

PLANNING

Date: Monday 29 June 2020

Time: 5.30 pm

Venue: Legislation has been passed that allows Council's to conduct Committee meetings remotely

Members are invited to attend the above meeting to consider the items of business.

If you have an enquiry regarding any items on this agenda, please contact Howard Bassett, Democratic Services Officer (Committees) on 01392 265107.

During the Corona Virus outbreak, meetings will be held by virtual means. The [live stream can be viewed here](#) at the meeting start time.

Membership -

Councillors Lyons (Chair), Williams (Deputy Chair), Bialyk, Branston, Foale, Ghusain, Harvey, Mrs Henson, Mitchell, M, Morse, Sheldon, Sparkes and Sutton

Agenda

Part I: Items suggested for discussion with the press and public present

1 Apologies

To receive apologies for absence from Committee members.

2 Minutes

To approve and sign the minutes of the meeting held on 1 June 2020.

(Pages 5 -
20)

3 Declarations of Interest

Councillors are reminded of the need to declare any disclosable pecuniary interests that relate to business on the agenda and which have not already been included in the register of interests, before any discussion takes place on the item. Unless the interest is sensitive, you must also disclose the nature of the interest. In accordance with the Council's Code of Conduct, you must then leave the room and must not participate in any further discussion of the item.

Councillors requiring clarification should seek the advice of the Monitoring Officer prior to the day of the meeting.

4 **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 EXCLUSION OF PRESS AND PUBLIC**

It is not considered that the Committee would be likely to exclude the press and public during the consideration of any of the items on this agenda but, if it should wish to do so, then the following resolution should be passed: -

RECOMMENDED that, under Section 100A (4) of the Local Government Act 1972, the press and public be excluded from the meeting for particular item(s) on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in the relevant paragraphs of Part I of Schedule 12A of the Act.

Public Speaking

Public speaking on planning applications and tree preservation orders is permitted at this Committee. Only one speaker in support and one opposed to the application may speak and the request must be made by 10 am on the Thursday before the meeting (full details available on request from the Democratic Services Officer).

5 **Planning Application No, 20/0581/TEL - St Thomas Centre, Cowick Street, Exeter**

To consider the report of the Assistant Service Lead City Development. (Pages 21 - 32)

6 **Planning Application No 15/0640/OUT - Aldens Farm East, Land between Chudleigh Road and Dawlish Road, Alphington**

To consider the report of the Assistant Service Lead City Development. (Pages 33 - 68)

7 **Planning Application No. 18/1145/OUT - Land East Of Cumberland Way, Monkerton, Exeter**

To consider the report of the Assistant Service Lead City Development. (Pages 69 - 96)

8 **List of Decisions Made and Withdrawn Applications**

To consider the report of the Director (BA). (Pages 97 - 114)

9 **Appeals Report**

To consider the report of the Director (BA). (Pages 115 - 116)

Date of Next Meeting

The next scheduled meeting of the Planning Committee will be held on **Monday 27 July 2020** at 5.30 pm in the Civic Centre.

Find out more about Exeter City Council services by looking at our web site *http://www.exeter.gov.uk*. This will give you the dates of all future Committee meetings and tell you how you can ask a question at a Scrutiny Committee meeting. Alternatively, contact the Democratic Services Officer (Committees) on (01392) 265107 for further information.

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PLANNING COMMITTEE **(HELD AS A VIRTUAL MEETING)**

Monday 1 June 2020

Present:-

Councillor Lyons (Chair)
Councillors Williams, Bialyk, Branston, Foale, Ghusain, Harvey, Mrs Henson, Mitchell, M, Morse, Sheldon, Sutton and Sparkes

Also Present

Director (BA), Assistant Service Lead (Planning) City Development, Principal Project Manager (Development) (PJ), Project Manager (Planning) (LP), Democratic Services Officer and Democratic Services Officer (MD) and Democratic Services Officer (HB)

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MINUTES

The minutes of the meetings held on 21 April and 4 May 2020 were taken as read and approved as correct, for signing by the Chair at the earliest possible convenience.

44

DECLARATIONS OF INTEREST

Members declared personal interests and left the meeting during consideration of the item below.

COUNCILLOR	MINUTE
Councillor Harvey	Min. No. 48
Councillor Morse	Min. No. 48
Councillor Williams	Min. No. 48

45

PLANNING APPLICATION NO. 19/1713/RES - FORMER FOXHAYES INFANT SCHOOL - GLOUCESTER ROAD, EXETER

The Principal Project Manager (Development) (PJ) presented the application for the construction of 31 dwellings with associated gardens, parking and landscaping with vehicular access from Gloucester Road. (Approval of Reserved Matters of appearance, landscaping, layout and scale pursuant to planning permission reference [17/1789/OUT](#) granted on 7 January 2019.

Councillor Hannaford, having given notice under Standing Order No. 44, spoke on the item. He raised the following points:-

- welcome the proposal, the intention always having been to develop this brownfield site and note the number of detailed conditions which address the concerns expressed on traffic and highway issues;
- the provision of affordable housing at a level of nearly 40% is welcome given the great need for social housing in the city and the number of Tree Preservation Orders is supported as is the continuous footpath through the site; and
- urge a considerate construction approach including issues around accessing

the site.

Mr Adam Preece had requested to speak but was unable to do so because of technical difficulties with his phone.

Members, in welcoming the development, noted the provision of affordable housing and the access arrangements notably the joint cycleway and footpath down through Pine Avenue onto Exwick Road. It was also noted that the developer was committed to the proper management of the site and its open space.

The recommendation was for approval, subject to the conditions as set out in the report.

The recommendation was moved and seconded.

RESOLVED that planning permission for the construction of 31 dwellings with associated gardens, parking and landscaping with vehicular access from Gloucester Road. (Approval of Reserved Matters of appearance, landscaping, layout and scale pursuant to planning permission reference [17/1789/OUT](#) granted on 7 January 2019 be **APPROVED**, subject to the following conditions:-

1. The development hereby approved must be begun with five years from the date of the grant of outline planning permission, or two years from the final approval of the reserved matters, whichever is the longer.
Reason: To ensure compliance with section 91 and 92 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 5 December 2019 (dwg. nos.1831:02 rev B); 14 April 2020 (dwg nos BD1831:02 rev B; 1831:20 rev A; 21 rev A; 22 rev A & 23 rev A) and 11 May 2020 (dwg, nos 19007 100 rev E & 300 rev J) as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
3. Samples of the materials it is intended to use externally in the construction of the development shall be submitted to the Local Planning Authority. No external finishing material shall be used until the Local Planning Authority has confirmed in writing that its use is acceptable. Thereafter the materials used in the construction of the development shall correspond with the approved samples in all respects.
Reason: To ensure that the materials conform with the visual amenity requirements of the area.
4. Notwithstanding the provisions of the Town and Country Planning General Development Order 1995 or any Order revoking and re-enacting that Order, no extension, garages or other development shall be carried out within the curtilage of the dwellings without the formal consent of the Local Planning Authority.
Reason: In order to protect the visual and residential amenities of the surrounding area and to prevent overdevelopment.
5. All conditions imposed on notice of outline approval (ref no.17/1789/OUT) are hereby reiterated in as much as they relate to the development and have yet to be discharged in writing by the Local Planning Authority.
Reason: To safeguard the rights of control by the Local Planning Authority

in respect of the reserved matters.

6. Prior to occupation of the development, details shall be submitted to the Local Planning Authority of secure covered cycle parking provision for the development. Development shall not be occupied until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the cycle parking shall be provided in accordance with the submitted details.

Reason: To provide adequate facilities for sustainable

7. No part of the development hereby approved shall be brought into its intended use until the link (including cycle ramp) to Pine Avenue as indicated by Drawing no. 100 Rev E have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

Reason: To provide a safe and suitable access, in accordance with Paragraph 108 of the National Planning Policy Framework

8. No dwelling shall be occupied until full details of the electric charging points have been submitted to and approved in writing by the Local Planning Authority and the following shall thereafter be provided in accordance with such details:

Reason: Insufficient information has been submitted with the application and in the interests of visual amenity.

Informatives

- 1) In accordance with paragraphs 38 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.
2. A legal agreement under Section 106 of the Town and Country Planning Act 1990 relates to this planning permission.
3. The Local Planning Authority considers that this development will be CIL (Community Infrastructure Levy) liable. Payment will become due following commencement of development.

It is also drawn to your attention that where a chargeable development is commenced before the Local Authority has received a valid commencement notice (ie where pre-commencement conditions have not been discharged) the Local Authority may impose a surcharge, and the ability to claim any form of relief from the payment of the Levy will be foregone. You must apply for any relief and receive confirmation from the Council before commencing development. For further information please see www.exeter.gov.uk/cil.

with vehicular access from Gloucester Road via Higher Exwick Hill. (Approval of Reserved Matters of access, appearance, landscaping, layout and scale pursuant to planning permission reference [17/1788/OUT](#) granted on 7 January 2019. Councillor Hannaford, having given notice under Standing Order No. 44, spoke on the item. He raised the following points:-

- in favour of developing a brownfield site for housing which also benefits from the relative proximity to the rural surrounds of the city accessed via Exwick Lane;
- support the landscaping proposed including the retention of trees;
- welcome the measures agreed with the Highways Authority to improve highway safety around Exwick Heights Primary School including the traffic calming measures and both the Headteacher and Chair of the School Governing body no longer have any objections; and
- seek assurance that the developers will work with the local school during the construction period, especially at the start and finish of the school day, to ensure that children and family members are kept safe.

Mr Pritchard spoke on the application. He raised the following points:-

- not opposed to use as housing;
- the proposed 1.8metre close bordered timber fence should be erected prior to any building works starting to reduce dust and noise disturbance. The construction of a new fence within the site should be made a condition;
- the sub-station construction needs to be sympathetically designed, preferably brick clad and needs to be enclosed in a building with acoustic cladding walls with a condition added to this effect;
- trees shown as being retained must not change to benefit the adjacent properties and to preserve the long view from the other side of the River Exe;
- the roots of the trees at the vehicle entrance to the site must not be damaged during the road construction;
- the tree protection barrier will need to be erected prior to any construction commencing so that vehicles and any machinery do not cause damage to this area;
- a condition is required so that construction does not take place on Saturdays, Sundays and Bank Holidays; and
- the developer should pay for the windows of adjacent properties to be cleaned.

Mr Adam Preece spoke in support of the application. He raised the following points:-

- the trees provide a degree of screening for nearby homes and a high quality and diverse natural environment for a compact community nestled amongst them;
- the area to the south has been designed as a habitat for reptiles and that to the north, running alongside Higher Exwick Hill, managed as a woodland;
- access can only realistically be achieved via Higher Exwick Hill as the junction with Gloucester Road is problematic used as both a car park and a turning head for the school run and care will be taken not to worsen it;
- three key safety elements are reducing parking at the junction and giving pedestrians priority, reducing the risk of vehicles colliding with pedestrians and cyclists using Higher Exwick Hill and reducing local traffic by improving pedestrian and cycle connectivity through our site;
- double yellow lines will be provided to the southern side of Higher Exwick Hill to

clarify that parking is prohibited with a raised table at this junction to give pedestrians priority;

- bollards on Higher Exwick Hill will be replaced with staggered barriers to slow cyclists down and define where children should wait; and
- vehicles leaving the site will be required to give way, having been forced to slow by passing through a 3 metre width restriction

Members supported the proposed development of this brown field site and acknowledged the associated improvements to the highway network to help improve safety. An additional condition to brick clad the sub-station was also supported.

The recommendation was for approval, subject to the conditions as set out in the report.

The recommendation was moved and seconded.

RESOLVED that, subject to an additional condition to enclose the sub-station with cladding walls, planning permission for the construction of 43 dwellings with associated gardens, parking and landscaping with vehicular access from Gloucester Road via Higher Exwick Hill. (Approval of Reserved Matters of access, appearance, landscaping, layout and scale pursuant to planning permission reference [17/1788/OUT](#) granted on 7 January 2019 be **APPROVED**, subject to the following conditions:-

1. The development hereby approved must be begun with five years from the date of the grant of outline planning permission, or two years from the final approval of the reserved matters, whichever is the longer.
Reason: To ensure compliance with section 91 and 92 of the Town and Country Planning Act 1990.
2. The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 5 December 2019 (dwg. nos.1832:01); 12 March 2020 (dwg nos 19006 101 rev D 110 rev A & 300 rev H); 14 April 2020 (dwg nos BD1832:02 rev B; 1832:20 rev A; 21 rev A; 22 rev A; 23 rev A; 24 rev B; 25 rev A & 26 rev A) as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
3. Samples of the materials it is intended to use externally in the construction of the development shall be submitted to the Local Planning Authority. No external finishing material shall be used until the Local Planning Authority has confirmed in writing that its use is acceptable. Thereafter the materials used in the construction of the development shall correspond with the approved samples in all respects.
Reason: To ensure that the materials conform with the visual amenity requirements of the area.
4. Notwithstanding the provisions of the Town and Country Planning General Development Order 1995 or any Order revoking and re-enacting that Order, no extension, garages or other development shall be carried out within the curtilage of the dwellings without the formal consent of the Local Planning Authority.
Reason: In order to protect the visual and residential amenities of the surrounding area and to prevent overdevelopment.

5. No dwelling shall be occupied until full details of the electric charging points have been submitted to and approved in writing by the Local Planning Authority and the following shall thereafter be provided in accordance with such details:
Reason: Insufficient information has been submitted with the application and in the interests of visual amenity.
6. All conditions imposed on notice of outline approval (ref no.17/1788/OUT) are hereby reiterated in as much as they relate to the development and have yet to be discharged in writing by the Local Planning Authority.
Reason: To safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.
7. Prior to occupation of the development, details shall be submitted to the Local Planning Authority of secure covered cycle parking provision for the development. Development shall not be occupied until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the cycle parking shall be provided in accordance with the submitted details.
Reason: To provide adequate facilities for sustainable
8. No part of the development hereby approved shall be brought into its intended use until the access arrangements into the site as indicated on drawing no. 101 rev D have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times
Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraphs 108 and 110 of the NPPF
9. Prior to occupation of the development, details shall be submitted to the Local Planning Authority of the staggered barriers on Higher Exwick Hill for the development. Development shall not be occupied until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the staggered barriers shall be provided in accordance with the submitted details.
Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraphs 108 and 110 of the NPPF
10. No part of the development hereby approved shall be brought into its intended use until the pedestrian/cycle access arrangements into the site as indicated on drawing no. 110 rev A have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times
Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraphs 108 and 110 of the NPPF.
11. No development shall commence until the design, including details of materials, of the electricity substation enclosure has been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with these details thereafter.
Reason: In the interests of visual and residential amenity.

Informatives

- 1) In accordance with paragraphs 38 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable

the grant of planning permission.

2. A legal agreement under Section 106 of the Town and Country Planning Act 1990 relates to this planning permission.
3. The Local Planning Authority considers that this development will be CIL (Community Infrastructure Levy) liable. Payment will become due following commencement of development.

It is also drawn to your attention that where a chargeable development is commenced before the Local Authority has received a valid commencement notice (ie where pre-commencement conditions have not been discharged) the Local Authority may impose a surcharge, and the ability to claim any form of relief from the payment of the Levy will be foregone. You must apply for any relief and receive confirmation from the Council before commencing development. For further information please see www.exeter.gov.uk/cil.

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**PLANNING APPLICATION NO 20/0284/FUL - EXISTING CAR PARK D,
UNIVERSITY OF EXETER (EAST OF AMORY BUILDING), EXETER**

The Principal Project Manager (Development) (PJ) presented the application for the construction of a six storey research and education building.

The Principal Project Manager stated that the development met the requirements of Development Planning Policy and was included within the University of Exeter Masterplan. Permission would include construction to a BREEAM excellent standard and he referred to a minor amendment in condition 11 relating to noise levels during construction.

Mr McCann spoke in support of the application. He raised the following points:-

- project will accommodate 627 academic colleagues in six research institutes including core research themes in the Government's Industrial Strategy and help drive the local economy in the post Covid recovery phase by supporting the LEP's Local Industrial Strategy;
- will support 4,000 students;
- will help challenges in recruiting foreign students, the Government is to allow 105% of predicted growth for 2020/21 to come from Home/EU students. Nursing and allied health places are excluded from the 105% cap and the University's College of Medicine and Health is well placed to benefit from this;
- an additional demand of 300,000 Higher Education places is predicted through to 2030;
- the University's Research activity this year will be circa £97million projected to expand to £120-125million over next five years;
- continued investment by the University together with Further Education Partners has seen recent successful projects for research and education including the South West Institute of Technology, with a focus on Computer Science, Big Data and Artificial Intelligence; and
- the project is required to ensure the University will continue to be a "Forever Destination Institution" to help ensure it is in a position to realise our Core Strategy of being a Top 10 UK and Top 100 Global Research Intensive University.

Responding to a Member, he advised that the 400 seat auditorium was flexible and could be divided into two areas of 200 seats each as well as being able to move all seating back to create a single standing space. This would be of value in view of the current COVID 19 crisis.

A Member made the following comments:-

- welcome the contribution the research facility will bring to the local economy;
- because of the dominant nature of the building in relation to the surrounding residential area, regard should be given to its impact on the wider community. As such, similar mitigation measures, as introduced for the adjoining East Park development on the campus, are necessary including the need to ensure that noise levels are kept to a minimum during construction and that floodlighting is kept to appropriate hours; and
- seek the updating of the University's Traffic Management Plan prior to the opening of the building, particularly to ensure that car parking does not occur in neighbouring residential areas. Suggest also that the University could consider becoming a car free University.

The recommendation was for approval, subject to the conditions as set out in the report and additional conditions in respect of drainage and landscape.

The recommendation was moved and seconded.

RESOLVED that, subject to the completion of a Section 106 Agreement under the Town and Country Planning Act 1990 for a highway contribution of £30,000, planning permission for the construction of a six storey research and education building be **APPROVED**, subject to the following conditions:-

- 1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.
Reason: To ensure compliance with sections 91 and 92 of the Town and Country Planning Act 1990.
- 2) Samples of the materials it is intended to use externally in the construction of the development shall be submitted to the Local Planning Authority. No external finishing material shall be used until the Local Planning Authority has confirmed in writing that its use is acceptable. Thereafter the materials used in the construction of the development shall correspond with the approved samples in all respects.
Reason: To ensure that the materials conform with the visual amenity requirements of the area.
- 3) The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 8 January 2020 (dwg nos. UoE-ASL-IT-01-DR-A-1001 rev P09; 1002 rev P07; 1003 rev P03; UoE-ASL-IT-ZZ-DR-A-1050 rev P04; UoE-ASL-T-01-DR-A-1011 rev P03; UoE-ASL-IT-ZZ-DR-A-9905 rev P02; UoE-ASL-IT-ZZ-DR-A-1080 rev PO4; 1081 rev P02 & 1082 rev P02) as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
4. No development (including ground works) or vegetation clearance works

shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for:

- a) The site access point(s) of all vehicles to the site during the construction phase.
 - b) The parking of vehicles of site operatives and visitors.
 - c) The areas for loading and unloading plant and materials.
 - d) Storage areas of plant and materials used in constructing the development.
 - e) The erection and maintenance of securing hoarding, if appropriate.
 - f) Wheel washing facilities.
 - g) Measures to monitor and control the emission of dust and dirt during construction.
 - h) No burning on site during construction or site preparation works.
 - i) Measures to monitor and minimise noise/vibration nuisance to neighbours from plant and machinery.
 - j) Construction working hours and deliveries from 8:00 to 18:00 Monday to Friday, 8:00 to 13:00 on Saturdays and at no time on Sundays or Bank Holidays.
 - k) No driven piling without prior consent from the LPA.
 - l) Lighting detail/timings during construction phase.
- Reason: Insufficient information has been submitted with the application and in the interests of future amenity.

5. No development shall take place on site until a full investigation of the site has taken place to determine the extent of, and risk posed by, any contamination of the land and the results, together with any remedial works necessary, have been agreed in writing by the Local Planning Authority. The building(s) shall not be occupied until the approved remedial works have been implemented and a remediation statement submitted to the Local Planning Authority detailing what contamination has been found and how it has been dealt with together with confirmation that no unacceptable risks remain.
Reason: Insufficient information has been submitted with the application and in the interests of future amenity
6. Prior to occupation of the building hereby approved place until details of provision for nesting swifts has been submitted to and approved in writing by the Local Planning Authority. Upon written approval of the details, the scheme shall be fully implemented as part of the development and retained thereafter.
Reason: In the interests of preservation and enhancement of biodiversity in the locality.
Reason: Insufficient information has been submitted with the application and in the interests of future amenity
7. Unless otherwise agreed in writing by the Local Planning Authority the building hereby approved shall achieve a BREEAM excellent standard. A BREEAM design stage assessment report has been submitted confirming that the uses will achieve a BREEAM Excellent Standard. The building must now be completed fully in accordance with any approval given. A BREEAM post completion report of the building shall be carried out by a licensed BREEAM assessor within three months of substantial completion of the building and shall set out the BREEAM score achieved by the building and the equivalent BREEAM standard to which such score relates.

Reason: To ensure that the proposal complies with Policy CP15 of Council's Adopted Core Strategy and in the interests of delivering sustainable development. The design stage assessment must be completed prior to commencement of development because the findings may influence the design for all stages of construction.

8. Prior to commencement of the development, details shall be submitted to the Local Planning Authority of sheltered secure covered cycle parking provision for the development. Development shall not be commenced until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the cycle parking shall be provided in accordance with the submitted details

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

9. Prior to commencement of the development, details shall be submitted to the Local Planning Authority of changing facilities/lockers for the development. Development shall not be commenced until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the changing facilities/lockers shall be provided in accordance with the submitted details.

Reason: To provide adequate facilities for sustainable transport

10. A comprehensive Travel Plan/Management Plan for the site shall be submitted to and approved in writing by the Local Planning Authority in advance of occupation of the development. The approved travel plan measures will be implemented to the satisfaction of the Local Planning Authority. A review of travel patterns for the site shall be undertaken within 3 months of occupation of the development and updated on a basis as agreed in writing with the Local Planning Authority thereafter.

Reason: To promote the use of sustainable transport modes, in accordance with paragraph 111 of the National Planning Policy Framework

11. Noise from mechanical building services plant shall not exceed a rating noise level (measured in accordance with BS4142:2014) of 38dB (07:00 to 23:00) and 37dB (23:00 to 07:00) at 1m from the façade of any residential receptor.

Reason: In the interest of amenity.

12. An operational noise impact assessment shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. Any noise mitigation required shall be agreed in writing with the Local Planning Authority and implemented in full prior to occupation and maintained thereafter.

Reason: In the interest of amenity.

13. Pre-commencement condition - No development shall commencement until an air quality assessment based on the AECOM brief dated 7 May 2020 has been submitted and approved in writing by the Local Planning Authority. Any mitigation measure required following the completion of the assessment shall be agreed in writing and implemented in full prior to occupation and maintained thereafter.

Reason: Insufficient information has been submitted with the application and in the interests of amenity.

