.

#### Exe Estuary Site of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection.

#### East Devon Pebblebed Heaths Site of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection.

#### Protected species

We have not assessed this application and associated documents for impacts on protected species.

Natural England has produced standing advice 1 to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a SSSI or in exceptional circumstances.

Ancient woodland, ancient and veteran trees

The local planning authority should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 186 of the NPPF. Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. Natural England and the Forestry Commission have produced standing advice for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Should the proposal change, please consult us again.

#### Network Rail

23/10/24 - Thank you for your email dated 9 October 2024 together with the opportunity to comment on this proposal.

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basic Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact [assetprotectionwestern@networkrail.co.uk](mailto:assetprotectionwestern@networkrail.co.uk).

#### FENCING

Because of the nature of the proposed development we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

#### LANDSCAPING

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:

##### Permitted:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees - Pines (*Pinus*), Hawthorne (*Crataegus*), Mountain Ash - Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (Shrubby *Salix*), Thuja Plicatata "Zebrina"

##### Not Permitted:

Alder (*Alnus Glutinosa*), Aspen - Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

Police Architectural Liaison Officer - Kris Calderhead

22/10/24 - With regards to the above application, I have no objection and am grateful to the applicant for consulting with me at the pre-app stage as stated in the Design and Access Statement. The only points I'd like to raise for consideration are:

- o I note that in Area 1 Sheffield cycle stands are included whilst in Area 2, a covered cycle stand is proposed. Is there a need for a covered cycle store given it is unlikely that bikes will need to be stored for long periods of time, overnight etc? The store is a sheltered space which could attract unwanted congregation, misuse, and ASB if underused and particularly if / when the surrounding area is developed and there is an increase in population nearby.

- o I appreciate it is proposed to leave the car park unlit. The car park is not afforded good natural surveillance opportunities and therefore the benefit of lighting in order to reduce the opportunity for crime or ASB is limited. However, from a personal safety perspective and enabling legitimate users sight of their surroundings should they use the car parking during hours of dusk / darkness, lighting in the future may need reconsidering. Therefore, if possible, it would be beneficial if the infrastructure to allow the easy installation of lighting at a later date could be included.