14. A detailed scheme for landscaping, including the planting of trees and or shrubs, the use of surface materials and boundary screen walls and fences shall be submitted to the Local Planning Authority and no dwelling of buildings shall be occupied until the Local Planning Authority have approved a scheme; such scheme shall specify materials, species, tree and plant sizes, numbers and planting densities, and any earth works required together with the timing of the implementation of the scheme. The landscaping shall thereafter be implemented in accordance with the approved scheme in accordance with the agreed programme.
Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.
- 15: In the event of failure of any trees or shrubs, planted in accordance with any scheme approved by the Local Planning Authority, to become established and to prosper for a period of five years from the date of completion of implementation of that scheme, such trees or shrubs shall be replaced with such live specimens of such species of such size and in such number as may be approved by the Local Planning Authority.
Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.
16. No part of the development hereby permitted shall be commenced until the detailed design of the proposed permanent surface water drainage management system has been submitted to, and approved in writing by, the Local Planning Authority. The design of this permanent surface water drainage management system will be in accordance with the principles of sustainable drainage systems, and those set out in the Tech Note Drainage Strategy (Ref. PNP-ACM-XX-XX-TN-CE-000001-P01; dated 18th May 2020). No part of the development shall be occupied until the surface water management scheme serving that part of the development has been provided in accordance with the approved details and the drainage infrastructure shall be retained and maintained for the lifetime of the development.
Reason: To ensure that surface water runoff from the development is managed in accordance with the principles of sustainable drainage systems.
17. No part of the development hereby permitted shall be commenced until the full details of the adoption and maintenance arrangements for the proposed permanent surface water drainage management system have been submitted to, and approved in writing by, the Local Planning Authority.
Reason: To ensure that the development's permanent surface water drainage management systems will remain fully operational throughout the lifetime of the development.
18. No part of the development hereby permitted shall be commenced until the detailed design of the proposed surface water drainage management system which will serve the development site for the full period of its construction has been submitted to, and approved in writing by, the Local Planning Authority. This temporary surface water drainage management system must satisfactorily address both the rates and volumes, and quality, of the surface water runoff from the construction site.
Reason: To ensure that surface water runoff from the construction site is appropriately managed so as to not increase the flood risk, or pose water quality issues, to the surrounding area.

**PLANNING APPLICATION NO. 19/1776/OUT - LAND TO THE REAR OF 26
HARRINGTON LANE, EXETER**

Councillors Harvey, Morse and Williams declared personal interests and left the meeting during consideration of the item.

The Assistant Service Lead City Development presented the application for the construction of three dwellings (Approval sought for details of access and layout, all other matters reserved for future consideration).

He advised that the Local Highways (Devon County Council) officer had no objection subject to a financial contribution towards suitable infrastructure as part of the Pinhoe Area Access Strategy and that the Environment Agency were supportive of the drainage arrangements.

Mrs Randall spoke in support of the application. She raised the following points:-

- land was historically part of an orchard that was half developed in the mid 1970's at which time there was outline planning for the whole orchard including this plot with the second part of the orchard developed in the late 1990's but the plot at the bottom of the garden of 32 Harringcourt Road retained by the family who now wish to secure planning consent for the plot as always intended;
- the land was maintained as a garden by the family but is now overgrown;
- two trees out of nine will have to be removed as they are within the footprint of the proposed houses with the others not of significant value;
- an ecology survey has not found any protected species and there are no significant plants with the site described as scrub land;
- the proposed sewage treatment plant can be dealt with under a condition and will not be a nuisance to neighbours;
- parking has been provided for each dwelling in accordance with Council guidelines and secure cycle parking and bin storage will be provided for each dwelling; and
- all concerns raised by objectors have been taken into account.

Responding to a Member, the Assistant Highways Development Management Officer (Exeter) outlined the measures to mitigate additional housing developments in the Pinhoe ward as set out in the Pinhoe Area Access Strategy and which had been used as evidence in respect of the Exeter Core Strategy, the East Devon Local Plan and for an inquiry into a development site in East Devon.

The recommendation was for approval, subject to the conditions as set out in the report.

The recommendation was moved and seconded.

RESOLVED that, subject to completion of a Section 106 Agreement under the Town and Country Planning Act 1990 to secure a contribution of £9,750 to Devon County Council to provide suitable infrastructure to mitigate the impact of the development planning permission for the construction of three dwellings (Approval sought for details of access and layout, all other matters reserved for future consideration) be **APPROVED**, subject also to the following conditions

- 1) Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun

not later than two years from the final approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 rule 2 of the Town and Country Planning Act 1990 as amended.

- 2) Pre-commencement condition: Details of the appearance, landscaping and scale, (hereinafter called the reserved matters) shall be submitted to and be approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.
Reason for pre-commencement condition: To safeguard the rights of the local planning authority in respect of the reserved matters. This information is required before development commences to ensure that the development is properly planned with appropriate regard to the reserved matters.

- 3) No development (including ground works) or vegetation clearance works shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for:
- a) The site access point(s) of all vehicles to the site during the construction phase.
 - b) The parking of vehicles of site operatives and visitors.
 - c) The areas for loading and unloading plant and materials.
 - d) Storage areas of plant and materials used in constructing the development.
 - e) The erection and maintenance of securing hoarding, if appropriate.
 - f) Wheel washing facilities.
 - g) Measures to monitor and control the emission of dust and dirt during construction.
 - h) No burning on site during construction or site preparation works.
 - i) Measures to monitor and minimise noise/vibration nuisance to neighbours from plant and machinery.
 - j) Construction working hours and deliveries from 8:00 to 18:00 Monday to Friday, 8:00 to 13:00 on Saturdays and at no time on Sundays or Bank Holidays.
 - k) No driven piling without prior consent from the LPA.

The approved Statement shall be strictly adhered to throughout the construction period of the development.

- 4) Details of all building services plant, including sound power levels and predicted sound pressure levels at a specified location outside the building envelope, to be submitted to and approved in writing by the LPA. The predicted noise levels shall be submitted prior to commencement of the development and shall be demonstrated by measurement prior to occupation of the development.
- 5) No part of the development hereby approved shall be brought into its intended use until the access via Bourn Rise and vehicular parking spaces, as indicated on *Drawing No. 108.002* have been provided in accordance with details and specifications that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority
Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraphs 108/110 of the NPPF and CP9 of the ECC Core Strategy

- 6) Prior to commencement of the development, details shall be submitted to the Local Planning Authority of secure cycle parking provision for the development. Development shall not be commenced until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the cycle parking shall be provided in accordance with the submitted details.
Reason: To provide adequate facilities for sustainable transport.
- 7) Pre commencement condition: Construction during the period March to August shall not commence until bird nesting habitats are thoroughly inspected for nesting birds, by a suitably qualified person and written evidence confirming this has been submitted to and approved in writing by the Local Planning Authority. If nesting birds are found, all activities likely to damage or disturb the nesting area should be delayed until the chicks have fledged.
Reason for pre commencement condition: To ensure nesting birds are not killed or otherwise harmed by building operations. These details are required pre-commencement as specific to ensure that the pre-works check recommended in the Ecological Appraisal.
- 8) Pre-commencement condition: No materials shall be brought onto the site or any development commenced, until the developer has erected tree protective fencing around all trees or shrubs to be retained, in accordance with a plan that shall previously have been submitted to and approved in writing by the Local Planning Authority. This plan shall be produced in accordance with BS 5837:2012 - Trees in Relation to Design, demolition and construction. The developer shall maintain such fences to the satisfaction of the Local Planning Authority until all development the subject of this permission is completed. The level of the land within the fenced areas shall not be altered without the prior written consent of the Local Planning Authority. No materials shall be stored within the fenced area, nor shall trenches for service runs or any other excavations take place within the fenced area except by written permission of the Local Planning Authority. Where such permission is granted, soil shall be removed manually, without powered equipment.
Reason for pre-commencement condition - To ensure the protection of the trees during the carrying out of the development. This information is required before development commences to protect trees during all stages of the construction process.
- 9) Prior to occupation of any dwelling hereby approved a Wildlife Plan which demonstrates how the proposed development has been designed to enhance the ecological interest of the site, and how it will be managed in perpetuity to enhance wildlife has been submitted to and approved by the Local Planning Authority. Thereafter the development shall be carried out and managed strictly in accordance with the approved measures and provisions of the Wildlife Plan.
Reason: In the interests of protecting and improving existing, and creating new wildlife habitats in the area.

Informatives

- 1) In accordance with Paragraph 38 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has imposed planning conditions to enable the grant of planning permission.

- 2) In accordance with Chapters 1 and 2 of the Conservation of Habitats and Species Regulations 2017, this development has been screened in respect of the need for an Appropriate Assessment (AA). Given the nature of the development, it has been concluded that an AA is required in relation to potential impact on the relevant Special Protection Areas (SPA), the Exe Estuary and East Devon Pebblebed Heaths, which are designated European sites. This AA has been carried out and concludes that the development is such that it could have an impact primarily associated with recreational activity of future occupants of the development. This impact will be mitigated in line with the South East Devon European Site Mitigation Strategy prepared by Footprint Ecology on behalf of East Devon and Teignbridge District Councils and Exeter City Council (with particular reference to Table 26), which is being funded through a proportion of the Community Infrastructure Levy (CIL) collected in respect of the development being allocated to fund the mitigation strategy. Or, if the development is not liable to pay CIL, to pay the appropriate habitats mitigation contribution through another mechanism (this is likely to be either an undertaking in accordance with s111 of the Local Government Act 1972 or a Unilateral Undertaking).
- 3) The Local Planning Authority considers that this development will be CIL (Community Infrastructure Levy) liable. Payment will become due following commencement of development. Accordingly your attention is drawn to the need to complete and submit an 'Assumption of Liability' notice to the Local Planning Authority as soon as possible. A copy is available on the Exeter City Council website.

It is also drawn to your attention that where a chargeable development is commenced before the Local Authority has received a valid commencement notice (i.e. where pre-commencement conditions have not been discharged) the Local Authority may impose a surcharge, and the ability to claim any form of relief from the payment of the Levy will be foregone. You must apply for any relief and receive confirmation from the Council before commencing development. For further information please see www.exeter.gov.uk/cil.

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**PLANNING APPLICATION NO. 20/0293/FUL - 89 MOUNT PLEASANT ROAD,
EXETER**

The Assistant Service Lead City Development presented the application for the change of use from dwelling (Class C3) to House in Multiple Occupation (HMO).

The Assistant Service Lead explained that the dwelling had previously been an HMO, the applicant having bought the property to convert it back into a Class C3 dwelling but now wished to sell as it was located in an area that was surrounded by other HMO dwellings. Although in an Article 4 Area, permission could be granted to convert to a HMO if there was a demonstrable difficulty in selling - one of four criteria under the Exceptional Circumstances section of the Council's Supplementary Planning Document on HMOs. There was an acknowledgment that two of the other four criteria had been met inasmuch as there was relatively little local interest in the proposal and the property was surrounded by a large number of HMOs. The property remained on the market, the asking price having been recently reduced.

Mrs Partridge spoke in support of the application. She raised the following points:-

- house was previously a student let and was not in a great condition and much renovation work had been undertaken;
- houses on both sides are HMOs, one for students, the other a Salvation Army halfway house;
- have always been noise and other issues but now affect the family's children more include shouting and swearing, drug use and loud music. The managers of the halfway house are very helpful but as residents change every few months, the problems recur;
- has been on the market for nine months but no offers, feedback including no HMO planning, parking, but mainly concern about adjoining HMOs;
- estate agent initially did not reduce price because of the high level of interest, and several other three beds sold quickly for similar prices;
- almost the entire terrace and the terrace opposite are HMOs or flats; and
- situation is exceptional because of the Salvation Army property, and the manager supports the application.

Members noted that the reduction in price had only occurred recently at a time when the market had been adversely affected by the COVID 19 crises.

The recommendation was for approval, subject to the conditions as set out in the report.

A motion to defer the application was moved and seconded.

RESOLVED that the application for the change of use from dwelling (Class C3) to House in Multiple Occupation be **DEFERRED**.

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LIST OF DECISIONS MADE AND WITHDRAWN APPLICATIONS

The report of the Director (BA) was submitted.

RESOLVED that the report be noted.

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APPEALS REPORT

The schedule of appeal decisions and appeals lodged was submitted.

RESOLVED that the report be noted.

(The meeting commenced at 5.30 pm and closed at 7.28 pm)

Chair

Agenda Item 5

COMMITTEE DATE: 29th June 2020

<u>APPLICATION NO:</u>	20/0581/TEL
<u>APPLICANT:</u>	WHP Telecoms Ltd and Hutchison 3G UK Ltd
<u>LOCATION:</u>	St Thomas Centre, Cowick Street, Exeter
<u>PROPOSAL:</u>	Installation of 20m high 5G telecommunication monopole with cabinet at base and associated ancillary works.
<u>REGISTRATION DATE:</u>	13 th May 2020
<u>RELATED DOCUMENTS:</u>	http://publicaccess.exeter.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QA9XOIHBHM200

DESCRIPTION OF SITE/PROPOSAL

The application site is part of an area of vegetation beside the St Thomas Shopping centre, on Cowick Street, which also includes a busy bus stop. A number of trees and street lights (approximately 10m tall) are in the vicinity. To the north east of the site is the railway viaduct of St Thomas Station. Following concerns raised by Highways that the site would cause a pinch point on a busy footway, the mast has been moved to an area of vegetation, located between two trees, and moved closer to the Buller Road and Cecil Road junction.

The site is within the Cowick Street Conservation Area, with nearby listed buildings including part of St Thomas railway station, 35-54 Cowick Street and St Thomas Church.

The area is allocated in the Local Plan as a District Centre.

The application is for prior notification, considering siting and appearance, for the installation of 20m high 5G telecommunication monopole with cabinet at base and associated ancillary works.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

Technical information including safety certification.

Supporting statement outlining the justification of the site and reasons for ruling out other sites.

The proposal is required due to acute capacity issues and will facilitate significantly improved 5G in areas that have started to gain this service and newly introduce it to the areas that have not gained this level of connectivity yet.

As with all 5G cells this is an extremely constrained cell search area, with a typical cell radius of approximately 250m meaning that it would not be feasible to site the column outside of this locale. Options are extremely limited and the only viable solution that minimises amenity issues has been put forward.

Discounted locations include:

- Poundland, Cowick Street, discounted due to International Commission on Non-Ionizing Radiation Protection (ICNIRP) concerns.
- Farmers Friend, Cowick Street, discounted due to being in close proximity to railway tracks/ Bridge.
- Cowick Street - E: 291315, N: 091919. Discounted due to being in close proximity to listed buildings.

The proposed design has been selected to minimise visual impact upon the street scene by integrating with the existing street furniture, having similar vertical lines and overall appearance to the numerous street lighting columns in this area.

REPRESENTATIONS

A total of 150 objections have been received, with just under half being received from Exeter residents.

Issues raised:

- Safety concerns
- Perception of health risks - the mast will cause fear and anxiety in the local community due to concerns over health impacts
- Fear and anxiety will result in people avoiding the area, including shops and businesses
- Further research should be done and application put on hold
- Glastonbury council invoked the precautionary principle to halt the rollout of 5G
- Bath council have already declined planning applications until an independent investigation has been undertaken into the harmful effects
- Countries and cities around the world have completely halted or postponed the roll out of 5G until its safety has been firmly established
- Precautionary principle should be applied
- Devon County Council are looking at risk of 5G but have not yet formed 5G policy
- Exeter City Council consultation has not published its results
- Proximity to three schools
- Potential impact on trees. The installation should include future provision that the trees in the area are not cut down and will be replaced if they die.
- Potential ecological impact
- 5G works in a short range, so further masts will be needed for it to work
- 4G provides adequate service
- Depreciation in the value of neighbouring properties
- It will use a vast amount of electricity, which does not conform to the Devon Carbon Plan
- Impact on outside sitting areas, and busy bus stop
- Visual impact due to height of mast on local area
- Impact on historic buildings
- Detracts from the character and appearance of the conservation area
- Impact on views

Five representations of support. Issues raised:

- Crucial IT Digital Infrastructure for the benefit of the City of Exeter, for St Thomas both for business and residential use.
- Don't listen to the unscientific anti-5G lobby.
- The Cowick St shopping Centre is not an attractive area so this will not make the area any worse

CONSULTATIONS

Awaiting formal responses from Network Rail, and Historic England.

Devon County Council Highways

The Highway Authority raised concerns with the initial plans regarding the location of the telecommunication mast and cabinets. The location of these protruded into the footway reducing footway width, creating a pinch-point where the footway is already reduced by the bus stop layby – as such this would be contrary to paragraph 110 of the NPPF, which advises that unnecessary street clutter creating conflict with pedestrians should be avoided.

However, revised drawings show that all of the equipment is behind the existing footway within the “vegetation” between the footway and the car park; therefore, the thoroughfare for pedestrians are as per existing and no objection can be formed.

The applicant is advised that parts of the indicated area are HMPE and therefore permission must be obtained prior to undertaking any work on the highway. In particular, the provision of Section 171 of the Highways Act 1980 will be of concern.

Finally, the proposals will require construction work adjacent in a sensitive area of the highway, where there is a busy area for pedestrians and is directly adjacent to a bus stop. To protect the safety of users of the public highway it is essential that the construction arrangements are carefully managed, and that appropriate space is available off the highway for all construction plant/vehicles. A condition is recommended to ensure this.

No objection, subject to the revised plans and the recommended condition.

Principal Project Manager (Heritage)

As the proposed location is on the border of the Conservation Area and not in the immediate vicinity of listed buildings, this reduces the potential impact.

I would like to see a photomontage of what a 20m high pole is going to look like, which may need more than one view.

Wales and West Utilities

Provide details of a gas pipe in close proximity to the site.

Wales & West Utilities have no objections to these proposals, however our apparatus may be at risk during construction works and should the application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversion works be required these will be fully chargeable.

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance
National Planning Policy Framework 2012

Exeter Local Development Framework Core Strategy
CP17 – Design and local distinctiveness

Exeter Local Plan First Review 1995-2011
C1 – Conservation areas
C2 – Listed buildings
EN7 – Telecommunications
DG1 – Objectives of urban design

Exeter City Council Development Delivery DPD 2015
DD6 – Communication Networks
DD25 – Design Principles
DD28 – Heritage Assets

Conservation Area Appraisals and Management Plans
Cowick Street 2004

Summary of policy on telecommunications

Paragraph 112 of the NPPF supports the provision of 5G infrastructure in order to support economic growth and social well-being through the increased connectivity that 5G will provide. Central Government is also supportive of the provision of 5G network infrastructure.

Paragraph 113 - Where new sites are required (such as for new 5G networks), equipment should be sympathetically designed and camouflaged where appropriate.

Paragraph 116 - Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

Local Plan Policy EN7 states development of telecommunications equipment will be permitted, provided that: a) the siting and design of apparatus and antenna will minimise their visual impact and their impact on amenity; and b) there are no practicable alternatives such as re-siting or mast sharing.

DD6 states telecommunications development will be permitted provided that:

- a) the siting and design of the equipment will minimise visual impact and impact on amenity;
- b) the development does not have any unacceptable adverse impact on any area or site of historic, conservation, archaeological, landscape or biodiversity importance; and,
- c) the operator has investigated the availability, benefits and impacts of alternative sites and developments, including mast or site sharing, and has demonstrated that there are no practicable alternatives.

OBSERVATIONS

This is not a planning application. The development is permitted by The Town and Country Planning General Permitted Development Order. The only considerations in the determination of this prior approval application relate to the **siting** and **appearance** of the proposed development. The decision options are:

- Prior Approval of siting and appearance is not required;
- Prior Approval of siting and appearance is required and is granted;
- Prior Approval of siting and appearance is required and is refused (with clear reasons for refusal relating only to siting and appearance); or,
- Deemed consent if a decision is not made within the time limit of 56 days. This prior approval application will be granted deemed consent if a decision is not made before 8th July 2020.

Legal advice

The introduction of 5G is a controversial topic throughout the country, with many campaigners claiming the technology is unproven and potentially hazardous to health. The government of the United Kingdom and Public Health England have provided reports and guidance to state that 5G is safe and that there are no public health grounds for 5G installation to be refused.

Legislation for the installation of 5G apparatus

The installation of a mobile phone mast would count as development and would normally require a full application for planning permission. However, designated mobile network operators have certain permitted development rights, which means that they can build prescribed infrastructure without having to apply for planning permission from the local planning authority. "Prior approval" from the local planning authority regarding the siting and appearance of the development is required in certain circumstances; for example, all new ground-based masts require prior approval.

Determination of Prior Approval Applications

A mobile network operator may submit an application for prior approval under the General Permitted Development Order (Part 16 of Schedule 2 of the GPDO 2016). The Order grants approval of the principle of the development as permitted development but requires operators to obtain the prior approval from the LPA to the siting and appearance of the items to be installed, in addition to providing the 'necessary evidence' set out in NPPF Chapter 10 Section 115, including a statement that self-certifies that, when operational, International Commission guidelines will be met.

The factors which can be considered in relation to appearance as part of the prior approval process include:

- design, form, shape and dimensions
- colour and materials,
- whether there are more suitable sites for the proposed works.

The factors which can be considered concerning siting include:

- height of the site in relation to surrounding ground
- existing topographical features and natural vegetation

- the effect on the skyline or horizon
- the site when observed from any side
- the site in relation to areas designated for scenic value
- the site in relation to existing masts,
- the site in relation to residential properties

It is therefore clear that the considerations to be taken into account in the determination of Prior Approval applications are prescribed and are very limited and do not include issues of public health.

Health impacts of 5G

The International Commission on Non-Ionizing Radiation Protection is a charitable body of independent scientific experts established by the International Radiation Protection Association whose principal aim is to disseminate information and advice on the potential health hazard of exposure to non-ionising radiation including electromagnetic fields. This organisation has produced guidelines for emissions from masts that are now used to determine the acceptability of emissions from such equipment.

In addition, the Health and Safety Executive has adopted policies on phone masts in particular, and radio wave safety in general, which are guided by organisations such as the World Health Organisation, the International Commission on Non-Ionizing Radiation Protection and the Health Protection Agency. A great deal of research has been, and continues to be undertaken on the health implications of masts. The weight of international evidence reviewed by these expert organisations indicates that there is no evidence of a direct link of harm or ill health from working or living close to phone masts.

In 2000 the UK Government commissioned the Independent Expert Group on Mobile Phones (IEGMP) chaired by Professor Sir William Stewart, to conduct a review of the possible health effects from the use of mobile phones, base stations and transmitters. It concluded that:

“The balance of evidence indicates that there is no general risk to the health of people living near to base stations on the basis that exposures are expected to be small fractions of international guidelines”.

The rollout of 5G has again raised concerns regarding public health associated with telecommunication equipment and the implementation of electromagnetic fields. These concerns from the public resulted in a Parliament and Government petition calling for an independent inquiry into the health risks of 5G. Public Health England (PHE) updated its advice as a result. This states that international and UK expert groups have examined the evidence and “it is possible that there may be a small increase in overall exposure to radio waves when 5G is added to an existing network or in a new area. However, the overall exposure is expected to remain low relative to guidelines and, as such, there should be no consequences for public health.” PHE continues its monitoring of health related evidence on radio waves, and will update its advice as required.

The Glastonbury Town Council Report

The 5G Advisory Committee, formed by Glastonbury Town Council (GTC), has concluded a report with supplementary materials, both dated April 2020. Its recommendations refer to: writing to identified MPs (requesting that they establish a Select Committee or Committee

Inquiry into the safety or otherwise of 5G technology); writing to Public Health England and the UK Government (requesting inter alia an independent scientific study); and lobbying ICNIRP (to take into account the non-thermal effects of radiofrequency EMFs in their Guidelines on Limiting Exposure to Electromagnetic Fields).

The GTC Report's recommendations do not include the refusal of applications for planning permission or prior approval based on its findings to date. They are aimed instead at securing further research and consideration with a view to changing government policy. It is important that the significance and limitations of the GTC Report should be understood. It is also important to note that GTC is not a local planning authority.

The Precautionary Principle

The GTC Report makes reference to the Precautionary Principle, which is defined on the European Parliament website and states:

'The precautionary principle enables decision-makers to adopt precautionary measures when scientific evidence about an environmental or human health hazard is uncertain and the stakes are high'

Whilst the Precautionary Principle is an overarching principle relating to health concerns, it has no place in the consideration of this matter since the issues for determination are clearly set out by the legislative framework and in particular the Order. The health considerations relating to this type of development have been considered by the Government in developing permitted development rights which is reflected in the requirement for a certificate to accompany the application certifying that Radio Frequency public exposure guidelines of the International Commission on Non-Ionising Radiation protection has been met. Such a certificate has been submitted with this application.

Design and Heritage

The proposed mast is the standard size for a 5G mast at 20m in height. This is taller than 4G masts, which are typically between 12.5 and 15m throughout the city. A recent change in legislation has increased the height of some masts that do not require consent to 20m, therefore while this is taller than those currently in the city, a height of 20m will become more typical. The mast and cabinet would be grey in colour, but other options are available.

The site is located towards the edge of the Cowick Street Conservation Area, with the boundary running beside the highway. The nearby buildings in the St Thomas Shopping Centre, and buildings opposite (17-28 Cowick Street) are not within the Conservation Area. The wider area includes locally and nationally listed buildings, including part of St Thomas Station (Grade II), 35-54 Cowick Street (Grade II) and St Thomas Church (Grade I). 29-32 Cowick Street, 160 Cowick Street, and 90 Buller Road, are the closest locally listed buildings, but there are other locally listed buildings in the area. Given the height of the pole at 20m, the setting of other listed buildings across the city should also be considered.

The Conservation Area Appraisal describes Cowick Street as the main road within the conservation area. *There are both positive and negative characteristics of the Cowick Street Conservation Area when you approach from the east. Cowick Street has a strong identity and its building scale and subsequent strong lines create a good sense of enclosure and interesting views. However, much of the post war development and many of the modern shop frontages detract from the historic character of the area.*

While there are ample examples of street furniture in the area, including 10m high street lights along Cowick Street, CCTV mounted on tall poles, and a 17.5m high phone mast beside the Riverside Leisure Centre, the development of a 20m high pole will clearly have some effect on the setting of the Conservation Area, and wider views, including the setting of locally and nationally listed buildings. The mast would be a prominent addition to the area that would be visible in both short and longer views of the area. The proposal would therefore result in an adverse impact on the appearance of the area. Notwithstanding this, the applicant has submitted a justification for this location, based on technical and operational constraints.

Given the location beside the modern shopping centre, and presence of street furniture, the impact is considered to cause less than substantial harm to designated heritage assets.

Highway issues

The site is well used by pedestrians, including people waiting for the bus. The Highway Authority initially raised concerns regarding the location of the telecommunication mast and cabinets. The location of these reduced the footway width, creating a pinch-point where the footway is already reduced by the bus stop layby. Following the submission of revised plans, the Highway Authority has no objection to the proposal as the equipment is located behind the existing footway within the vegetation between the footway and the car park, and will not impede pedestrians.

Benefits

Paragraph 112 of the NPPF encourages the provision of 5G infrastructure in order to support economic growth and social well-being through the increased connectivity that 5G will provide, including home working, connected transport and smart city applications. Central Government is also supportive of the provision of 5G network infrastructure. It is therefore considered that, whilst the proposal would result in some visual harm, this would not amount to a serious adverse impact on the character or appearance of the area, or setting of locally and nationally listed buildings. On balance, the visual impact is considered to be outweighed by the substantial public benefit arising from the provision of 5G services and therefore does not warrant the refusal of the application.

Health risk/perception of health risk

The health concerns raised in many of the letters of objection are noted. The applicant has submitted a certificate stating that the proposal will meet the International Commission for Non-Ionising Radiation Protection (ICNIRP) Guidelines as required by legislation. If the local planning authority were to refuse the application on health grounds this would be an impossible position to sustain at appeal.

Some of the objections cite perceptions of risk, causing anxiety and stress, and the potential for people to avoid shopping in the area. The application has addressed the need for the mast in the area, and options for locating elsewhere. The supporting information also confirms the mast can only be located in a small area for technical reasons. Moving the mast to another site in St Thomas would therefore not address perceptions of health risk. It is also considered that perception of health risk would not be grounds to refuse a prior approval application which only considers siting and appearance, and considering NPPF paragraph 116 which states local

planning authorities must determine applications on planning grounds only. They should not set health safeguards different from the International Commission guidelines for public exposure.

Summary

While the health risks in the objections are noted, they are not considered grounds for refusal based on national guidance. Subject to receipt and consideration of supporting material relating to visual impact on heritage assets, the proposal is considered to provide significant public benefit that outweighs any visual harm to the conservation area and the setting of locally and nationally listed buildings.

RECOMMENDATION

Subject to receipt and consideration of supporting material relating to visual impact on heritage assets, prior approval is required and is granted, subject to the following condition.

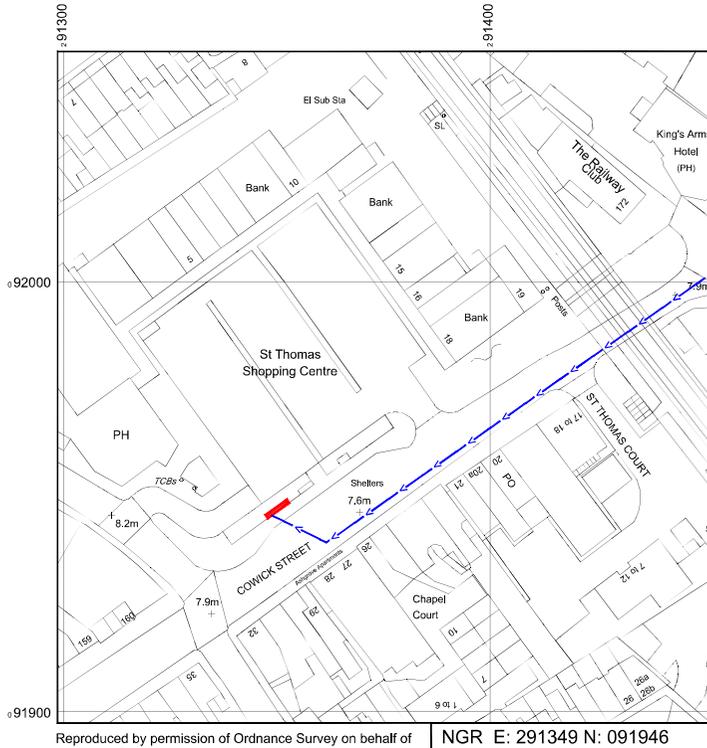
1. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The statement should include details of access arrangements and timings and management of arrivals and departures of vehicles. The approved Statement shall be adhered to throughout the construction period.
Reason: In the interests of highway safety and public amenity

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SITE LOCATION



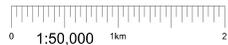
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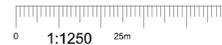
NGR E: 291349 N: 091946

SITE AREA PLAN



SITE PHOTOGRAPH

SITE LOCATION PLAN



GOOGLE MAPS QR CODE

GOOGLE MAPS - <https://goo.gl/maps/3SQkSkKTsMFtFNgP9>

GOOGLE STREETVIEW - <https://goo.gl/maps/PXdSWW9XLLQLXygf6>

NOTES:
1. ALL DIMENSIONS IN MM UNLESS OTHERWISE NOTED.
DIRECTIONS TO SITE:
Head southwest on M5. At junction 31, Use the left 2 lanes to take the A30 exit to Bodmin/Okehampton. Continue onto A30. Use the left lane to take the A377 ramp to Exeter/Creddon. At the roundabout, take the 3rd exit onto A377. Slight left onto Cowick St/B3212. Follow Cowick St and site location is on the right hand side.

Site Provider's Property Boundary: 
Access Route To Site: 
Access Route: 

Master:	MBNL / EE / H3G:	Project:	Purpose of Issue:	Issue:
M001	MBNL	H3G 5G UNILATERAL	Planning	A
Date:	17/06/2020	Revision / Upgrade Description:	First Issue - Site nomination dated: TBC	
Drawn:	CDN			
Checked:	DH			
Approved:	SD			



Hutchison 3G UK Limited
Star House, 20 Grenfell Road
Maidenhead, SL6 1EH
Tel: 01628 765 000
Fax: 01628 765 001

H3G Base Station Information Line:
0845 6043000
Available 8am-8pm Monday to Friday

Design Consultant & Principal Contractor:

 **WHP Telecoms**
Unit 1 Maple Park,
Low Fields Avenue, Leeds
LS12 6HH

Tel: 01133023550
e-mail: info@whptelecoms.com

Site Name:	SEVEN OAKS SOUND & VISION		
Site ID:	EXE20634		
Address:	SEVEN OAKS SOUND & VISION, COWICK STREET, ST THOMAS, EXETER, EX4 1AL		
Title:	002 SITE LOCATION PLAN		
Project:	H3G 5G UNILATERAL		
Purpose of Issue:	PLANNING		
EE Call ID:	N/A	MBNL Call ID:	N/A
		3UK Call ID:	N/A
Master Drawing No:	EXE20634_M001		Issue:
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COMMITTEE DATE: 29 June 2020

APPLICATION NO: 15/0640/OUT

APPLICANT: Redrow Homes

LOCATION: Aldens Farm East, Land between Chudleigh Road and Dawlish Road, Alphington

PROPOSAL: Outline planning permission for residential development of up to 234 dwellings with accesses onto Chudleigh Road and Dawlish Road, associated landscaping, public open space, drainage and infrastructure with all matters reserved except for access. (*Amended Scheme*)

REGISTRATION DATE: 5th June 2015

RELATED DOCUMENTS: <http://publicaccess.exeter.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=ZZZU8AHBRW684>

HISTORY OF SITE

This application was previously discussed at Planning Committee on 3 December 2018 along with the application at Alden Farm West ([15/0651/OUT](#)). Whilst the County Council previously acted as agents for both applications, new applicants are now seeking to progress them. Redrow Homes are pursuing the application at Aldens Farm East and Burrington Estates at Aldens Farm West.

The Redrow submission was received in December 2019 and, following re-consultation, an officer recommendation can be made. The Burrington submission is currently out to consultation and consequently will be reported to a Planning Committee meeting later in the year.

The applications for Aldens Farm East ([15/0640/OUT](#)) and Aldens Farm West ([15/0641/OUT](#)) were discussed simultaneously at the Planning Committee on 3 December.

The minutes state:

Members commented that whilst welcoming contributions to bus services, Members expressed concerns in respect of a number of issues which they felt should be further considered. They felt that, because of the scale of growth proposed in the South West Exeter urban extension, a coordinated, comprehensive approach was required to successfully create a sustainable community. They were concerned about the ability of the County Council to take on the delivery of infrastructure, as it would be dependent on sufficient developer contributions being collected. They felt that, because of the scale of the development, an updated Transport Assessment was necessary particularly regarding the uncertainty over Park and Ride provision and the rail halt at Marsh Barton. The comments on differing affordable housing provision associated with the proposed developments in the area were reiterated and it was felt that the policy requirement should be met.

Members resolved to defer both applications 15/0640/OUT and 15/0641/OUT to enable discussions to be held at Member and Officer level with Devon County Council to reconsider both of the applications and assess the many issues of concern raised including:-

- the failure to adequately meet the requirements of the Alphington Brief;
- the percentage of affordable housing proposed;
- uncertainty about health/school provision;
- lack of sufficient community infrastructure;
- the failure to bring forward a Park and Ride facility for this side of the City;
- need for greater open space;
- the stalled progress on the delivery of a Marsh Barton Rail Halt; and
- an outdated Transport Plan for the area given both of these developments and that proposed within the Teignbridge boundary.

DESCRIPTION OF SITE/PROPOSAL

The application proposes outline planning permission for development for up to 234 dwellings with associated infrastructure. All matters are reserved except for access, which is proposed from Chudleigh Road and Dawlish Road. The site comprises an area of land of 8.07 hectares in total, comprising open fields to the south of existing residential properties located in Steeple Drive, Pulpit Walk, Lichgate Road and Tower Walk. The boundaries of the individual fields are demarcated by existing hedgerows, with some mature trees. The eastern boundary is delineated by an existing hedgerow next to Dawlish Road, with a similar arrangement on the western edge of the site adjacent to Chudleigh Road. The southern boundary of the site contains an existing hedgerow with the land further to the south of the site designated for future housing development (Bovis Homes) located within Teignbridge District Council's administrative area.

The site is located adjacent to the built-up urban area of Alphington, and therefore there are a number of existing services and facilities close to the site. The site is served by the existing road network, a number of bus services and is located adjacent to an existing pedestrian and cycle path network.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

The agent on behalf of Redrow Homes has submitted the following reports and plans to support this application:

- Planning Statement
- Design and Assess Statement
- Illustrative Masterplan
- Land Use and Density Plan
- Access and Movement Plan
- Urban Design Principle Plan
- Landscape Strategy Plan
- Landscape and Green Infrastructure Strategy Plan
- Transport Assessment (November 2019)
- Travel Plan (November 2019)
- Flood Risk Assessment (September 2017) and Drainage Strategy Addendum (November 2019)
- Air Quality Assessment (June 2014) and Air Quality Assessment Addendum (November 2019)

- Artificial Lighting Impact Assessment (November 2019)
- Arboricultural Survey (August 2017)
- Archaeological Trench Evaluation (May 2013)
- Archaeological Gradiometer Survey (June 2014)
- Landscape and Visual Impact Assessment (March 2018) and LVIA Addendum (November 2019)
- Energy Statement (October 2019)
- Phase 1 Desk Study (May 2012) and Ground Investigation Report (January 2013)
- Ecological Assessment (November 2019) and the following previous survey work:
 - Background data search –2012 – Sunflower International;
 - Phase 1 habitat – May 2012 and August 2017 – Sunflower International;
 - Breeding Bird scoping – May 2012 and August to September 2017 – Sunflower International;
 - Bat activity – 2012, 2017 and 2018 – Acorn Ecology;
 - Badger *Meles meles* – Sunflower International;
 - Reptile – 2013 and 2017 - Sunflower International; and
 - Dormouse *Muscardinus avellanarius* – 2012 and 2017 – EPS Ecology

REPRESENTATIONS

Original application's representations

Alphington Village Forum objects to both applications for the following reasons:-

- i. The planning, design and access statement has not adequately explained or justified the development proposal for the site;
- ii. the planning, design and access statement has had insufficient regard to the Alphington Development Brief and consequently fails to meet its requirements;
- iii. information submitted with the planning application is out of date;
- iv. no green infrastructure framework;
- v. inadequate open space will be provided;
- vi. there will be a net loss of biodiversity;
- vii. housing densities are unknown;
- viii. there is no provision of community facilities;
- ix. cycle and walking routes will be inadequate;
- x. there is no proposal to provide an extended A bus route;
- xi. air quality is likely to be worse;
- xii. there has not been a co-ordinated approach to planning of development on both sides of the Exeter/Teignbridge administrative boundary; and,
- xiii. the assumption that there will be a high uptake of sustainable transport modes is disputed given the existing bus service and the high Alphington population of elderly people.

43 objection letters raising issues pursuant to both applications. Planning issues raised:-

1. loss of existing countryside;
2. already too many new houses being building in the area;
3. creating urban sprawl;
4. insufficient infrastructure available for new dwelling ie doctors, dentists, schools, sewage, bus service and community facilities;
5. severe traffic congestion will result of new development within both the Exeter and Teignbridge administrative area;
6. scale of development too large of site;

7. construction will cause many years of disturbance, dust and traffic;
8. all through school proposed for the south of the A379 will not serve the new development in Alphington;
9. proposed small footbridge across A379 will be inadequate and lead to a divided community;
10. insufficient community facilities;
11. proposed ridgetop park will not serve the residents of Alphington – lack of SANGS (Suitable Alternative Natural Green Space) closer to new community;
12. missed opportunity for community involvement;
13. increased traffic will lead to the potential for increased risk of injury and death to road users and pedestrians;
14. need to improve/upgrade the junction onto Alphington Road to cope with the higher volume of traffic;
15. unacceptable shortcut will be created between the new development and existing residential roads leading to unreasonable intrusion for existing residents;
16. proposed dwellings need to be in keeping with existing properties in the area;
17. need for sufficient parking for the new development;
18. lack of coordination between authorities;
19. adverse impact on wildlife and loss habitat, trees and hedgerow;
20. potential for fly-tipping along newly created roads;
21. density too high for the area;
22. inadequate green space/open space;
23. traffic hazard from existing driveway onto main roads;
24. lack of detail submitted with the application;
25. reports/assessments submitted with the application out of date;
26. Alphington Village would be unable to cope with increased traffic generated;
27. increased pressure on already dangerous roads;
28. need to address air quality to ensure traffic pollution levels are not exceeded;
29. no travel plan submitted with the application;
30. need for cooperative housing as part of affordable housing provision;
31. need to achieve low/carbon objectives, if district heating scheme considered not viable;
32. fails to comply with the Development Brief for the South West;
33. does not achieve policy complaint affordable housing provision;
34. insufficient public consultation;
35. loss of privacy;
36. lack of information regarding housing densities;
37. development will lead to drainage problems in the area;
38. loss of agricultural land;
39. lack of Marsh Barton railway halt and park and ride provision which will impact on the development being sustainable; and,
40. no public access should be gained from Steeple Drive.

Further objection received since the submission in 2020 of additional information on behalf of Redrow Homes.

Alphington Village Forum comments that the revised plans are much improved, but although some points have been addressed in the Design & Access Statement Appendix, there are still some requirements that they believe have not been met.

1. 1.No space provided for community facilities despite being included as a requirement in the Alphington Development Brief. This facility is essential to discourage residents from driving into Alphington village, where the surgery is over-subscribed, the roads are congested and there is minimum parking space. The Forum suggests a building

incorporating a community-run shop, with a small hall and office, similar to the Newcourt Centre.

2. Open space should proportionally meet the requirement stated in our SANGS (Suitable Alternative Natural Green Space) (3.2). The Forum wants confirmation that Redrow will meet their part of this essential requirement for green infrastructure.
3. The Linear Park/Trim Trail should join up with the pedestrian and cycle access leading into the Bovis development. This would allow a continuous green track through the Ancient Monument area down to the proposed River Valley Park.
4. A safe pedestrian/cycle route is essential along the eastern side of Chudleigh Road. There must also be a pedestrian crossing here as children and adults will need to have a safe access into the Redrow site from Aldens Farm West in order to get to the new 'through' school and Local Centre south of the A379.. This route also needs to be extended to the pedestrian access to the Bovis development. This means that the public Right of Way on this boundary needs to be enhanced. The zebra crossing could lead into the current path into Steeple Drive.
5. Dawlish Road is currently far too narrow and dangerous for buses and big vehicles to access the Redrow site, yet it is essential for all new residents to be able to reach a bus route easily. We expect a bus to run through the development, but if impossible for any reason, a pedestrian access to Steeple Drive would lead straight to the bus stop on Chantry Meadow.
6. The density is too high on the northern boundary and this should follow the SPD (3.2): *'those areas along the northern and southern boundaries of the site must be developed at around 20 dph.'* It was agreed by ECC that the houses nearest to the current ones should reflect equally low density.
7. The SPD states that no buildings on the site should exceed two storeys in height, yet the DAS says some will be up to three storeys, which is unacceptable. A height parameter plan is required.
8. There are too many shared unadopted private drives, which may lead to neighbour problems later on.
9. The air quality needs to be addressed urgently. This is already an issue in Alphington, caused by a huge increase of traffic over the last 10 years, and this will only deteriorate with so much extra traffic. The SPD (3.3) states: *'The developer will be required to pay a financial contribution towards establishing a Car Club at the site to help minimise traffic generated by any development.'* This must be included.
10. A Decentralised Energy Network providing low carbon heat is not mentioned in the Design & Access Statement (except in the Appendix) and the importance of low and zero carbon energy housing seems to be of low priority.

Summary:

- There is very little consideration of the massive Teignbridge development to the south creating a huge increase in traffic along Dawlish and Chudleigh Roads. Connectivity is also poor.
- A large increase in traffic and poor air quality were the Forum's greatest concerns about the SW Exeter development, especially without a new Marsh Barton Station and Park & Ride Alphington will suffer.
- We disagree with the traffic counts and we continue to object to the complete lack of concern for the increase in traffic on already heavily congested roads, especially at rush hours and when there is an accident on the M5, A38 or A30, when all the traffic tries to come through the village and causes chaos.
- As a mitigation for this serious problem, the Forum suggests that Redrow contribute extra money for improvements to Dawlish, Chudleigh, and Church Roads over and above the sum DCC is proposing to spend on our traffic management scheme which is currently inadequate and not fit for purpose.

10 further letters/emails of objection received following Redrow's submission. Principal issues raised:

1. 1.No need for additional housing in the area;
2. Needs to be 35% affordable housing in accordance with local plan policy;
3. Increased traffic problems in Alphington;
4. Existing roads are already dangerous this will make highway safety worse;
5. Increased air pollution from greater number of vehicles attracted to the area;
6. Existing footpaths inadequate;
7. Need for better bus service and bus stops/shelters;
8. Loss of hedgerow;
9. Impact on wildlife in particular bats and badgers;
10. Needs to be linked to the district heating network;
11. Unacceptable footway link into Steele Drive a private driveway;
12. Lack of community facilities;
13. Dawlish Road unsuitable to take extra traffic;
14. New road linking Dawlish and Chudleigh Road could be used as a rat run;
15. Need for a children's play park;
16. Noise survey inadequate;
17. Existing infrastructure will be unable to cope with additional dwellings;
18. Create problems associated with surface water runoff;
19. Need for clarity as to whether proposed hardstanding areas are permeable;
20. Three storey dwellings unacceptable in this location;
21. Access onto Chudleigh Road dangerous;
22. Lack of provision for pedestrian access onto Dawlish Road;
23. Development too far away from existing facilities in Alphington village;
24. Inadequate public open space;
25. Need for green corridor across the site;
26. Public transport strategy is not clear;
27. Potential overlooking from future properties;
28. Terraced dwellings should not be located on the ridgeline;
29. Lack of connectivity within neighbouring Teignbridge sites;
30. Proposed density too great;
31. Lack of footway along Chudleigh Road.

CONSULTATIONS

The County Head of Planning, Transportation and Environment's original consultation response was made in 2015. Given the time that has elapsed since these comments more up-to-date comments were requested. In response to the more recent submission of the scheme on behalf of Redrow Homes, a further update of the highway comments has been provided in May 2020.

Trip Generation/Impact

The trip generation and associated impacts were accepted with conditions/S106 contributions as outlined in its formal response dated 30/03/2016; however, in order to overcome the number of issues that were raised by Members, a refreshed Transport Assessment (TA) has been submitted.

For consistency, the vehicle trip rates proposed for the development correspond to those included in the DCC South West Exeter Transportation Access Strategy. This approach was accepted in relation to the earlier TA for the site. The TA states that 234 dwellings could be delivered on site, developing 117 2-way AM/PM Peak trips.

In order to update the analysis of the surrounding network, the applicant carried out traffic surveys in October 2019, providing a better baseline to the previous work carried out. To act in a consistent manner to the previous TA the applicant has applied TEMPro growth factors and assessed a 2024 future scenario.

The study area assessed considers the impact of the development at the following junctions:

- Site access points
- Junction 1: Chudleigh Road / Shillingford Road / Chantry Meadow double mini roundabout;
- Junction 2: Chantry Meadow / Dawlish Road and
- Junction 3: Church Road / Alphinbrook Road / Powlesland Road roundabout

The traffic impact assessment completed for the proposed site access junctions onto both Chudleigh Road and Dawlish Road together with Junctions 1-3, demonstrates that they are expected to operate within capacity in the worst-case scenario (2024 future + development traffic).

Whilst TEMPro is a useful tool for forecasting, it does not consider the direct impact from neighbouring development. It is noted that there is no assessment of the impacts at the Chudleigh Road / A379 junction. As highlighted in previous responses, based on previous assessments that have been undertaken, the Highway Authority considers that improvements will be required to the A379 / Chudleigh Road junction. Due to the safety concerns at the A379 / Chudleigh Road junction, it is proposed to realign the road to form a new signal junction on the A379. The Highway Authority are to deliver improvements for this junction, including the realignment of Chudleigh Road, subject to necessary contributions from the affected developments to cover the full cost of the works. Agreement to fund these works would allow development to come forward.

In addition to this, in order to achieve the trip rates previously agreed and the infrastructure required as set out in the South West Access Masterplan, a number of S106 items are required. These mitigation measures are required to meet the objectives set out in the masterplan and were agreed in previous submissions. These measures are all sustainable based encouraging walking/cycling not only into other parcels of the South West Masterplan, but also into the wider Exeter Network. A table setting out the transport contributions is given in a separate section of this response.

Access

Two points of primary vehicular access points are proposed; a priority junction onto Dawlish Road and a priority junction onto Chudleigh Road. These are acceptable in principle; however, the radii of the junction may need to be reviewed at detailed design stage. It is noted that the visibility for the access point onto Dawlish Road is shown as 2.4 x 43m (visibility required for a 30mph zone) – Dawlish Road is subject to national speed limits and therefore to reduce the speed limit and make the access safe and suitable, a Traffic Regulation Order is required. The TRO will need to be successful in order for the use of this access to be safe and suitable, and therefore a Grampian condition is recommended.

As this parcel has been designated for a bus to run through the site, tracking diagrams have been provided at each access point to prove that buses can enter/exit the site; these are acceptable in principle; the applicant is advised that a condition is recommended to provide a through route on the land between Dawlish Road and Chudleigh Road – any reserved matter would need to provide further tracking to prove suitability.

Pedestrian and cycle access is critical for this application, as this needs to tie into parcels coming forward into adjacent boundaries and into existing highway infrastructure. Officers

have had discussions with the applicant to maximise permeability and the resultant negotiations have led to:

- A pedestrian/cycle access to Tower Walk
- Improvements to an existing pedestrian footway linking the site onto Chantry Meadows (footpath widening to 2m)
- Three pedestrian/cycle access points to the south (these should be at least 3m in effective width)
- Two access points to join to the adjacent Bovis application (on the administrative boundary)
- A safeguarded access to the east of the site
- A 2m pedestrian footway along the whole length of the redline boundary on Chudleigh Road, tying into existing footway

Although these are shown indicatively on drawing number edp5978_d002h (Access and Movement Principle Plan), the exact detail with particular interest to the connections to the north and south of the site have not been provided in detail. It is also noticed that here is a significant bank that needs to be overcome to provide the footway on Chudleigh Road, and therefore to protect the integrity and safety of the highway, an AIP is required. More permeability was sought from the applicant, but due to land outside of their control, the links could not be provided.

The applicant is advised that parts of the indicated area are HMPE, and therefore permission must be obtained prior to undertaking any work on the highway. A Section 278 licence will need to be applied for. The applicant has indicated that the proposed roads/footways serving the site will become HMPE, and therefore a S38 agreement will need to be entered into.

Internal Roads and layout

Well-designed residential streets are central to sustainable development and therefore the design of the internal road layout must accord with the principles of Manual for Streets and appropriate sustainable design guidance.

The applicant is advised that car parking standards are set out in the Exeter City Residential Design Guide and that secure cycle parking facilities will need to be in accordance with chapter 5 of Exeter City Councils Sustainable Transport Supplementary Planning Document.

As an outline application, these details are reserved for approval at a later stage. However, to ensure a suitable layout it is recommended that the applicant liaises with the highway authority prior to any application for reserved matters approval. The applicant should provide appropriate footway/cycleway connection points and infrastructure through the site itself.

Other Matters

A condition is recommended to ensure that appropriate facilities for all construction traffic are provided on site before the commencement of any part of the development hereby approved. This is a requirement as part of the proposal is to carry out works in close proximity to a school and neighbouring properties. It is noted that a CEMP has been submitted and is broadly acceptable; however, further details on routing to this site and clarification on parking on site need to be clarified.

Transport Contributions

As highlighted in the previous highway consultation response (dated 30/03/2016) a series of mitigation measures are required in order to make the application acceptable in highway terms. The below table give costings based on a 2016 base and therefore in the grant of any planning permission, these costs would have to be indexed linked back to 2016.

	Per Dwelling	Aldens Farm East (234 Dwellings)
Pedestrian/Cycle Bridge	£1,104	£258,336
Alphington Village Works	£1,100	£257,400
Loram Way Cycle Link	£375	£87,750
Bus Services	£1,750	£409,500
Car Club	£132	£30,800
Traffic Regulation Order		£5,000
Travel Planning	£500	£117,000
Chudleigh Road	£3,798	£888,32
TOTAL	£8,759	£2,049,518

The success of development at South West Exeter will be dependent on appropriate mitigation to help alleviate the impacts of the development. This has been identified, and is set out in the South West Exeter Access Strategy.

Summary

In summary, it is considered that the updated TA underestimates the full impact of development, as the assessment applies TEMPro growth rather than considering the direct impact from the whole of the allocation; neither has it been fully considered as the Chudleigh Road /A379 junction is not assessed. The Highway Authority considers that improvements are necessary here as per previous concerns that were raised in 2016. In order to mitigate the impact of the development at the Chudleigh Road / A379 junction, a contribution towards the works will be required.

Much emphasis has been put on the accessibility of the site and its relation to other parcels of South West Exeter and it is believed that the site has maximised permeability through the site and is acceptable subject to appropriate conditions/S106 contributions.

Highway Agency (January 2020) 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 02/2013 “The Strategic Road Network and the Delivery of Sustainable Development” and the DCLG National Planning Policy Framework (NPPF).

Planning & Policy Context

The site forms part of a larger planned urban extension (UE) encompassing adjoining land within Teignbridge District, to the south. Policy SWE1 of the adopted Teignbridge Local Plan (2013-2033) proposes an area of approximately 170ha adjoining Exeter for a minimum of 2,000 new dwellings, employment, a country park and associated infrastructure. Within this UE, the area south of Alphington which includes the application site is proposed for around 500 dwellings in Policy CP19 of the adopted Exeter City Council Core Strategy.

Application reference 15/0640/OUT was previously submitted in June 2015, and considered at Planning Committee in December 2018. Whilst it was recommended for approval subject to conditions, the application was deferred to enable a number of concerns to be addressed. The application has now been resubmitted with amendments which seek to address these matters. Highways England (then Highways Agency) was originally consulted on application 15/0640/OUT in June 2015. Based on the predicted traffic impact of the development on the strategic road network we offered no objection to the application in our formal planning response dated 21 July 2015.

Amended Application

An updated Transport Assessment (TA) has been prepared by Hydrock (dated November 2019) to support the amended application, which includes updated 2019 traffic surveys of the local highway network. Based on information within the updated TA we remain satisfied that the traffic impact of the development is unlikely to result in a severe impact on the safe and efficient operation of the strategic road network, in line with our previous assessment. We therefore offer no objection to application 15/0640/OUT.

Recommendation

Highways England has no objection to application 15/0640/OUT (amended scheme) for a residential development scheme comprising a maximum of 234 dwellings

Devon County Education Authority (January 2020) provide the following response which is in accordance with Devon County Council's Education Infrastructure Plan 2016-2033:

A new school is planned at South West Exeter to meet the need for school places from the development and the wider area. This is planned as an all-through school, which includes both primary and secondary provision in one school. It will also have a nursery for pre-school age children.

The school will be run by Ted Wragg Multi Academy Trust. This was approved as part of the free school competition programme, run by central government. The free school competition programme allows for school providers to apply to run new schools. As the school has been secured through this process, it will be delivered by the Education and Skills Funding Agency (ESFA) and Devon County Council are working closely with the ESFA and Ted Wragg Multi Academy Trust on the delivery of the school. Work is progressing to enable the delivery of the school and it is expected that the school will be in place alongside the delivery of the development.

Noting that the school is to be located on the southern side of the A379, a pedestrian / cycle bridge is proposed across the A379 to provide access to the school. This is to be forward funded by the Housing Infrastructure Fund, with funding recovered from development as it comes forward. It is expected to be delivered to enable access for the school, initially providing access from the existing highway so that it is not dependent on wider development being delivered, although will provide access from other development parcels as these are delivered.

Regarding the above planning application, Devon County Council has identified that a development up to 234 family type dwellings will generate an additional 58.50 primary pupils and 35.10 secondary pupils which would have a direct impact on the primary and secondary schools in Exeter.

In order to make the development acceptable in planning terms, an education contribution to mitigate its impact will be requested. This is set out below:

When factoring in both approved but unimplemented housing developments as well as outstanding local plan allocations we have forecast that the local primary and secondary schools have not got capacity for the number of pupils likely to be generated by the proposed development. Therefore, Devon County Council will seek contribution towards additional education infrastructure to serve the address of the proposed development.

We have forecast that there is no spare capacity at existing primary schools within the area and therefore we will request primary education contributions against the 58.50 pupils expected to be generated from this development. The primary contribution sought would be £937,111 or the equivalent of £4,004.75 per family-type dwelling (based on the DfE new

build rate of £16,019 per pupil). This contribution would be used towards new primary provision in South West Exeter.

We have forecast that there is enough spare secondary capacity to accommodate 14.49 pupils at the local secondary schools and therefore we will request secondary education contributions against the remaining 20.61 pupils expected to be generated from this development. The secondary contribution sought would be £500,018 or the equivalent of £2,136.83 per family-type dwelling (based on the DfE new build rate of £24,261 per pupil). This contribution will be used towards new secondary provision in South West Exeter.

In addition, a contribution towards Early Years provision is needed to ensure delivery of provision for 2, 3 and 4 year olds. This is calculated as £58,500 (based on £250 per dwelling). This will be used to provide early years provision for pupils likely to be generated by the proposed development. This contribution will new early years places in South West Exeter.

All contributions will be subject to indexation using BCIS, it should be noted that education infrastructure contributions are based on March 2015 prices and any indexation applied to contributions requested should be applied from this date.

The amount requested is based on established educational formulae (which related to the number of primary and secondary age children that are likely to be living in this type of accommodation) and is considered that this is an appropriate methodology to ensure that the contribution is fairly and reasonably related in scale to the development proposed which complies with CIL Regulation 122.

In addition to the contribution figures quoted above, the County Council would wish to recover legal costs incurred as a result of the preparation and completion of the Agreement. Legal costs are not expected to exceed £500.00 where the agreement relates solely to the education contribution. However, if the agreement involves other issues or if the matter becomes protracted, the legal costs are likely to be in excess of this sum.

In summary, the education contribution based on the 234 dwellings proposed would equate to a total of £1,495,629 (primary = £937,111; secondary = £500,018 and early years = £58,500). However these figures are based on an assumption that all 234 dwellings will be 2 bedroomed or more. All one bedroomed units would be excluded

Teignbridge District Council raise no objection to the application but provide the following comments.

The application should consider the South West Exeter Development Framework Plan, as well as the approved/proposed plans of the immediate development to the south.

Access and connectivity

Whilst at outline, the application rightly has a number of parameter plans accompanying it that will be for approval. The Access and Movement Principles currently show that there is only proposed to be one main vehicular access road through the development, and little pedestrian connectivity. The Bovis application lies to the immediate south of the site, and reserved matters have already been submitted in respect to this application. As such, Teignbridge would be keen to see these two developments connected to each other. Reference numbers that would be important to note are 15/00708/MAJ, (original outline planning permission for Bovis), and 19/01417/MAJ (reserved matters for parcels 13 & 14, which lie immediately to the south of the proposed development). There is also existing development at Pulpit Walk where pedestrian connectivity should also be considered.

Please note the area that has been highlighted in terms of its sensitivity due to the Scheduled Ancient Monument (SAM) that lies just beyond the boundary to the south as such special regard has been paid to the scale, design and material of the dwellings facing onto the SAM and this should also be taken into account in this development.

Parameter Plans

Following on from the above, there are also a number of other parameter plans accompanying the application that could be amended/provided so that a stronger scheme is presented. The urban design principles plan could also include the opportunity for some key buildings and spaces in order to set the parameters for legibility. Whilst illustrative, no advantage has been made of the vistas at the end of street corners.

The Green Infrastructure Parameter Plan may want to identify important hedgerows for biodiversity reasons and ensure that these are retained and not placed within the rear gardens of properties where they can be removed. Vegetation species mix has also already been agreed on the Bovis application for the site to the south and may be worth looking at for consistency. As a general observation, the landscaping parameter plan does not show a great deal of green infrastructure and this could be increased, for example, the public space where the village green has been identified could be enhanced. It would be good if this could be located more central to the development.

It is noted that there is currently no height parameter plan. It would be prudent to agree the principle of height at outline to ensure that scale does not become too much of a concern at reserved matters. The Planning Statement acknowledges that buildings will be mainly 2 storey rising to 2.5/3 storey where appropriate at key nodal locations. It would be good to set the parameters of scale at this stage.

Devon County Council Flood and Coastal Risk Management Team raise no in-principle objections to the above planning application at this stage, assuming that the following pre-commencement planning conditions are imposed on any approved permission:

Following my previous consultation response (FRM/EC/0640/2019, dated 14th January 2020), the applicant has submitted additional information in relation to the surface water drainage aspects of the above planning application. The applicant has revised the greenfield runoff rates using the Standard Percentage Runoff (SPR) of 0.30 from the previously used value of 0.45, based on a proposed impermeable area of 0.356ha. The applicant has proposed a below ground attenuation based option to manage the surface water runoff which is split into an adopted system which caters for the 1 in 30 year storm event, and a private attenuation storage that accommodates storm events between 1 in 30 and 1 in 100 year storm events. The applicant currently proposed to restrict to the Qbar discharge rates of 9.7l/s with an attenuation storage volume of 4421m³ as demonstrated in the revised Alden's Farm East, Alphington Drainage Strategy Addendum Report (Report Ref. 19035 - A, Rev. A, dated 20 March 2020). The applicant is proposing to carry out further shallow infiltration testing during the detailed design stage to determine the feasibility of permeable subbase infiltration for private drives and roads. The water quality will be addressed via silt traps to remove unwanted sediments and particles. Trapped gullies are also considered for small carriageway areas. The exceedence flow is routed towards the existing properties along the north-western boundary, near to Lichgate Road. It is proposed that the levels along the boundary will be adjusted to prevent the existing properties from flooded. Details of the level changes would need to be submitted during the detailed design stage for approval.

Devon and Cornwall Police (Dec 2019) comment that they appreciate that the masterplan is illustrative at this stage however make the following comments and recommendations for consideration.

It is welcomed that 'Crime Prevention and Safety' has been referenced in the Design and Access Statement and that designing out crime principles have been imbedded into the design so far. It appears that the layout will provide overlooking and active frontages to the new internal streets and public open spaces, as well as 'active travel routes' are well overlooked. In the main accessible space to the rear of residential back gardens has been avoided, which is supported.

If any of the existing hedgerow is likely to comprise new rear garden boundaries then it must be fit for purpose. They should be of sufficient height and depth to provide both a consistent and effective defensive boundary as soon as residents move in. If additional planting will be required to achieve this then temporary fencing may be required until such planting has matured. Any hedge must be of a type which does not undergo radical seasonal change which would affect its security function.

Low level boundary treatments to the front of dwellings are important to create defensible space to prevent conflict between public and private areas and clearly define ownership of space. Similarly where the side of properties abut public space/paths etc. buffers/defensible space must be utilised to prevent conflict.

Pedestrian/cycle links should be wide, devoid of hiding places, well maintained, appropriately lit to encourage legitimate use and supplemented with suitable way-finding signage. Planting next to a footpath should be arranged with the lowest growing varieties adjacent to the path and larger shrubs, trees etc. planted towards the rear. Planting immediately abutting such paths should generally be avoided as shrubs and trees have a tendency to grow over the path creating pinch points, places of concealment and unnecessary maintenance.

Vehicle parking will clearly be through a mixture of solutions although from a crime prevention point of view, parking in locked garages or on a hard standing within the dwelling boundary is preferable. Where communal parking areas are utilised, bays should be in small groups, close and adjacent to homes in view of active rooms. Excessive and large rear parking courts are discouraged

The site lighting strategy must provide proper and effective lighting for all relevant spaces which should include pedestrian/cycle links, parking areas as well as new streets. This will promote the safe use of such areas, reduce the fear of crime and increase surveillance opportunities.

Nature England (January 2020) comment that this development falls within the 'zone of influence' for the Exe Estuary SPA, as set out in the Local Plan and the South East Devon European Sites Mitigation Strategy (SEDEMS). It is anticipated that new housing development in this area is 'likely to have a significant effect', when considered either alone or in combination, upon the interest features of the SPA due to the risk of increased recreational pressure caused by that development. In line with the SEDEMS and the Joint Approach of Exeter City Council, Teignbridge District Council and East Devon District Council, we advise that mitigation will be required to prevent such harmful effects from occurring as a result of this development. Permission should not be granted until such time as the implementation of these measures has been secured.

Natural England's advice is that this proposed development, and the application of these measures to avoid or reduce the likely harmful effects from it, may need to be formally checked and confirmed by your Authority, as the competent authority, via an appropriate assessment in view of the European Site's conservation objectives. In accordance with the Conservation of Habitats & Species Regulations 2017 (as amended), Natural England must be consulted on any appropriate assessment your Authority may decide to make.

A financial contribution towards Suitable Alternative Natural Green Spaces (SANGS) will be required for this development. Please ensure that up to date figures are applied and that a sufficient amount of the SANGS at 'South West Exeter' has been delivered ahead of housing delivery at Aldens Farm.

The mitigation measures set out within the November 2019 Ecological Assessment by Tyler Grange should be secured in any planning permission. As well as the above financial contributions, pedestrian connections are necessary to the proposed SANGS and a CEMP to prevent water quality impacts on the Exe Estuary.

Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

Devon Wildlife Trust (February 2020) comment that they appreciate the applicant's attempts to create a net gain for biodiversity on this site but have identified three main issues which they believe need to be addressed before it can be concluded that the potential harm to the ecological features of this site will be satisfactorily mitigated:

Hedgerow loss

According to the Ecological Assessment report that there will be a net gain of 271 metres of species-rich hedgerow (i.e. 467 new hedgerow to be planted, minus 196 metres species-rich hedgerow to be cleared). This report states new hedgerow planting is to take place along the southern and eastern boundaries of the site, adjacent to existing hedgerows, thereby creating double hedgerows. This will create dark corridors, which will function as commuting routes for light sensitive bats (such as the rare barbastelle and greater horseshoe bat) along the site boundary. Native wildflower grassland will be planted within the double hedgerow to attract insects for foraging bats.

We are pleased to see the above mitigation recommendations, which we regard as essential, but we are concerned that the 196 metres to be cleared is a very large proportion (68%) of the existing 285 metres of existing species-rich hedgerow; it will take many years before the newly planted hedgerow reaches the same ecological condition as that which it replaces. Planting should therefore take place at the earliest stage, well in advance of housing provision.

Wildflower grassland

The Ecological Assessment report state that wildflower grassland will be created across the site. To be confident that this is more than just a general intention, and that such provision would not be compromised by recreational disturbance, we would like to see specific sites indicated on the Illustrated Masterplan.

Green space and ecological connectivity

The Ecological Assessment report, the scheme has been designed with habitat connectivity provided between this Redrow housing site and the Bovis housing site to the south, in order to maximise opportunities for wildlife. Unfortunately, Figure 19 (the Illustrative Masterplan) in the Design and Access Statement shows that this will not be the case. The linear green

space does not connect with the green space in the Bovis scheme. In order to achieve a connected ecological network running through these new developments it is very important that the Illustrated Masterplan be amended. The National Planning Policy Framework is very clear about the importance of ecological networks and they are a major feature when considering the issue of biodiversity net gain.

Fire and Rescue Authority considers the plans and supporting documentation contain insufficient detail for comments to be made at this stage. However, it would be expected that these requirements are met through application of the Building Regulations 2010 with reference to Approved Document B Vols.1 & 2 2019 Edition.

City Environmental Health Officer raises no objection subject to the imposition of conditions in respect unsuspected contamination, noise, air quality and a Construction and Environmental Management Plan.

Initial comment was made regarding the need for an air quality assessment as it was not clear whether this assessment considered cumulative impacts. Consequently the applicant was requested to confirm that the traffic data used in the assessment includes predicted traffic generated by all proposed development within the South-East Exeter area. The applicant's highway consultant has confirmed that the traffic analysis has taken into account all the proposed SW traffic. The environmental officer has confirmed that no further assessment is therefore required but requires a condition to be imposed.

The application contains no noise impact assessment. The developer should conduct an assessment to show that noise generated by the development (during the construction and operational phases) will not have an adverse impact on amenity. The assessment should also consider the impact of ambient noise on the new dwellings. This matter will be addressed by the condition imposed in respect of the Construction and Environmental Management Plan (CEMP).

City Heritage officer comments that the archaeological reports submitted with the application provide sufficient information on the archaeological issues (impact on undesignated heritage assets as per the NPPF) to determine the applications and do not identify any buried remains of sufficient quality of survival that would affect the principle or layout/quantum of development.

- The development site is very large and extensive, and in a type of location favoured for prehistoric settlement and burial sites. Some of these have already been identified by the survey work within the western area and also immediately to the south, where a group of prehistoric barrows are protected as a scheduled monument.
- However, geophysical surveys are not infallible, and do not identify the less substantial remains such as those of timber buildings, burials or fire pits or example. These can only be identified by physical site investigations (trial trenches) and ground works. Although some trial trenching has been undertaken within areas of the sites, and are sufficient to determine these outline applications, they are not extensive enough to be sure that no other less visible remains survive on the site.
 - Both sites therefore still have the potential to contain as yet unknown remains, particularly prehistoric (and possibly Roman) ones.
 - For this reason a further programme of archaeological site investigation is required as a condition of any PP for this site, in order to identify and to excavate and record any significant, but less substantial, remains that may be present, as well as the

prehistoric remains already identified by the reports, on what is a large and extensive site - before enabling ground works and construction work commences and destroys such remains. This would be in lieu of the destruction of the latter by the development, in line with NPPF clause 199, saved local plan policy C5, and draft DMPD policy DD28.

- a standard condition should be attached to ensure that this work is carried out and completed. Further archaeological trial trenching; further area excavation of any remains identified by the trenching, to be completed before construction ground works commence; analysis, reporting and archiving of the results and any finds; to be undertaken off site in parallel with construction works.

Exeter Cycling Campaign (January 2020) comments that it is noted that the application is for outline planning permission with all matters reserved apart from access to the development. We have therefore limited our comments to proposed access to the development comprising walking and cycle routes to the surrounding area.

Bovis Development to the South

The application refers to a connection to the existing Public Right of Way along the southern boundary of the site within the adjacent proposed Bovis Development. This is an important link as it will form part of a route to the proposed school on the A379. However, the location of this link appears to be in a different location to that shown on the approved Bovis layouts. This application should demonstrate that the link will connect to the adjacent development, which has planning approval. We also note that Para 3.11 of the Planning Statement refers to this connection as a pedestrian link, but would recommend this is upgraded to a cycle link.

Chudleigh Road

The Design and Access Statement states that the proposals will not prejudice the ambition of Exeter City Council to improve the walking and cycle route along Chudleigh Road. We recommend that the plans show a walking and cycle route within the development parallel to Chudleigh Road, tying into the existing footway along Chudleigh Road to the north and south of the development site.

Dawlish Road

The submitted plans do not appear to show any provision for a walking and cycle route along Dawlish Road. This is important as Dawlish Road to the north of the site is the obvious desire line for travel towards Alphington. Dawlish Road to the south of the site could form an important link to Marsh Barton and also the Bovis development further to the south along Dawlish Road.

Pulpit Walk

The application appears to be ambiguous about a proposed connection to Pulpit Walk. This link is important to integrate the proposed development with the existing adjacent residential area and to provide options for sustainable travel towards Alphington.

PLANNING POLICIES/POLICY GUIDANCE

The site forms part of a larger planned urban extension encompassing adjoining land within Teignbridge District. Policy SWE1 of the Teignbridge Local Plan proposes an area of approximately 170 ha adjoining Exeter to be developed for the provision of at least 2,000 new dwellings, employment, a country park and associated infrastructure. The South West Exeter Masterplan (2012), produced by consultants on behalf of Exeter City Council, Teignbridge District Council and Devon County Council, indicates how the urban extension might be delivered in a sustainable manner.

Central Government Guidance

National Planning Policy Framework February 2019

2. Achieving sustainable development
4. Decision making
5. Delivering a sufficient supply of homes
8. Promoting healthy and safe communities
9. Promoting sustainable transport
11. Making effective use of land
12. Achieving well designed places
14. Meeting the challenge of climate change and flooding
15. Conserving and enhancing the natural environment
16. Conserving and enhancing the historic environment

Exeter Local Development Framework Core Strategy

- CP1 – Spatial Strategy
- CP3 - Housing Development
- CP4 – Housing Density
- CP5 – Meeting housing needs
- CP7 – Affordable Housing
- CP9 – Strategic Transport Measures
- CP10 – Community Facilities
- CP11 – Environmental Mitigation
- CP12 – Flood Risk
- CP13 – Decentralised Energy Networks
- CP14 – Renewable and Low Carbon Energy
- CP15 – Sustainable Design and Construction
- CP16 – Strategic Green Infrastructure
- CP17 – Design and Local Distinctiveness
- CP18 – Appropriate Infrastructure
- CP19 – Strategic Allocations

The area south of Alphington is proposed for around 500 dwellings and all associated infrastructure including:-

- green infrastructure framework;*
- low and zero carbon infrastructure;*
- enhancements to transport infrastructure in particular the strategic road network; and*
- contributions towards other educational, social and community facilities.*

The relevant Core Strategy text states that:-

South of Alphington, between the urban area and the city boundary, there is capacity for around 500 dwellings. The area would deliver a compact urban extension with associated infrastructure.

The area consists of a number of fields with mature boundary hedges that rise gently to the south to a ridge. This prominent ridge forms the city's administrative boundary and proposals should respond sensitively to this feature.

The development form would be expected to relate well to adjoining housing. Densities should be appropriate to the location and it will be important to ensure that the amenity of existing residents is protected. The development should follow the principles of good urban design to ensure that the resulting development is both attractive and locally distinctive. The development must have good permeability for pedestrians and cyclists throughout with links to surrounding areas. The development would also be expected to contribute to enhanced transport infrastructure within the area. Improvements to the Alphington Road

corridor will be required, a proposed enhanced public transport service could link this development to the City Centre, and a new rail halt at Matford on the Exeter to Plymouth line is proposed.

The development of 500 new dwellings would result in significant additional pressure on existing facilities. Contributions towards the improvement of existing educational, social and community facilities, will be sought where no facility is required on site.

Whilst the capacity of the land within the city is for around 500 dwellings, the Regional Spatial Strategy Proposed Changes proposed an urban extension to the south west of the city of around 2,500 dwellings that would include the dwellings within the city and approximately 2,000 dwellings in Teignbridge.

The prospect of a larger urban extension offers both challenges and potential opportunities. The larger urban extension could support its own centre, on-site community facilities, including a new secondary school, a new park and ride, significant green infrastructure and improvements in the movement network giving access to surrounding countryside. Teignbridge and Exeter will work closely together to ensure a comprehensive masterplan guides the area.

Exeter Local Plan First Review 1995-2011

AP1 – Design and location of development
AP2 – Sequential approach
H1 – Housing land search sequence
H2 – Housing location priorities
H5 – Diversity of housing
T1 – Hierarchy of modes of transport
T2 – Accessibility criteria
T3 – Encouraging use of sustainable modes of transport
LS1 – Landscape Setting
C5 – Archaeology
EN2 – Contaminated land
EN5 – Noise
DG1 – Objectives of urban design
DG2 – Energy conservation
DG7 – Crime prevention and safety

Exeter City Council Development Delivery DPD

This document represents a material consideration but has not been adopted and does not form part of the development plan.

DD1 – Sustainable Development
DD25 – Design Principles
DD26 – Designing out Crime
DD28 – Heritage Assets
DD34 – Pollution

Exeter City Council Supplementary Planning Documents

Development Brief for South West Alphington

Summary of Brief relevant to these outline applications.

The development as a whole must deliver a mix of housing that is informed by context and the most up-to-date Strategic Housing Market Assessment for Exeter. Any development must include 35% affordable housing, subject to viability, to be provided on-site as an

integrated part of the scheme. Co-operative housing may form part of the affordable housing mix. The City Council will accept the provision of an extra care facility as part of the development and as part of the affordable housing provision.

The site area must be developed for residential use, at a density, which represents an efficient use of land. An average net density of less than 30 dph is unlikely to be consistent with this. Recent developments on the edge of Exeter have achieved an average net density of around 35 dph. In order to respect the character and appearance of neighbouring residential areas, the topography of the site and its proximity to a Scheduled Ancient Monument, those areas along the northern and southern boundaries of the site must be developed at around 20 dph. Higher densities will be appropriate towards the centre of the site.

1.44 ha of the site must be provided as level public open space. The public open space must be an integral element of the site's overall design and located so as to maximise the use of SUDs and contribute towards biodiversity conservation and enhancement. All new homes must be within easy walking distance of the public open space. The open space must include a LEAP on that part of the site to the west of Chudleigh Road and a NEAP (incorporating a MUGA) on that part of the site to the east of Chudleigh Road. Management arrangements for the LEAP and NEAP must be included in any development proposals.

An area of 0.11 ha is required as a local centre, comprising a site of 0.1 ha for the future provision of a health centre/doctor's surgery, together with a community recycling facility to be provided and equipped by the developer. The local centre should be located adjacent to and on the eastern side of Chudleigh Road.

An Arboricultural Report must be prepared at the pre-application stage and agreed with the City Council. The Report must identify all existing trees and hedgerows to be retained. These must be incorporated into a landscape and green infrastructure framework for the new development, which must also include additional planting of trees and shrubs of species that are appropriate to the area. In particular, additional tree planting will be required along all road frontages and the southern / south-eastern boundaries of the site, in order to partly screen and buffer the development. Subject to the conclusions of the Arboricultural Report, trees within the site may be made the subject of a Tree Preservation Order.

Development must provide for a net gain in biodiversity at the site. An ecology survey must be carried out by the developers at the pre-application stage, in order to establish the current ecological value of the site. Development must avoid damage to features of ecological value, mitigate any direct impacts and finally offset any unavoidable residual impacts.

The site must be developed as a place which encourages residents to walk, cycle or use public transport or a car club as an alternative to the private car.

Development of the site will generate additional traffic. So that the existing highways network can accommodate this traffic, new residents must be encouraged to access jobs and facilities on foot, bicycle or public transport wherever possible. Accordingly:

The developer must prepare a Travel Plan and an Air Quality Management Assessment (AQMA) at the pre-application stage. These must be agreed with the local planning authority. The AQMA must consider any increased loading on Exeter's Air Quality Management Area.

The following three off-site projects Village Public Realm Enhancement Scheme, Loram Way Cycle Link and Upgrade of/Extension to the A Bus Service are necessary to the sustainable development of the site. The developer will be required to pay a financial contribution

totalling £1,290,000 towards these three projects. The contribution will be secured by means of a Section 106 Agreement.

The developer will be required to pay a financial contribution towards establishing a Car Club at the site, to help minimise traffic generated by any development. The total financial contribution will depend on the number of dwellings proposed and will be calculated in accordance with the City Council's Sustainable Transport SPD. The contribution will be secured by means of a S106 Agreement.

The developer will be required to fund the provision of a high quality pedestrian and cycle route along the site's southern boundary, including Markham Lane, via a Section 106 Agreement. Any new homes built along the southern boundary must be oriented to face the route, so as to promote safety through natural surveillance.

All dwellings should include secure cycle parking in accordance with section 5.2 and Table 2 of the City Council's Sustainable Transport SPD. Developers are encouraged to include charging facilities for electric vehicles. As a minimum, ducting and the potential for easy connection to the electricity network should be provided in accordance with section 6.5 of the SPD.

Motor vehicle access into/out of the site must only be taken from Shillingford Road, Chudleigh Road and Dawlish Road.

Any planning permission for development at the site will be conditioned to require the submission of a Construction Traffic Management Plan. The Plan must include appropriate routing of heavy vehicles to and from the site via the A379, together with the provision of temporary yellow signs advertising the appropriate routes.

Connected to the development of the site and wider urban extension, the City Council will also continue to explore, alongside Devon County Highways, the potential for the provision of a safe walking and cycle route along Chudleigh Road.

The site must be developed as a place which uses low and zero carbon energy and makes efficient use of natural and local resources.

A Decentralised Energy Network providing low carbon heat to developments in this area (through a low temperature hot water district heating network) is viable and feasible. Therefore, development must be designed so that the internal systems for space and water heating are capable of being connected to such a network and the necessary on site infrastructure shall be put in place for connection of those systems to the network. If this is shown to be unviable or unfeasible for any individual development, then alternative solutions that would result in the same or better carbon emissions reduction must be implemented.

The development must make efficient use of natural resources, locally sourced and recycled wherever possible, and minimise construction waste and water use.

The development must achieve high standards of fabric energy efficiency, reduce energy demand, incorporate low carbon energy technologies and reduce carbon emissions from heat and power generation.

South West Exeter Masterplan 2012
Affordable Housing SPD
Planning Obligations SPD
Sustainable Transport SPD March 2013
Residential Design SPD September 2010

OBSERVATIONS

Principle of Development

The application site for Alphin Farm East is contained within the Alphington strategic housing allocation identified in the Exeter Core Strategy 2012 as part of an urban extension to the south west of the city for around 2,500 dwellings, which would include the dwellings within the city boundary and approximately 2000 dwellings in the Teignbridge area. Policy CP19 of the Exeter City Core Strategy designates the site within its strategic residential site allocation as part of the intention to provide for around 500 dwellings. This application proposes up to 234 dwellings which will form part of what in future will be South West Exeter urban extension. An application has also been submitted for the site known as Alden Farm West on behalf of Burrington Estates (15/0641/OUT) on part of the allocated strategic housing site off Shillingford Road. This application is currently under consideration and will ultimately be reported to a later Planning Committee. Further confirmation of the site's intended use for residential development is contained with the South West Masterplan 2012 and the Development Brief for South West Alphington 2014. Consequently the site's use for residential development is wholly appropriate and as stated within the National Planning Policy Framework (the presumption in favour of sustainable development at paragraph 11) '*...this means approving development proposals that accord with an up-to-date development plan without delay...*'

Whilst the principle of residential development for the site is appropriate, the details contained within the submitted application require specific consideration in respect of the access arrangements, which are not a reserved matter and the proposal's compliance with development plan policies and other material planning considerations. In particular, the South West Alphington Development Brief represents a material planning consideration which has been subject to public consultation and adoption. Accordingly this document carries significant weight and therefore is an important consideration in the assessment of these applications. The Alphington Forum has previously raised concern that the Brief had been given insufficient weight within the submitted planning application. In response to this latest submission by Redrow Homes they have commented that the scheme as now presented does have merit, although have still highlighted areas of concerns which are summarised in the representations section.

Access and Transport Issues

The outline application proposes all matters to be reserved except for access and therefore this needs specific attention. The Core Strategy's allocation of the site for housing means that at a strategic level the site has been deemed appropriate to accommodate the additional transport movements that residential development of this scale would generate. The submitted plans detail the position of the access, visibility splays and proposed footway in respect of Chudleigh Road and Dawlish Road. In addition, the plan shows an indicative internal estate road layout but this is for illustrative purposes only, as the detailed housing and internal road layout will be determined at the reserved matters stage.

Transport Overview

Clearly the development of the Exeter sites for residential development cannot be considered in isolation from the major development being undertaken in the Teignbridge district. Consequently the Devon County Highway Authority has considered the highways and the associated infrastructure requirements in the context of this wider development allocation. The infrastructure planning approach adopted seeks to ensure that all development within the proposed Alphington allocation, and 2,000 dwellings in Teignbridge, contributes proportionally to the full package of infrastructure requirements necessary to make the development acceptable in planning terms. The financial contributions secured from either the Section 106 agreements or CIL will assist in ensuring that the necessary infrastructure can be delivered effectively. In particular, major highway improvements are required to the Chudleigh Road/A379 junction to accommodate the increased traffic for the South West area and a new pedestrian/cycleway bridge across the A379 to access the new school, local centre and open space. The Highway Authority has requested that a financial contribution is made from each dwelling built towards these highway improvements.

In addition to the major highway works to serve these developments further improvements are necessary to meet the sustainable objectives of the Alphington Development Brief which intends '*... new residents to access jobs and facilities on foot, bicycle or public transport wherever possible...*'. In particular the Brief requires financial contributions towards public realm enhancements to promote improved pedestrian and cycle access through the existing Alphington village; a Loram Way link to provide a cycle link between the sites and the Marsh Barton industrial estate; an upgrade/extension of bus services in the area and a contribution towards establishing a car club. All these matters are addressed through a financial contribution per dwelling at rate which accords with the Alphington Brief and will be included in a Section 106 agreement.

Pedestrian/Cycle connectivity

Both the Alphington Forum and Teignbridge District Council have highlighted concerns about pedestrian and cycle connections between the existing built up area of Alphington and the future new development to the south in the Teignbridge area. During the course of the application, improvements have been sought from the applicant to address this important issue. Whilst the original plans did not show a suitable link between the existing footway on Chudleigh Road and the new development, amended plans have been received showing that this will now be provided. The new footway allows access to the village to the north but also continues the link into the new Bovis development located in the Teignbridge district to the south. The new northern Chudleigh Road section will also allow access to the existing footpath off Steeple Drive. Whilst additional pedestrian routes were investigated directly into the Steeple Drive footpath and Pulpit Walk, these were found to be outside the applicant's ownership and, as one objector highlighted, would have linked to an existing private drive in Pulpit Walk and therefore could not be delivered. Pedestrian improvements into the site to the north are proposed to be created alongside Tower Walk through a newly created access and enhanced existing footway alongside Dawlish Road.

Along the southern and south eastern site boundary with Teignbridge district the applicant's movement and access parameter plan now indicates future pedestrian/cycle routes into the neighbouring development. Whilst these areas have yet to receive detailed approval and in some areas no application has yet been made, the plan does show that access into these neighbouring development is practical and positively encouraged as indicated within the Teignbridge District Council's consultation response. The southern link shows the access point leading directly from the indicative linear open space into the large area of public open space associated with the Bovis development on the Teignbridge side. Whilst consideration

is needed in respect of the scheduled ancient monument these site specific details for the access will be agreed at the reserved matter stage when the detailed layout is known.

Other transport issues

Members at the previous meeting requested an update on the County projects in respect of the railway halt and park and ride at Alphington. Since the last meeting in December 2018 these major project have not progressed, although it is understood that the County are currently seeking funding for the Marsh Barton railway halt. The highway officer's advice is that the proposed development is not dependent on these projects for the scheme to be acceptable in transport terms. However, it is accepted that these schemes would help to improve the public transport options for existing residents living in Alphington and those within the development site and reduce the reliance on the private car travel. Given the highway advice and the various contributions which are required in respect of this application in transport terms, it would be unreasonable to withhold consent for this development until progress on the railway halt has been made.

Summary

The County Highway Authority has raised no objection to the proposed vehicular accesses and therefore they are considered to be appropriate. The Highway Authority has recommended the imposition of conditions to ensure compliance with the details of the vehicular access, visibility splays and pedestrian and cycle facilities proposed prior to occupation. In addition financial contributions are required towards sustainable forms of transport in the area. Specific details are contained within the details attached to the end of this report.

Affordable Housing

Core Strategy Policy CP7 and the Affordable Housing SPD require 35% of the total number of units on sites to be for affordable housing. Following the submission of viability information and subsequent discussions with the applicant and the Council's independent viability assessor, it was accepted that it would be viable for the development to provide 30% affordable housing. This would equate to 70 units on the eastern site (ref 15/0640/OUT) based on 234 dwellings. Whilst the number of dwellings is not fixed and will be subject to issues such as proposed layout, design and retention of landscape features it does provide an indication of the number of affordable units the sites could generate. The applicant has indicated that 70% of the affordable units would be social rent and the remainder would be intermediate affordable housing, which would accord with the ratio as set out in the Affordable Housing SPD. The reserved matters application would also have to include 5% wheelchair accessible units and a distribution of the affordable housing throughout the site. The viability reports have confirmed that a 30% affordable housing for both development can be achieved and this can be secured within the Section 106 Agreement.

Members raised concern at the previous Planning Committee meeting in December 2018 regarding the shortfall in the affordable units to achieve a policy compliant level. Further discussions have taken place with the applicant to increase the affordable housing level to 35%. Unfortunately the applicant has been unwilling to change their submission and are still offering a 30% level. A different tenure mix was suggested to achieve the 35% level which equates to 82 units but this was not accepted by the applicant who requested that the original submission be determined. Whilst this is regrettable, Members are advised that the scheme was originally deemed acceptable at the 30% level by the Council's independent viability assessor. The NPPF recognises that the submission of a viability assessment is justified where the applicant wishes to demonstrate that they are not able to comply with the development plan policies. The viability assessment forms part of the planning balance for this case and is stated in the NPPF as being a matter for the decision-maker.

Layout and Design

The latest submission on behalf of Redrow Homes has provided a significant increase in information which was not previously available at the last Planning Committee meeting. At that time Alphington Forum in particular were critical of the lack of information as to how the development might, in practice, respond to the requirements of the Alphington Brief. In response, the applicant has produced a detailed design and access statement, an illustrative layout and a series of parameter plans to demonstrate the potential layout and design of this development site. Whilst it should be noted that the illustrative layout would not form part of any approved plan, as this would be subject to change, the parameter plans can be conditioned to inform the subsequent reserved matters application.

The supporting information indicates how the layout would potentially design the central spine road which links Chudleigh Road and Dawlish Road, described as a 'green boulevard' with structural tree planting along the frontage and dwellings set back to allow for landscaped front gardens. The remainder of the development is proposed to be served off this main through-route. Dwellings are shown to face the Chudleigh Road and Dawlish Road frontage which is considered appropriate and will provide a strong street scene to these important routes into the City. The open space has been purposely designed as a linear park adjacent to the boundary of much of the site and within a more central area of the site, which is referred to as the 'village green'. In respect of the linear park, it is considered that this represents a positive approach to open space provision, allowing greater access and providing a green setting to more dwellings within the site and also providing a more appropriate relationship with the existing boundary hedgerow, important both visually and for biodiversity.

The Design and Access statement also highlights the scheme's response to matters of detail contained within the Brief. The statement outlines the scheme's intention to create a housing density of 35 dph, 10% open space provision, traffic calming measures, use of home zones, provision of cycle parking, potential for electric charging points for individual households, bat and bird boxes and an indication as to how the development would respond to the setting of 76 Chudleigh Road, a grade II listed building. The statement does highlight the potential for development to increase in height from the stated maximum in the Brief of two storeys to 2.5 of 3 storeys, where appropriate. It is considered that this issue would be most appropriately addressed at the detailed reserved matters stage. In summary, it is considered that the scheme as present does indicate that the site has the potential for up to 234 dwellings and a condition should be imposed to include approval of the parameter plans, which will help guide the future reserved matters application

Landscape/Ecological Issues

Given the proposed change of use of the land from existing pasture and arable to residential development, it is inevitable that the landscape and ecological character of the area will irreversibly change. As previously stated, the site has been identified as a strategic housing site in the adopted Core Strategy and therefore this change to the landscape character has already been accepted. The applications have been accompanied by a Landscape and Visual Assessment and Ecological Assessment from Tyler Grange (updated December 2019 and incorporating previous reports and surveys carried out) which provides an assessment in broad terms of the developments' impact on the area in the short and long term. The ecological assessment concludes that the scheme has been designed to avoid impacts to the habitats of most ecological importance, with the majority of boundary hedgerows being retained. Where hedgerow loss is unavoidable, new species-rich hedgerows are to be provided, creating habitat gain post-development. In addition, new native trees and native wildflower grassland are proposed, which will create habitats not currently present, increasing biodiversity and increasing foraging and commuting opportunities for a range of wildlife including birds, bats, dormice, reptiles and invertebrates. Management of retained

and newly created habitats will also be designed to increase biodiversity and opportunity for wildlife.

It is therefore considered appropriate to impose a condition that the Tyler Grange Ecological Assessment is to be adhered to, so that the important environmental features of the sites are safeguarded and enhanced. The imposition of this condition to ensure mitigation as set out in the assessment is supported by Natural England. Whilst the majority of the internal hedgerows will be lost to ensure the most efficient use of the site for housing development, it is anticipated that the important trees and hedgerow along the boundaries of the site will be retained and supplemented where appropriate, except where there is a need to remove hedgerow to achieve vehicular access and visibility splays into the sites and pedestrian access into the neighbouring areas of open space. It is considered that the proposed linear area of open space around the boundary of the site will help to ensure that the development is successfully integrated into the area.

The need for the protection of endangered species is the responsibility of the local planning authority under the Habitats Directive, and the presence of a protected species represents a material consideration. The Tyler Grange Ecological Assessment provides a detailed survey report and recommendation in respect of birds, bats, dormice and badgers including mitigation measures where appropriate. Subject to compliance with the measures to be controlled by condition, it is considered that the impact of the development on protected species can be safeguarded. The application is also accompanied by an artificial lighting impact assessment to safeguard bat activity which is present in the area.

Habitat Mitigation

The Council has undertaken an Appropriate Assessment for the site which concludes that, whilst the development has the potential to have a significant effect on the European Sites, and an adverse impact on the achievement of the conservation objectives for the sites, the impacts of the development can be mitigated through receipts from Community Infrastructure Levy to contribute towards the implementation of measure in the South East Devon European Site Mitigation Strategy, which are designed to avoid and mitigate the adverse impacts of increased visitor pressure brought about through population growth.

At the March 2017 meeting, the South East Devon Habitats Regulations Executive Committee agreed on the provision of four strategic Suitable Alternative Natural Green Spaces (SANGS). Natural England confirmed that the SANGS options as proposed would be delivering the Mitigation Strategy. One of the four SANGS will be delivered at South West Exeter. These SANGS will mitigate the impacts of development within the City, including at Aldens Farm. Habitats mitigation partner authorities are currently progressing implementation of this SANGS. Some of the CIL receipts from the Aldens Farm development (and other developments across the City) will contribute to funding the SANGS provision. There is consequently no requirement for onsite SANGS at Aldens Farm. It is reasonable to assume that the SANGS at South West Exeter will be 'user ready'/delivered ahead of the occupation of dwellings at Aldens Farm.

Alphington Development Brief

As previously stated the Development Brief for the South West Alphington represents an important material consideration. The Forum recognise that improvements have been made within the submission by Redrow Homes and the opportunity for them to meet and discuss the site was welcomed. It is recognised that the level of detail contained with the supporting design and access statement, particularly in respect of the linear public open space, has been generally supported. Whilst many of the remaining concerns raised can be addressed through either suitable conditions attached to this outline application or specifically within the subsequent reserved matter applications, the Forum and local residents still have

fundamental concerns regarding the level of traffic associated with this development and the impact on the village and lack of a local centres as indicated in the Brief.

This report has highlighted that the Travel Plan ,which seeks to encourage residents to walk, cycle or use public transport, and includes a car club, will meet the requirements as stated in the brief through financial contributions in the Section 106 agreement. The application is accompanied by an air quality assessment which is considered acceptable as submitted by the Environmental Health officer but a further condition to ensure compliance is proposed. In addition, a condition is proposed to address the need for a Construction and Environmental Traffic Management Plan as required by the Brief. However the Forum and local residents remain of the view that this development will have a detrimental impact of traffic congestion in the Alphington area. In response it should be noted that the site is allocated in the local plan as a strategic housing site to meet the overall housing needs of the city and contribute to the City's 5 year housing supply. Consequently the principle of housing and associated traffic is acceptable. In addition, the County highway officer has raised no objection to the scheme following the receipt of the revised 2019 Transport Assessment, subject to suitable conditions and the financial contributions associated with the improvements to sustainable transport and access in the area. During the course of this revised application there have also been significant improvements to non-vehicular connection between the existing settlement and the future sites in the Teignbridge district. It is therefore consider that the scheme is appropriate in highway terms.

The Brief requires a local centre comprising a site of 0.1 ha for the provision of a health centre/doctor's surgery together with a community recycling facility on the eastern side of Chudleigh Road. The submitted application indicates no such facility which seeks to develop the whole of the site for residential development. It is considered that the number of dwellings proposed for the combined sites within the Alphington area would be unlikely to support a facility of this nature as the scale of development within the Teignbridge District would be more favourable in locational terms for this type of facility. Indeed the Teignbridge site includes an obligation to provide retail and community uses.

Within the Planning Statement the applicant has sought to address the various elements contained within the Brief in detail. It is important to note that whilst the Alphington Development Brief represents an important material planning consideration in the assessment of the application, it needs to be balanced against other material considerations which will sometimes take precedence. However it is considered that the overall objectives of the Brief have been met through the conditions and requirements of the Section 106 Agreement, which will deliver significant financial contribution to public realm and sustainable transport improvement for Alphington.

District Heating

Core Strategy Policy CP13, which is supported by NPPF paragraph 153a, requires that major developments will be required to connect to any existing or proposed Decentralised Energy Network in the locality to bring forward low or zero carbon energy distribution. Core Strategy Policy CP19 designates this area as a Strategic Allocation and identifies infrastructure to support it including low and zero carbon infrastructure. The creation of a Heat Network is a central plank of the current UK Government Heat Strategy. The Energy from Waste (EfW) plant at Marsh Barton was constructed with the ability to supply heat to buildings in this area. It is currently operational but only exporting electricity. Technical and economic feasibility by WSP Parson Brinkerhoff has detailed the means by which heat can be supplied to the application site. Exeter CC, Devon CC and Teignbridge DC are engaged with developers at SW Exeter, and a consortium of commercial partners interested in delivering and operating such a network. This commercial interest is on the basis of the dwellings which are the subject of this application being connected to that network.

The connection of this development to a District Heating Network, even if it powered by a gas burning combined heat and power engine producing heat and electricity, would mean that the dwellings meet the carbon emissions rate abatements required by Core Strategy Policy CP15. By connecting that network to the EfW plant very significant carbon emissions rate abatement would be achieved. This is because using heat energy from the EfW plant means that greater efficiency of that plant is achieved, as the EfW plant is 5 times more efficient in generating heat energy than electrical energy.

It is therefore recommended that conditions and clauses within the S106 are attached to this consent to require connection to the District Heating network unless it can be shown, prior to the commencement of construction of any phase of the development, that to do so would not be viable or feasible or would unreasonably delay construction of that phase.

Education

Devon County as the education authority has commented that a new school is planned at South West Exeter to meet the need for school places from the development and the wider area. This is planned as an all-through school, which includes both primary and secondary provision in one school. It will also have a nursery for pre-school age children. The school will be run by Ted Wragg Multi Academy Trust. This was approved as part of the free school competition programme, run by central government. The free school competition programme allows for school providers to apply to run new schools. As the school has been secured through this process, it will be delivered by the Education and Skills Funding Agency (ESFA) and Devon County Council are working closely with the ESFA and Ted Wragg Multi Academy Trust on the delivery of the school. Work is progressing to enable the delivery of the school and it is expected that the school will be in place alongside the delivery of the development.

Need for an Environmental Impact Assessment

Some residents originally expressed concern that the application was not accompanied by an Environment Statement in accordance with Environment Impact Assessment (EIA) regulations. The local planning authority has provided a screening opinion that concludes that an EIA in this instance is not required. Whilst the proposal requires significant supporting documentation, which has been provided, to make an appropriate assessment in the context of this planning application, it is important to note that the site has been identified for development in the Exeter Core Strategy. In addition, Members are advised that the Planning Practice Guidance 'Environmental Impact Assessment' states that 'only a very small proportion of Schedule 2 development (which this development falls within) will require an assessment...'. The Guidance goes on to state that it is for the local planning authority to consider whether a proposed development requires an Environmental Impact Assessment.

Conclusion

The site is designated in the Core Strategy as being appropriate for residential development. In time, the site will form part of the South West Exeter urban expansion totalling 2,500 dwellings between Exeter and the Teignbridge district. This revised application has been accompanied by detailed specialist reports which address the fundamental issues relating to these sites such as transport impact, air quality, landscape, ecology and the safeguarding of protected species. Consequently it is considered that suitable conditions will be appropriate to address matters of detail, which will inform the future detailed residential layout, green space and landscape enhancement, particularly around the perimeters of the site. In addition, these conditions will ensure that the objectives of the Alphington Development Brief are largely addressed and, as stated above, will deliver significant financial contributions to the public realm, sustainable transport objectives for Alphington, and district heating to serve

the new development. Whilst it is unfortunate that the 35% development plan-compliant level of affordable housing is not being proposed, the development will still potentially result in up to 70 additional affordable units and up to 234 dwellings in total to help meet the Council's 5 year housing supply.

The Section 106 Agreement will ensure the highway infrastructure, namely the improvements to the Chudleigh Road/A379 junction and pedestrian/cycle footbridge, is provided, as considered necessary for the South West Alphington development both for Exeter and Teignbridge. In addition, the Agreement will ensure a 30% affordable housing provision and the district heating for both development sites. Whilst the reserved matters application will require careful attention to ensure an appropriate layout and design for this area, it is considered that the combination of the proposed conditions and Section 106 agreement will ultimately result in a sympathetic development for this allocated housing site.

Community Infrastructure Levy

The residential development at the site will be liable for the payment of Community Infrastructure Levy (CIL). The current rate for 2020 is £119.29 per square metre (gross internal floorspace) and is applicable to all market housing within the development.

Section 106 Agreement – Heads of Terms

Affordable housing

30% contribution (70% of the affordable units are to be social rent and the remainder to be intermediate affordable housing); 5% of the affordable units to be wheelchair accessible; 50% of AH units to be constructed and made available for occupation prior to the occupation of 60% of Open Market units. Remaining 50% of AH units to be constructed and made available for occupation prior to occupation of 90% of Open Market units.

Transport

Contributions required as follows:

- Pedestrian/cycle bridge contribution of £1,104 per dwelling
- Chudleigh Road/A379 improvements works contribution of £3,798 per dwelling
- Alphington Public Realm Works contribution of £1,100 per dwelling
- Loram Way Cycle link contribution of £375 per dwelling
- Bus Service upgrade/extension contribution of £1,750 per dwelling
- Car Club contribution of £132 per dwelling
- Travel planning contribution £500 per dwelling

All figures to be indexed linked from 2015.

For simplicity, the applicant has suggested the above is combined into one payment of £8,759 per dwelling, payable as follows:

- First 25% prior to occupation of 25% of Open Market Units
- Further 25% upon occupation of 50% of Open Market Units
- Remaining 50% upon occupation of 75% of Open Market units.
- Prior to commencement:
 - Enter into S278 agreement
 - One Traffic Regulation Order of £5,000 for Dawlish Road.

Education

- Contribution to primary education of £4,004.75 per family-type dwelling (based on the DfE new build rate of £16,019 per pupil). This contribution would be used towards new primary provision in South West Exeter. One bedroom dwellings are excluded.
- Contribution to secondary education of £2,136.83 per family-type dwelling (based on the DfE new build rate of £24,261 per pupil). This contribution will be used towards

new secondary provision in South West Exeter. One bedroom dwellings are excluded.

- Contribution of £250 per dwelling for Early Years provision. This will be used to provide early years provision for pupils likely to be generated by the proposed development. This contribution will be used towards new early years places in South West Exeter. One bedroom dwellings are excluded.
- Payments to be provided as follows:
 - First 25% prior to occupation of 25% of Open Market Units
 - Further 25% upon occupation of 50% of Open Market Units
 - Remaining 50% upon occupation of 75% of Open Market units.

Open Space / Landscaping

- No more than 75% of dwellings shall be occupied until the POS has been laid out in accordance with the approved plans.
- Prior to completion of POS areas, details of management company to be provided.

District heating connection

RECOMMENDATION

APPROVE subject to the completion of a Section 106 agreement in respect of affordable housing; district heating; education; financial contribution to highway and public realm improvements and following agreement with the applicant in respect of the pre-commencement conditions subject to the following conditions :-

1. Approval of the details of the layout, scale, appearance of the buildings and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: To safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.

2. Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of the permission and the development hereby permitted shall be begun before the expiration of five years from the date of the permission, or before the expiration of two years from the date of the approval of the last of the reserved matters to be approved whichever is the later.

Reason: To ensure compliance with section 91 - 93 of the Town and Country Planning Act 1990.

3. In respect of those matters not reserved for later approval the development hereby permitted shall be carried out in accordance with the proposed access scheme shown on drawing no. *13557-HYD-XX-XX-DR-TP-0006 Rev P01 and 13557-HYD-XX-XX-DR-D-0001 Rev P02*

Reason: To ensure that an appropriate vehicular access is provided to serve the development.

4. The development hereby permitted shall not be carried out otherwise than in accordance with the submitted details contained within the parameter plans (dwg nos epd5978_d001b; 5978_d002h; 5978_d003i & 5978_d0041i) as modified by other conditions of this consent.

Reason: In order to ensure compliance with the approved plans.

5. If, during demolition/ development, contamination not previously identified is found to be present at the site then the Local Authority shall be notified as soon as practicable and no further development (unless otherwise agreed in writing with the Local Planning Authority), shall be carried out until the developer has submitted an investigation and risk assessment, and where necessary a remediation strategy and verification plan, detailing how this unsuspected contamination shall be dealt with. Prior to occupation of any part of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy, shall be submitted to and approved by the Local Planning Authority.

Reason: In the interests of the amenity of the occupants of the buildings hereby approved.

6. Pre-commencement condition: No development related works shall take place within the site until a written scheme of archaeological work has been submitted to and approved in writing by the Local Planning Authority for those works. This scheme shall include on-site work, and off-site work such as the analysis, publication, and archiving of the results, together with a timetable for completion of each element. All works shall be carried out and completed in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development.

7. Pre-commencement condition: No development shall take place until a Waste Audit Statement for waste arising from the development has been submitted to and agreed in writing by the Local Planning

Authority. The statement shall include:

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

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

8. Prior to first occupation a Landscape and Ecological Management Plan as recommended by the Ecological Assessment dated November 2019 produced by Tyler Grange which demonstrates how the proposed development will be managed in perpetuity to enhance wildlife, together with a programme of implementation, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and maintained in accordance with the approved Plan and programme of implementation.

Reason – In the interests of securing a comprehensive approach to the preservation and enhancement of the landscape and ecological interest of the site

9. Pre-commencement condition: No development (including ground works) or vegetation clearance work shall take place until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority including for those works:

- (a) the timetable of the works;
- (b) daily hours of construction;
- (c) any road closure;
- (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inclusive: 9.00am to 1.00pm Saturdays, and no such vehicular

- movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
- (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
 - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
 - (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
 - (h) hours during which no construction traffic will be present at the site;
 - (i) the means of enclosure of the site during construction works; and
 - (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
 - (k) details of wheel washing facilities and obligations
 - (l) the proposed route of all construction traffic exceeding 7.5 tonnes.
 - (m) details of the amount and location of construction worker parking.
 - (n) photographic evidence of the condition of adjacent public highway prior to commencement of any work.

Reason: To minimise the environmental impacts of the construction process for local residents and in the interests of amenity.

10. No part of the development hereby permitted shall be commenced until the detailed design of the proposed permanent surface water drainage management system has been submitted to, and approved in writing by, the Local Planning Authority. The application for the detailed drainage should be submitted and agreed at the same time that the reserved matters for layout are submitted and agreed. The design of this permanent surface water drainage management system will be in accordance with the principles of sustainable drainage systems, and those set out in the Alden's Farm East, Alphington Drainage Strategy Addendum Report (Report Ref. 19035 - A, Rev. A, dated 20th March 2020). No part of the development shall be occupied until the surface water management scheme serving that part of the development has been provided in accordance with the approved details and the drainage infrastructure shall be retained and maintained for the lifetime of the development.

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

11. Pre-commencement condition No part of the development hereby permitted shall be commenced until the detailed design of the proposed surface water drainage management system which will serve the development site for the full period of its construction has been submitted to, and approved in writing by, the Local Planning Authority. This temporary surface water drainage management system must satisfactorily address both the rates and volumes, and quality, of the surface water runoff from the construction site.

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

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

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

13. Pre-commencement condition: No development shall take place until details have been submitted and agreed in writing by the Local Planning Authority of how good design principles and best practice measures, as outlined in Chapter 5 of the IAQM/EPUK guidance Land-Use Planning & Development Control: Planning For Air Quality, will be incorporated to ensure that emissions are fully minimised. The development shall not be occupied until the agreed measures have implemented.

Reason: In the interests of residential amenity.

14. No development shall take place, until a noise quality assessment has been carried out in accordance with a programme and methodology to be agreed in writing by the local planning authority and the results, together with any mitigation measures necessary, have been agreed in writing by the local planning authority. The development shall not be occupied until the approved mitigation measures have implemented.

Reason: In the interests of residential amenity

15. No part of the development shall be occupied until details of the open space provision (to be not less than 10% of the total site area and excluding hedgerow and associated buffer area) and children's play equipment has been submitted to and approved in writing by the local planning authority and thereafter installed to an agreed timescale and maintained in accordance with the agreed details.

Reason: In the interests of residential amenity

16. With the exception of the approved removal of the accesses for the site any trees and hedges on or around the site shall not be felled, lopped, or removed without the prior written consent of the Local Planning Authority.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

17. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the tree protection plans submitted as part of the Arboricultural Survey produced by Advance Arboriculture dated August 2017 before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written approval of the Local Planning Authority.

Reason: To ensure the protection of the trees during the carrying out of the development. This information is required before development commences to protect trees during all stages of the construction process.

18. Prior to occupation of the development hereby approved details of provision for nesting birds shall be submitted to and approved in writing by the Local Planning Authority in consultation with the RSPB. Upon written approval of the details, the scheme shall be fully implemented as part of the development and retained thereafter.

Reason: In the interests of preservation and enhancement of biodiversity in the locality.

19. The development shall accord with the recommended mitigation measures as stated within the Ecological Assessment dated November 2019 produced by Tyler Grange unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect and enhance the existing habitat in relation to the area's bat population.

20. The development shall accord with the recommended mitigation measures as stated within the dormouse mitigation method statement dated December 2012 and reaffirmed in November 2017 produced by EPS Ecology and the Ecological Assessment in November

2019 produced by Tyler Grange unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect and enhance the existing habitat in relation to the area's dormouse population.

21. Unless it is agreed in writing by the Local Planning Authority prior to commencement that it is not viable or feasible to do so, or would unreasonably delay construction the habitable buildings comprised in the development hereby approved shall be constructed in accordance with the CIBSE Heat Networks Code of Practice so that their internal systems for space and water heating are capable of being connected to the proposed low temperature hot water decentralised energy district heating network. Space shall be provided for the necessary on-site infrastructure (including pipework, plant and machinery) for connection of those systems to the network at points at the application site boundary, as agreed in writing by the local planning authority.

Reason: To ensure that the proposal complies with Policy CP13 of Councils Adopted Core Strategy and paragraph 153 of the NPPF and in the interests of delivering sustainable development.

22. The development shall achieve a 19% reduction in CO2 emissions over than necessary to meet the requirements of the 2013 Building Regulations.

Reason - In the interests of sustainable development and in accordance with Exeter Core Strategy Policy CP15.

23. No part of the development shall be occupied until a vehicular access onto Dawlish Road and Chudleigh Road with associated visibility splays (subject to the approval of a TRO in consultation with the Local Highway Authority), as indicated in *drawing Number 13557-HYD-XX-XX-DR-TP-0006 Rev P01* have been completed with details that shall have been submitted to, and approved in writing by, the Local Planning Authority

Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraph 108 of the NPPF.

24. No part of the development shall be occupied until further details of Pedestrian/Cycle access serving the site, as indicated in *Drawing Number edp5978_d002h* have been completed with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and the Local Highway Authority.

Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraphs 108 and 110 of the NPPF.

25. No part of the development shall be occupied until a 2m footpath adjacent to Chudleigh Road as indicated on *Drawing Number 13557-HYD-XX-XX-DR-D-0001 Rev P02* have been completed with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and with the Local Highway Authority

Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraphs 108 and 110 of the NPPF

26. Prior to first occupation any retaining wall within 5m of public highway, a detailed Approval In Principle for that section of retaining wall shall be submitted and approved in writing by the Local Highway Authority and implemented in accordance those agreed details. Reason: To ensure the integrity of adjacent structures and land, and to formalise any necessary easements.

27. No more than 150 dwellings shall be occupied until a vehicular route from Chudleigh Road to Dawlish Road capable of accommodating two-way bus flow through the site have been provided to a specification agreed in writing with the Local Planning Authority and with the Local Highway Authority

Reason: To ensure the site is served by sustainable transport modes required to meet the agreed residential trip rates and to ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraph 108 of the NPPF.

28. No development shall take place, including any works of demolition, until adequate areas shall have been made available within the site to accommodate operatives' vehicles, construction plant and materials and a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority.

The statement should include details of access arrangements, measures to minimise the impact on the adjacent footpaths and timings of the proposed works. The approved Statement shall be adhered to throughout the construction period.

Reason: In the interests of highway safety and public amenity

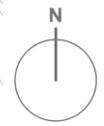
Notes to Applicant:

1. A legal agreement under Section 106 of the Town and Country Planning Act 1990 relates to this planning permission.

2. In accordance with paragraph 38 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.

3. The Local Planning Authority considers that this development will be CIL (Community Infrastructure Levy) liable. Payment will become due following commencement of development. It is also drawn to your attention that where a chargeable development is commenced before the Local Authority has received a valid Commencement Notice (ie where pre-commencement conditions have not been discharged) the Local Authority may impose a surcharge and the ability to claim any form of relief from the payment of the Levy will be foregone. You must apply for any relief and receive confirmation from the Council before commencing development. For further information please see www.exeter.gov.uk/cil.

4. In accordance with Chapters 1 and 2 of the Conservation of Habitats and Species Regulations 2017, this development has been screened in respect of the need for an Appropriate Assessment (AA). Given the nature of the development, it has been concluded that an AA is required in relation to potential impact on the relevant Special Protection Areas (SPA), the Exe Estuary, which are designated European sites. This AA has been carried out and concludes that the development is such that it could have an impact primarily associated with recreational activity of future occupants of the development. This impact will be mitigated in line with the South East Devon European Site Mitigation Strategy prepared by Footprint Ecology on behalf of East Devon and Teignbridge District Councils and Exeter City Council (with particular reference to Table 26), which is being funded through a proportion of the Community Infrastructure Levy (CIL) collected in respect of the development being allocated to funding the mitigation strategy.



 Site Boundary (7.98ha)

client
Redrow Homes Limited

project title
Alden's Farm East, Alphington

drawing title
Site Location Plan

date	26 NOVEMBER 2019	drawn by	PW
drawing number	edp5978_d007	checked	GH
scale	1:2,000 @ A3	QA	PD



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Agenda Item 7

COMMITTEE DATE: 29 June 2020

<u>APPLICATION NO:</u>	18/1145/OUT
<u>APPLICANT:</u>	Devon County Council
<u>LOCATION:</u>	Land East Of Cumberland Way, Monkerton, Exeter
<u>PROPOSAL:</u>	Residential development of up to 80 dwellings (All matters reserved except access).
<u>REGISTRATION DATE:</u>	27 th July 2018
<u>RELATED DOCUMENTS:</u>	http://publicaccess.exeter.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=PCINNJHBL6900

HISTORY OF SITE

13/4984/OUT	Residential development scheme of up to 400 dwellings including new access to Cumberland Way and internal roads to accommodate two way public transport link between Cumberland Way and Harts Lane, and associated infrastructure (All matters reserved for future approval)	PER	15/06/2015
18/0010/RES	Approval of Reserved Matters in respect of the appearance, landscape, layout and scale, pursuant to Planning Permission Reference 13/4984/OUT for the construction of 250 dwellings, car parking including garages, internal access roads, footpaths and circulation areas, public open space and associated infrastructure and engineering works together with additional details as required by Conditions 9 and 10.	PER	05/06/2018

DESCRIPTION OF SITE/PROPOSAL

The site comprises 1.88ha of land in Monkerton within Pinhoe ward. The site is bounded by Tithebarn Way (Tithebarn Link Road) to the north and Cumberland Way to the west. To the east of the site lies Pinn Lane. The section of Pinn Lane running along the eastern boundary has been closed to vehicular traffic and is now a pedestrian and cycleway only.

The site consists of two enclosures of former arable, then grassland. The land has not been farmed for a number of years. The smaller part of the site is located on the northern side of a dividing earth bank. The ground in this enclosure has recently been disturbed heavily by work associated with the construction of the Tithebarn Link Road. To the south of the dividing earth bank lies the larger field, the western side of which was planted up with trees and shrubs when Cumberland Way was constructed. This planted area on the western boundary lies outside the application site and forms a valuable landscape screen.

Between the southern boundary of the site and Hollow Lane is 1.41ha land which has already been transferred to Exeter City Council as public open space (under the terms of the section 106 agreement linked to outline consent 13/4984/OUT).

Hollow Lane forms part of the cycle and footpath system that serves the Monkerton area.

The current application site of 1.88ha land forms part of a much larger site (11.62ha of land) that gained outline planning consent for residential development for up to 400 dwellings in June 2015 (ECC reference 13/4984/OUT). Planning permission 13/4984/OUT includes a new access to Cumberland Way and internal roads to accommodate two-way public transport link and associated infrastructure.

Following approval of 13/4984/OUT, a reserved matter application for the northern and western part of the 11.62ha site was approved for the construction of 250 dwellings on 8.05ha land (reference 18/0010/RES). Reserved matter application 18/0010/RES excluded the land subject to the current application.

The current proposal is for outline planning permission for up to 80 dwellings with all matters reserved except for access. Access to the site is proposed from the north (Tithebarn Way) and the application seeks to remove the requirement for a link to Pinn Lane. The application seeks consent without the requirements of conditions 25 and 32 of the previous consent because of a number of changes in circumstances.

The site is within the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. This supersedes the Landscape Setting designation in the Local Plan First Review. The site is within the 'The Picturesque Ridge' character area in the Monkerton & Hill Barton Masterplan Study (November 2010).

The site is vacant land within Flood Zone 1. The site is within Local Energy Network Area A.

There are no above ground heritage assets in the vicinity that will be impacted by the development proposal. The closest listed buildings to the site are Monkton House, Monkerton Farmhouse and Cob Farmbuildings to the west of Monkerton Farmhouse; these are separated from the site by a main road and existing residential development. These grade II listed buildings are all located to the north and north east of the site beyond the Tithebarn Link Road.

Paragraph 12.18 of the adopted Core Strategy states the development of the Monkerton/Hill Barton area should have general regard to guidance contained within the Monkerton and Hill Barton Masterplanning Study.

The application site is zoned for education in the Masterplan and specifically for the relocation site for the Ellen Tinkham School. The Masterplan states that Ellen Tinkham School is looking to redevelop or relocate to increase capacity and improve facilities and access. The Masterplan goes on to state that it may be considered more appropriate and viable for the school to expand on its existing site. If this were the case the proposed relocation site could be developed as ridgeline housing.

The Vision for the Picturesque Ridge (Monkerton and Hill Barton Masterplan Study) is that residential development will reinforce the special character of this area. Larger buildings or clusters of buildings within large or communal gardens will create distinctive housing types and provide a strong, generous and memorable landscape structure.

Hollow Lane lies to the south of the site. Hollow Lane is a Green Infrastructure Route, part of the strategic green infrastructure network in the Core Strategy. It forms part of the E3 and

E4 Exeter Cycle Network connecting to the Redhayes Bridge across the motorway. E4, Exeter University East to West Cycle Route, and E3, Cranbrook to Millers Crossing. Hollow Lane was shown as part of the Proposed Primary (Cycle) Network in the Local Transport Plan (April 2011) and a Greenway in the Green Infrastructure Strategy – Phase II (Dec 2009). A section of the E4 cycle route runs along Cumberland Way to the west of the site connecting Hollow Lane/Gipsy Lane with Pinhoe Road; this section of the cycle path was completed July 2018.

Gipsy Hill Lane and Gipsy Lane are identified as 'green streets' in the Monkerton & Hill Barton Masterplan Study. Green Streets are a permeable network of footpaths and cycleways linking homes and businesses with key destinations.

The Monkerton Masterplan identifies Gipsy Hill Lane as a primary footpath/cycleway, the Tithebarn Link Road as a High Quality Transport Route and Cumberland Way and Pinn Lane as secondary foot/cycleways.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

The following documents have been submitted in support of the application:

- Planning and Design & Access Statement (NPS Group 20 July 2018)
- Flood Risk Assessment (Robson Liddle, September 2013)
- Flood Risk Assessment Addendum (140276/FRA1/ADD/RevB, Hamson Barron Smith, 6 February 2019)
- Ground Investigation Report (Robson Liddle, April 2012)
- Archaeological Gradiometer Survey (Substrata, 13 September 2013)
- Developer Evaluation (Pell Frischmann, August 2014)
- Transport Assessment (WSP, 8 November 2013)
- Ecological Assessment (Sunflower International, 16 October 2018)
- Letter dated 4 May 2018 Advanced Arboriculture, Update to September 2013 Report
- Air Quality Assessment (WSP, 25 November 2013)
- Archaeological Gradiometer Survey (Substrata 13 September 2013)
- Sewerage Evaluation (Pell Frischmann, August 2014)

REPRESENTATIONS

2 emails/letters of representation have been received raising the following issues:

- Agrees with comments received from Exeter Cycling Campaign
- Questions whether there are plans to encourage building of facilities to support residential growth in the area
- Concerns over highway safety as a result of increasing traffic on Tithebarn Link Road and use of Pinn Lane. 30mph limit not obvious. Concern for safety of children walking/cycling to/from school. Calls for better visibility splays or traffic calming measures.

CONSULTATIONS

ECC Public & Green Space

9 April 2020

The proposal is for a cycle lane to be cut through the southern portion of land and onto Hollow Lane. No site layout plans on the planning portal, and no precise location for the cycle path is shown in any of the documents that I can see. If we're going to allow the cycle

path, I'd like to see it travelling straight across the parcel of land and connecting in the location where there is an existing gated access onto Hollow Lane to minimise the length of hedgerow that has to be disturbed.

As you know we have carried out tree planting into most of the land marked on the plan and we would therefore want to restrict any reduction in biodiversity or ecology at this site. Any hedgerow or tree removal should be offset by replacement planting somewhere within the locality, and preferably to complement the existing wildlife corridor.

The County Head of Planning Transportation and Environment:

31st October 2018

Recommends conditions/clauses for legal agreement with respect to:

- Financial contributions TRO & Travel Planning Contributions
- Provision of pedestrian/cycle way along the site frontage Tithebarn Link Road/Cumberland Way, 3.5m wide, details to be agreed
- Provision of raised crossing at access of the development to Tithebarn Link Road
- Provision of pedestrian/cycleway from site access to the boundary of Red Land and ECC Parkland
- Details of estate roads/cycleways, footways etc.
- Parking and plant/material storage areas during construction and Construction Method Statement
- Cycle parking provision

The submitted Transport Statement suggest the proposed development will generate 32 two-way trips in the peak hours. The junction impacts of the proposal were assessed and subsequently were shown to work within capacity.

The site is located within an urban area where foot and cycle are a realistic choice for a wide range of journeys. The site has/will have access to public transport services on Tithebarn Link Road/Cumberland Way and is nearby employment sites (at Sky Park / Science Park etc.) therefore, from a transport perspective, is a sustainable site.

Access

Vehicular access to the site is proposed via a priority junction (with a right turn lane). This is in place, constructed and has been subject to a Road Safety Audit.

However, Tithebarn Link Road forms part of Exeter's/East of Exeter's traffic free Cycle Network and maintaining the safety and attractiveness of this route is essential. The current access does not give pedestrians and cyclists priority and to mitigate this, the applicant **should** be providing a raised crossing. This will require a **S278**, where the desire line, signing/lining, geometry of the raised crossing will have to be reviewed – all of which can be changed at detailed design and is within the extent of the highway. A TRO is required to advertise these changes and therefore a monetary sum of up to £5,000 is required. The applicant is reminded that a detailed drawing alongside a RSA Stage 2, vehicular tracking's etc will be required at a later stage.

In addition to the above, there is only a footway which measures 2m in width along the site frontage of the site; this is substandard for pedestrians and cyclists. Hence, in the interests of promoting cycling and in accordance to the Monkerton & Hill Barton Masterplan (aim 4.1) which states

“actively encourage a modal shift away from use of the private car to sustainable modes of transport. This means there needs to be obvious advantages to sustainable modes of

movement over using the car including cost; the ease of journey/movement; speed of arriving at destination; flexibility; and reliability of public transport”,

it is **required** that the applicant provides a shared used path adjacent to Tithebarn Link Road/ Cumberland Way (along the site frontage). This shared use path will then eventually join the newly constructed E4 cycle route (at the southern arm crossing point of the Tithebarn Link/Cumberland Way roundabout), providing safe and suitable access for all users. The footway/cycleway should be 3m effective width (3.5m wide) and secured under a **S38/278** agreement and must be secured by an appropriate condition and/or in a S106.

Internal Roads and layout

Well-designed residential streets are central to sustainable development and therefore the design of the internal road layout must accord with the principles of Manual for Streets and appropriate sustainable design guidance.

The applicant is advised that car parking standards are set out in the Exeter City Residential Design Guide and that secure cycle parking facilities will need to be in accordance with chapter 5 of Exeter City Councils Sustainable Transport Supplementary Planning document.

As an outline application these details are reserved for approval at a later stage. However, to ensure a suitable layout it is recommended that the applicant liaises with the highway authority prior to any application for reserved matters approval. The applicant should provide appropriate footway/cycleway connection points and infrastructure through the site itself.

The internal layout also presents the opportunity to provide a direct link from the development to Hollow Lane (to the south of the site), through the Monkerton Ridge Line Park. A 3m effective width pedestrian/cycle link is required to be provided through the application site in any Reserved Matters approval. The link through the Monkerton Ridge Line Park will form part of the E4 cycle routes scheme and be constructed by the Highway Authority. This is essential in widening transport choice and achieving the low trips rates in the Monkerton area.

Travel Planning

In accordance with paragraph 111 of the NPPF the development will be required to have a Travel Plan. DCC is currently adopting an approach for residential Travel Planning in the Exeter area with contributions paid directly to the Council for them to implement the Travel Plan and its measures. Consequently, a contribution of £500 per dwelling should be secured as part of any S106 agreement.

Other Matters

A condition is recommended to ensure that appropriate facilities for all construction traffic are provided on site before the commencement of any part of the development hereby approved. This is a requirement as part of the proposal is to carry out works in close proximity to a school and neighbouring properties. It is noted that a CEMP has been submitted and is broadly acceptable, however further details on routing to this site and clarification on parking on site need to be clarified.

Summary

The site is located within an existing urban area and the applicant has made an effort to improve pedestrian/cycling linkages promoting modal change. Overall these proposals represent sustainable development with safe and suitable access for all users achieved. For these reasons, the development is felt to be acceptable on highway grounds. Therefore, subject to appropriate contributions (S106 to enable DCC to make the connection to Hollow Lane, a raised table upon entry of the development, the provision of a shared use path along

the frontage of the development and Travel Plan contributions) and conditions being attached in the granting of any consent, no objection.

25th April 2019

Since the response, the applicant has provided a revised plan. No objection in principle to Drawing HBS-DR-C-(00)-760 Rev P3 received on 25 April 2019. Will need S278 and a RSA.

3rd May 2019

Further revised drawing received, HBS-DR-C-(00)-760 Rev P5, to address comments from Exeter Cycling Campaign. Confirmed no objection in principle.

Natural England:

Comment on the need to secure mitigation of recreational impacts on European Designated sites, specifically the Exe Estuary SPA and East Devon Pebblebed Heaths SAC and East Devon Heaths SPA, potential need for an Appropriate Assessment and refer to general standing advice with regard to biodiversity enhancement opportunities and protected species.

Lead Local Flood Authority (DCC):

14th February 2019

Withdraw objection to the proposals following receipt of additional information in relation to the surface water drainage aspects (Flood Risk Assessment Addendum (Ref. 140276/FRA1/ADD/RevB; dated 6th February 2019, received by ECC 14th February 2019).

Recommends pre-commencement conditions relating to:

- Percolation tests
- Detailed design of proposed permanent surface water drainage management system
- Surface water drainage management system for construction period
- Adoption and maintenance arrangements for the proposed permanent surface water drainage management system

The applicant has proposed to assess the potential for infiltration on this site. If infiltration is not viable then an attenuation based method of managing surface water will be pursued. If an attenuation based method of managing surface water is pursued then the viability of a connection into the surface water drainage system in Tithebarn Link Road will need to be assessed.

Features upstream of any storage device will need to be assessed at the next stage of planning to ensure that a suitable SuDS Management Train is implemented to treat surface water.

Exceedance routes for the development will need to be assessed at the next stage of planning. This is to ensure that should the drainage system become blocked or should a rainfall event above the design event occur, surface water can still be managed safely. Maintenance details for the surface water drainage system will need to be submitted at the next stage of planning. These details should clarify: Who shall be responsible for maintaining the system; What likely actions will be required to ensure that the system remains effective.

Exeter Cycling Campaign:

21st September 2018

Mike Walton on behalf of Exeter Cycling Campaign:

Objections –

- No evidence of providing high quality walking and cycling networks
- Access intersects shared-use foot and cycle path, junction needs to have side-road priority
- Campaign expects all side-road priority layouts to share common standard of design of colour and surface texture
- Insufficient width, national standard is 3.5m
- Pedestrian island crossing inadequate for children attempting to cross Tithebarn Way, would like a safer crossing
- Site needs walking and cycling paths connecting into Pinn Lane and Hollow Lane. Needs increased permeability to encourage travel by foot and cycle
- Needs cycle parking integral to fabric of houses, must be securely locked and easily accessed from the street

25th April 2019

Comments on revised plan

- Application safer and more pleasant for people to cycle
- Note widening of shared-use path, cycle links through the development and cycle link into Hollow Lane
- Note approvingly increased width of shared-use path
- With respect to Tithebarn Lane junction, propose there should be give way markings on both sides of the raised platform, platform needs to be a different surface

26th April 2019

Comments on revised plan

- Approve of radius on Tithebarn Way junction being tightened
- Query road markings at junction, ramp level and surface materials on crossing

South West Water:

No objection.

RSPB:

New residential developments. Commercially available “Swift boxes” incorporated in the fabric recreate the natural cavities found in older properties and are acceptable to most building dependent species and a ratio of one box per residential unit is considered to be good practice see RIBA Publishing's "Designing for Biodiversity 2nd Edition, 2013". They will be used by house sparrows, great tits and starlings as well as swifts and other species, should be a metre+ apart, approx. five metres above ground level in locations sheltered from prevailing weather conditions and direct sunlight.

Results from recent monitoring confirm our contention that house sparrows given a choice are much more likely to use swift boxes than "Sparrow Terraces", they move in almost instantaneously and are followed by swifts.

Where building is taking place adjacent to open spaces and/or water bodies nest cups should be considered for swallows in open sided buildings and under the eaves for house martins. Fouling may be an issue so care must be taken where they are sited and the property owners support may be required.

Disagrees with Developer's Ecologist recommendations. Requests planning condition attached to any approval requiring a detailed mitigation plan.

Heritage Officer (ECC):

Notes results of geophysical survey done previously on the site. This does not identify any significant buried remains, though geophysical surveys do not pick up slighter remains such as of timber buildings.

There is sufficient information (in the form of the geophysical survey) to indicate that there are no buried remains on the site of sufficient importance to affect the principle or layout of development, and that therefore no further archaeological information is required prior to determination of this outline application.

However, to cover the potential for slighter but still significant remains to be present the site should be subject to a programme of archaeological site investigation, carried out and completed before any enabling or construction ground works commence on site, by an appropriate archaeological contractor on behalf of the developer. The standard C57 / A38 condition should be attached to an outline PP to ensure this.

The northern portion of the site, at the bottom of the slope and within the loop of Tithebarn Lane, does not need to be investigated, as it has already been investigated, and heavily disturbed, before and during the construction of the new road.

I can confirm the scope of works required in due course, but in outline on this site it would include

- A set of machine dug trial trenches across the site (excl the area above), located as to represent a reasonable sample of the site area
- If potentially significant remains are identified, some further targeted open area archaeological excavation to excavate and record these before their destruction by the development
- Appropriate analysis, conservation, reporting and archiving of the results and finds.

Housing (ECC):

Requirements for the affordable housing are as follows:

- 35% on the total number of units on sites with 10 or more units to be affordable housing – Policy CP7 and paragraph 3.4 of the Affordable Housing SPD.
- At least 70% of the affordable units to be social rent, remainder to be intermediate affordable housing – Policy CP7 and paragraph 3.9 of the Affordable Housing SPD.
- On schemes with 20 or more dwellings, 5% of the affordable housing to be wheelchair accessible and built in accordance with the Council's Wheelchair Accessible Housing Design Standards. The size and type of these dwellings to meet greatest need at time of reserved matters application submission - Paragraphs 3.13 and 3.14 of the Affordable Housing SPD.
- Affordable housing must be spread out across the site in clusters of no more than 10 units – Paragraph 3.16 of the Affordable Housing SPD
- The affordable dwellings to be delivered in a mix that comprise of a mixture of house types informed by context, local housing need and the most up to date Housing Market Assessment (Policy CP5). The required mix is 17% 1-Bed, 50% 2-Bed, 12% 3-Bed, 14% 4-Bed, 7% 5-Bed.
- If the percentage of affordable housing required does not equate to a whole number of dwellings, the Council will require a financial contribution to provide 'part' of an affordable home, based on the formula provided in Table 1 of Appendix 3 of the Affordable Housing SPD – Paragraph 3.5.

Environmental Health (ECC):

Requested additional information on air pollution and ambient noise.

The submitted air quality impact assessment was completed in 2013. Since then there have been changes to the predicted emissions from vehicles, and in the measured pollution levels in the city. This report must be updated to reflect the current proposal, and the latest understanding of traffic emissions.

The updated report must consider the impact of the development on those parts of the Exeter Air Quality Management Area (AQMA) where there are currently exceedences of the objective level at relevant locations (particularly East Wonford Hill).

Once this has been submitted, the developer may be asked to provide details of suitable mitigation of any predicted air quality impacts.

This site is adjacent to a busy road but no assessment has been completed of the impact this may have on residential use of the site. The applicant should submit an Acoustic Design Statement, including details of any mitigation measures required.

The Professional Practice Guidance Note (ProPG): Planning and Noise for New Residential Development May 2017 (ANC, IoA and CIEH) describes the expected content and approach of an Acoustic Design Statement.

If information is satisfactorily received then recommends approval subject to a conditions in respect of unexpected contamination which may be found at the site during development and Construction Method Statement.

Children's Services (DCC):

A development up to 80 family type dwellings will generate an additional 20 primary pupils and 12 secondary pupils which would have a direct impact on the primary and secondary schools in Exeter.

In order to make the development acceptable in planning terms, an education contribution to mitigate its impact will be requested. This is set out below:

When factoring in both approved but unimplemented housing developments as well as outstanding local plan allocations we have forecast that the local primary and secondary schools have not got capacity for the number of pupils likely to be generated by the proposed development. Therefore, Devon County Council will seek contribution towards additional education infrastructure to serve the address of the proposed development.

We have forecast that there is enough spare primary capacity to accommodate 11.63 pupils at the local primary schools and therefore we will request primary education contributions against the remaining 8.37 pupils expected to be generated from this development. The primary contribution sought would be £134,079 (based on the DfE new build rate of £16,019 per pupil). This equates to a primary contribution of £1,675 per dwelling. The contributions will be used towards new primary provision at Monkerton.

We have forecast that there is enough spare secondary capacity to accommodate 2.72 pupils at the local secondary schools and therefore we will request secondary education contributions against the remaining 9.28 pupils expected to be generated from this development. The secondary contribution sought would be £225,142 (based on the DfE new build rate of £24,261 per pupil). This equates to a secondary contribution of £2,814 per dwelling. The contributions will be used towards new secondary provision at South West Exeter. This new provision will release capacity at secondary schools in the East of Exeter to serve Monkerton and surrounding development.

In addition, a contribution towards Early Years provision is needed to ensure delivery of provision for 2, 3 and 4 year olds. This is calculated as £20,000 (based on a rate of £250 per

dwelling). This will be used to provide early years provision for pupils likely to be generated by the proposed development. The contributions will be used towards new early years provision at Monkerton.

All contributions will be subject to indexation using BCIS, it should be noted that education infrastructure contributions are based on March 2015 prices and any indexation applied to contributions requested should be applied from this date.

The amount requested is based on established educational formulae (which related to the number of primary and secondary age children that are likely to be living in this type of accommodation) and is considered that this is an appropriate methodology to ensure that the contribution is fairly and reasonably related in scale to the development proposed which complies with CIL Regulation 122.

In addition to the contribution figures quoted above, the County Council would wish to recover legal costs incurred as a result of the preparation and completion of the Agreement. Legal costs are not expected to exceed £500.00 where the agreement relates solely to the education contribution. However, if the agreement involves other issues or if the matter becomes protracted, the legal costs are likely to be in excess of this sum. Response dated 19 December 2019.

PLANNING POLICIES/POLICY GUIDANCE

Government Guidance

National Planning Policy Framework (NPPF) (February 2019)
Planning Practice Guidance (PPG)

Core Strategy (Adopted 21 February 2012)

Core Strategy Objectives

CP1 – Spatial Strategy

CP3 – Housing

CP4 – Density

CP5 – Mixed Housing

CP7 – Affordable Housing

CP9 – Transport

CP11 – Pollution

CP12 – Flood Risk

CP13 – Decentralised Energy Networks

CP15 – Sustainable Construction

CP16 – Green Infrastructure, Landscape and Biodiversity

CP17 – Design and Local Distinctiveness

CP18 – Infrastructure

CP19 – Strategic Allocations

Exeter Local Plan First Review 1995-2011 (Adopted 31 March 2005)

AP1 – Design and Location of Development

AP2 – Sequential Approach

H1 – Search Sequence

H2 – Location Priorities

H7 – Housing for Disabled People

L4 – Provision of Playing Pitches

T1 – Hierarchy of Modes

T2 – Accessibility Criteria
T3 – Encouraging Use of Sustainable Modes
LS2 – Ramsar/Special Protection Area
LS4 – Nature Conservation
EN3 – Air and Water Quality
EN4 – Flood Risk
EN5 – Noise
DG1 – Objectives of Urban Design
DG2 – Energy Conservation
DG4 – Residential Layout and Amenity
DG5 – Provision of Open Space and Children’s Play Areas
DG6 – Vehicle Circulation and Car Parking in Residential Development
DG7 – Crime Prevention and Safety

Devon Waste Plan 2011 – 2031 (Adopted 11 December 2014) (Devon County Council)

W4 – Waste Prevention (*applies to planning applications for major development*)
W21 – Making Provision for Waste Management (*applies to major non-waste development*)

Development Delivery Development Plan Document (Publication Version, July 2015)

This document represents a material consideration but has not been adopted and does not form part of the Development Plan.

DD1 – Sustainable Development
DD9 – Accessible, Adaptable and Wheelchair User Dwellings
DD13 – Residential Amenity
DD20 – Accessibility and Sustainable Movement
DD21 – Parking
DD22 – Open Space, Allotments, and Sport and Recreation Provision
DD25 – Design Principles
DD26 – Designing out Crime
DD29 – Protection of Landscape Setting Areas
DD30 – Green Infrastructure
DD31 – Biodiversity
DD32 – Local Energy Networks
DD34 – Pollution and Contaminated Land

Exeter City Council Supplementary Planning Documents

Affordable Housing SPD (April 2014)
Sustainable Transport SPD (March 2013)
Planning Obligations SPD (April 2014)
Public Open Space SPD (Sept 2005)
Residential Design Guide SPD (Sept 2010)
Trees and Development SPD (Sept 2009)

Devon County Council Supplementary Planning Documents

Minerals and Waste – not just County Matters Part 1: Waste Management and Infrastructure SPD (July 2015)

OBSERVATIONS

The key issues are:

1. The Principle of the Proposed Development
2. Affordable Housing
3. Access and Impact on Local Highways
4. Density and Open Space
5. Impact on Heritage Assets
6. Educational Contribution
7. Impact on Trees
8. Impact on Wildlife/Biodiversity
9. Flood Risk and Surface Water Management
10. Sustainable Construction and Energy Conservation

1. The Principle of the Proposed Development

The site is allocated for development within the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. The proposal accords with Policies CP1 (Spatial Strategy), CP3 (Housing) and CP19 (Strategic Allocations).

Furthermore, the principle of residential development on the site has been established as part of the larger outline consent (13/4984/OUT).

The principle of residential development in this location is acceptable in planning policy.

2. Affordable Housing

The applicant has offered 35% on site affordable housing; which makes the scheme policy compliant with respect to affordable housing (Policy CP7 and Affordable Housing SPD). The applicant's offer would equate to 28 affordable dwellings on site out of a total of 80 dwellings. To comply with adopted policy, at least 70% of the affordable units should be social rent with the remainder to be intermediate affordable housing.

This provision will need to be secured through a Section 106 agreement.

3. Access and Impact on Local Highways

The proposed access to the site is from the north off Tithebarn Way. The application is accompanied by a Transport Assessment which was prepared by WSP to support the 2013 application.

Devon County Council Highways has confirmed that they raise no objection in principle to the development subject to recommended clauses within the S.106 agreement and recommended planning conditions.

Financial contributions towards the necessary Traffic Road Order & Travel Plan will be secured through a S106 agreement.

The required pedestrian/cycle way along the site frontage Tithebarn Link Road/Cumberland Way, 3.5m wide, is under construction at the time of writing this report. This pedestrian/cycle way lies partly on the application site and mainly on the public highway. This work will be secured through a S278 agreement.

Provision of a raised crossing at access of the development to Tithebarn Link Road will be secured through a S278 agreement.

Provision of a pedestrian/cycleway from the site access to the boundary of ECC Parkland can be secured by planning condition because the land lies within the red line of the application site.

DCC Highways propose to deliver the 3m effective width pedestrian/cycle link from the southern boundary of the application site through the ridgeline park (land owned by ECC) to Hollow Lane. ECC as landowner of the ridgeline park need to be party to the S106 agreement – an obligation is contained in the S106 to require ECC as landowner to enter into a Footway/Cycleway Agreement as reasonably requested by the County Council (Highway Authority) to enable the connection to Hollow Lane of the 3m effective width pedestrian/cycle link through Monkerton Ridge Line Park to Hollow Lane from the southern boundary of the application site.

Conditions are also required to secure cycle parking, a construction method statement and details of estate roads, cycleways, footways etc in line with the Highway Officer recommendations.

In the original 2013 proposal, access was proposed through the site to then cross Pinn Lane to the east and continue eastwards to serve the residential development of the former Sandrock Nursery site. In advance of this new link being created, the Sandrock site had planning permission granted for an access from Pinn Lane. Subsequently, planning permission has been granted (17/1320/FUL) for the Sandrock site to be accessed off Gipsy Hill Lane with a pedestrian/cycle path through the site in order to segregate pedestrians and cyclists from vehicles. The planning permission allows the rest of Pinn Lane north of the junction to be closed to traffic enhancing pedestrian/cycling infrastructure in the locality.

Planning permission 17/1320/FUL is currently under construction. As previously mentioned, Pinn Lane north is now closed to vehicular traffic. The approved pedestrian/cycle path through the Sandrock site has been constructed and the widening works to Gipsy Hill Lane have taken place.

The officer report for planning permission 17/1320/FUL states under the section Access and Impact on Local Highways,

“...following discussions with the land owner (DCC) and potential developers it became apparent that the significant level difference between this site and Pinn Lane was a significant constraint. In addition, the heavily treed hedgebanks on either side of Pinn Lane would need to be cut back in order to provide the adequate visibility splays required and dormice (a protected species) were present in this area. It would also not help solve the existing problem of traffic utilising Gipsy Hill Lane and Pinn Lane presenting a danger to other users and would reintroduce traffic onto a green street.”

“...Gipsy Hill Lane will be widened to 4.8m allowing two vehicles to pass, thereby improving access to the Hotel and existing dwellings. The developer will fund this widening and also pay a contribution of £100,000 to provide a segregated pedestrian/cycle path to Pinn Lane. The new 3.5m wide cycle path through the site will be funded by CIL, as it will form part of the E3/E4 cycle routes which are on the CIL 123 list. The access scheme is acceptable to the Local Highway Authority and Exeter Cycling Campaign, subject to conditions to secure the mitigation works prior to occupation of the development. Whilst a direct vehicular access to Tithebarn Way to the north would make sense in macro urban design terms, the developer's preference is to provide access from Gipsy Hill Lane/Pinn Lane to the south, and subject to the mitigation that has been designed in being secured there is no highways reason to refuse the application in terms of access.”

4. Density and Open Space

The application proposes up to 80 dwellings on an area of land that is 1.88 hectares. This equates to a proposed density of approximately 42 dwellings/hectare. To accord with policy CP4 of the Exeter Core Strategy and Policy H2 of the Exeter Local Plan, residential development should achieve the highest appropriate density compatible with the protection of local amenities and the character and quality of the local environment.

This density falls within the parameters set out in the Monkerton and Hill Barton Masterplan Study. The Masterplan study states that density should allow for a strong landscape structure to be retained within the Picturesque Ridge area. Predominantly 35-45 dph rising to 45-55 dph in the western part of the area.

Final capacity will be established at reserved matters application stage. The planning design and access statement acknowledges that any reserved matters submission is unlikely to deliver a high density in this location in view of the importance of retaining key features on the boundaries of the site and the changes in levels across the site.

As the application is outline with all matters, apart from access, reserved for future approval, no detailed layout of the proposed development is submitted with the application.

However, as set out in Policy CP16, Green Infrastructure is an integral part of planning for the urban extensions Monkerton/Hill Barton. A sustainable movement network will link the urban area to the urban extensions and beyond to the open countryside. Hollow Lane to the south is a strategic cycleway. Any future reserved matters application should seek to connect the residential development with Hollow Lane and encourage cyclist and pedestrian movements in order to create a permeable layout that is well connected with existing green infrastructure.

As the development is for more than 50 dwellings, there is a policy requirement to provide 10% open space on the site. Policy DG5 requires family housing proposals to provide level open space, including equipped children's play space, unless there is open space and play provision in the area which is well located and of sufficient size and quality to serve the development. This matter will be assessed under any future reserved matters application.

5. Impact on Heritage Assets

The proposal will not affect any above ground heritage assets. The Heritage Officer has confirmed that there is sufficient information to indicate that there are no buried remains on the site of sufficient importance to affect the principle or layout of development.

The Heritage Officer recommends a planning condition requiring a programme of archaeological site investigation to cover the potential for slighter but still significant remains on the site.

6. Educational Contribution

Given the recent changes to the Community Infrastructure Levy Devon County Council as the Education Authority are seeking financial contributions in accordance with their Education Infrastructure Plan 2016-2033. The details are contained within Education officer's response but essentially, assuming the reserved matters application is for 80 dwellings, a financial contribution of £379,221 has been requested to cover the provision for primary (£134,079) secondary (£225,142) and early year's provision (£20,000). This equates to a primary contribution of £1,675 per dwelling, a secondary contribution of £2,814 per dwelling and a contribution towards early years provision of £250 per dwelling.

This educational contribution should be delivered via the S106 agreement.

7. Impact on Trees

An updated Arboriculture Report (letter dated 4th May 2018 together with updated Tree Location Plan, Tree Constraints Plan and Arboricultural Data Table) forms part of the application documents. This identifies the most important features as:

- Ash T1 on the eastern boundary of the site. The report describes Ash T1 as a key landscape feature and its retention is considered highly desirable.
- Hedgerow H4 (northern part of the site, eastern boundary) recommends coppicing to encourage vigorous reshooting.
- Trees within Area A2 (likely to remain in third party ownership). Recommend separation of at least 8.0m between the fence enclosing the area and any occupied structure to minimise potential dominance and shading issues as the trees grow.

Former rural hedgerows H3 (eastern boundary of site towards the southern end), H6 (running west to east through the site), H7 (along southern boundary of the site) are not considered to be a constraint to development on the site, subject to their replacement as part of a comprehensive landscaping scheme to accompany the reserved matters application. Native hedgerow species to be used where possible in the interests of biodiversity.

Any reserved matters application will require an Arboricultural Impact Assessment and Tree Protection Plan to ensure that the scheme is arboriculturally sustainable. Relevant conditions are recommended to require this arboricultural information and also require tree/hedgerow protection measures to be in place on the site prior to commencement of development.

8. Impact on Wildlife/Biodiversity

The Ecological Assessment (by Sunflower) was revised on 16 October 2018 to take into account advice received from the RSPB in the consultation response.

The Ecological Assessment recommends that because the Monkerton Farm site has been surveyed on three occasions (summer of 2013, 15th September 2016 and 2nd January 2018) that no additional survey work will be required. A caveat is that the need for additional surveys cannot be determined fully until a site layout has been drawn up. An interim mitigation strategy is recommended to enhance the biodiversity value of the site and its immediate surrounds. However, this mitigation strategy can only be indicative until a site layout that contains green open space and landscape proposals has been drafted.

The assessment recommends that the ecological impact of the proposed development on the overall site and surrounding habitats can be limited so long as:

- Only the earth bank and coppiced trees and shrubs on hedge 1 are removed (referred to as H6 in the Arboricultural Report)
- The hedge that forms the eastern boundary needs to be retained and managed in a sympathetic manner.
- Hedges within and that surround the site should be allowed to grow up to an agreed height to provide effective landscape screens.
- Green open spaces are designed to include a strong element of habitat creation.

The assessment concludes that there are no significant ecological constraints that would prevent residential development of the site. Hedges that adjoin the site are known to have been dormouse habitats and they will also be used as flight and foraging lines by bats. The report states that the greatest biodiversity gain is likely to be made by additional planting within the ridgeline park, in green open spaces and by retention and appropriate management of the eastern hedge and bank that runs down the western side of Pinn Lane. The ash on the eastern boundary (identified as Ash T1 in the Arboricultural Report) provides a roost site for bats (Survey August 2016).

The reports includes a range of mitigation measures that are designed to be appropriate and proportionate to the site's limited ecological value.

The report states that the proposed layout will need to show:

- The retention of the eastern hedge and a four metre wide buffer strip.
- The strip of land should lie outside the ownership of the house owners, to prevent damage to a habitat that needs to be protected.

The report states that it is imperative that adequate green open spaces are provided within the development. It is particularly important that light-spill from the site and onto hedges or shelter-belts that partially surround it, should be avoided, wherever possible. Planting within gardens and any landscape areas should be encouraged to provide a far greater range of opportunities throughout the growing and flowering season for nectar and pollen feeding insects. Gardens to be created within the development should, ideally, be planted to provide biodiversity, by encouraging owners to choose shrubs and small trees that are attractive to wildlife.

The report recommends that the landscape plan should incorporate provisions specifically designed to create and enhance habitats for wildlife.

Based on the above the ecological impact of the scheme is considered acceptable, and the scheme actually represents an opportunity to enhance the ecological interest of the site through the proposed landscaping of the site and the incorporation of integral bat/bird bricks within the design of the houses.

A condition is recommended to require the development to take place in accordance with a Biodiversity Mitigation and Enhancement Plan that has previously been agreed in writing by the local planning authority.

9. Flood Risk and Surface Water Management

Policy EN4 does not permit development if it would be at risk of flooding. The site is within Flood Zone 1 and the proposed use is classified as 'more vulnerable' (see PPG). 'More vulnerable' uses are appropriate in Flood Zone 1, therefore the proposal accords with Policy EN4.

Devon County Council as Lead Local Flood Authority has no in-principle objections at this stage, subject to pre-commencement conditions for the detailed design of the proposed surface water drainage management system during construction, detailed design of the proposed permanent surface water drainage management system, and details of the adoption and maintenance arrangements of the system.

10. Sustainable Construction and Connection to District Heating System

A planning obligation within the S.106 agreement requires the dwellings to be constructed so that they are capable of being connected to the existing local energy network as required by Core Strategy policy CP13 (Decentralised Energy Networks). A further planning condition relating to CO2 emissions of the dwellings is imposed as required by Core Strategy Policy CP15.

11. Other Matters

The scale, layout, appearance and landscaping of the proposed development are all reserved for subsequent approval. Based on the character of the surroundings, size of the site, and the juxtaposition of surrounding buildings, it is considered that the site would be capable of accommodating up to 80 dwellings that meet the required internal/external amenity standards and achieve an acceptable relationship to adjoining properties without any significant adverse impact upon the residential amenity of those properties.

ECC Environmental Health has requested the submission of an Acoustic Design Statement. Cumberland Way and Tithebarn Link Road were well known/planned for traffic routes at the time the site was allocated for development and when the original outline permission was granted. In order to ensure that the development provides an acceptable level of amenity with respect to noise for occupiers of dwellings close to the main roads, a planning condition is recommended to require the submission of an Acoustic Design Statement as part of the reserved matters application.

ECC Environmental Health has commented on the need for an updated Air Quality Impact Assessment (AQIA). However, it is considered that an AQIA is not necessary in the particular circumstances of this application given the:

- planning history on the site with a previous outline consent for residential
- site is allocated for development in the local development plan
- proposals include measures to reduce vehicular movements and encourage travel by other means including walking/cycling/use of public transport
- proposed permeability of the development with pedestrian/cycle path linking into the existing strategic cycle paths adjacent to the site.

Conditions are proposed related to unexpected contamination and Construction Method Statement in-line with the recommendation from ECC Environmental Health.

Financial Considerations

The proposal is CIL liable in respect of any dwellings constructed on the site. However, in the absence of any detailed information in respect of number and the size/design of the dwellings (which would follow at 'reserved matters' stage), it is not possible to quantify the amount of CIL that will be payable in association with the development.

Habitats Regulations Assessment

With reference to The Conservation of Habitats and Species Regulations 2017, this development has been screened in respect of the need for an Appropriate Assessment (AA) and given the nature of the development it has been concluded that an AA is required in relation to the potential impact on the Exe Estuary Special Protection Area (SPA), East Devon Pebblebed Heaths SAC and East Devon Heaths SPA. This AA has been carried out and concludes that the development could have an impact in combination with other residential developments primarily associated with recreational activity of future occupants. However, this impact will be mitigated in line with the South East Devon European Site Mitigation Strategy prepared by Footprint Ecology on behalf of East Devon and Teignbridge District Councils, and Exeter City Council (with particular reference to Table 26), which is being funded through a proportion of the CIL collected in respect of the development being allocated to funding the mitigation strategy.

S106

A s106 legal agreement will be required to secure the following:

- Connection to District Heating Facility
- 35% affordable housing (70% social rent, 30% intermediate)
- Financial contributions towards DCC Education –
 - primary contribution of £134,079 (based on the DfE new build rate of £16,019 per pupil). This equates to a primary contribution of £1,675 per dwelling. The contributions will be used towards new primary provision at Monkerton.
 - secondary contribution of £225,142 (based on the DfE new build rate of £24,261 per pupil). This equates to a secondary contribution of £2,814 per dwelling. The contributions will be used towards new secondary provision at South West Exeter. This new provision will release capacity at secondary schools in the East of Exeter to serve Monkerton and surrounding development.
 - contribution towards Early Years provision of £20,000 (based on a rate of £250 per dwelling). This will be used to provide early years provision for pupils likely to be generated by the proposed development. The contributions will be used towards new early years provision at Monkerton.
- £500 per dwelling to DCC towards implementing a residential travel plan
- Up to £5k contribution to DCC towards relevant traffic regulation orders
- ECC as landowner will enter into a Footway/Cycleway Agreement as reasonably requested by the County Council to enable the connection to Hollow Lane of the 3m effective width pedestrian/cycle link through Monkerton Ridge Line Park to Hollow Lane from the southern boundary of the application site

Conclusions

The principle of residential development of the site, on land that forms part of the Strategic Site Allocation at Monkerton/Hill Barton, is acceptable in planning policy. The proposed development is sustainably located and the proposals would make a positive contribution to housing delivery (including affordable housing). The quantum of residential development proposed for the site is in-line with the Masterplan for the area. The access arrangements put forward in the application are acceptable. No material planning considerations have been raised that weigh significantly against the proposed development in the planning balance. The development is considered acceptable subject to completion of the Section 106 agreement and subject to the aforementioned planning conditions.

RECOMMENDATION

Subject to the completion of a Section 106 Agreement covering the matters referred to above **APPROVE** the application subject to the conditions listed below:

1. Standard Time Limits – Outline Planning Permission

Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission and the development hereby permitted must be begun not later than two years from the final approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 rule 2 of the Town and Country Planning Act 1990 as amended.

2. Reserved Matters

Pre-commencement condition: Details of the appearance, landscaping, layout, and scale, (hereinafter called the “reserved matters”) shall be submitted to and be approved in writing

by the local planning authority before any development begins and the development shall be carried out as approved.

Reason for pre-commencement condition: To safeguard the rights of the local planning authority in respect of the reserved matters. This information is required before development commences to ensure that the development is properly planned with appropriate regard to the reserved matters.

3. Approved Plans

The development hereby permitted shall be carried out on the land outlined in red on drawing number P.147/3(12) and shall not be carried out otherwise than in accordance with the plan listed below, unless modified by the other conditions of this consent including the approval of the reserved matters:

1. Access Junction Details (HBS-DR-C(00)-760 Rev P5)

Reason: To ensure compliance with the approved drawings.

4. Site Access

In respect of those matters not reserved for later approval no part of the development hereby approved shall be brought into its intended use until the site access, visibility splays and the vehicular access point, has been provided in accordance with the details as indicated on the following approved plans: Access Junction Details (HBS-DR-C(00)-760 Rev P5).

Reason: To ensure that the means of access to serve the development (which is not a reserved matter) are acceptable from a highway safety perspective and thereby provide a safe and suitable access in accordance with paragraphs 108 and 110 of the National Planning Policy Framework and policy CP9 of the ECC Core Strategy.

5. Pedestrian/Cycleway Through Site

Pre-commencement condition: The reserved matters submissions (required by condition 2) shall show the location, details and specifications (including sections to confirm gradients) of a 3m effective width pedestrian/cycleway from the site access on the northern boundary through the site to the southern boundary linking with the Ridgeline Park (adjacent to Hollow Lane).

The pedestrian/cycle route shall be constructed as approved prior to the occupation of the development and shall be kept free from obstruction, including at the boundary points, and maintained at all times thereafter.

Reason for pre-commencement condition: To ensure the development provides a sustainable movement network with links to the surroundings in accordance with Policies CP16, CP17 and CP19 of the Core Strategy, Policy DG1 of the Exeter Local Plan First Review and Section 9 of the NPPF. These details are required pre-commencement as specified to ensure that acceptable pedestrian and/or cycle connections are designed for the site before the development is built.

6. Tree Survey/Arboricultural Impact Assessment/Tree Protection Plans

Pre-commencement condition: An Arboricultural Impact Assessment (AIA) and Tree Protection Plan (TPP) shall be submitted to and approved in writing by the Local Planning Authority as a part of the reserved matters submissions required by condition 2. The TPP shall be produced in accordance with BS 5837:2012 - Trees in Relation to Design, demolition and construction. The AIA and TPP will be based on and accompanied by a Tree Survey covering the site of the reserved matters application carried out within the 12 month period preceding the submission of the application. The approved TPP shall be implemented throughout the construction of the development approved by the reserved matters application.

Reason for pre-commencement condition: To protect the trees to be retained on or adjacent to the site of the reserved matters application in accordance with saved Policies LS4 and DG1(c) of the Exeter Local Plan First Review, and the Trees in Relation to Development Supplementary Planning Document (September 2009). These details are required pre-commencement as specified to ensure that the detailed design of the development has full regard to arboricultural impacts.

7. Tree/Hedgerow Protection Measures

Pre-commencement condition: No materials shall be brought onto the site, no development (including ground works) or vegetation clearance works shall take place until fences have been erected and any other protection measures put in place for the protection of trees and/or hedgerows to be retained around the site boundary in accordance with a Scheme which has been submitted to and approved in writing by the Local Planning Authority. The Scheme shall be prepared in accordance with British Standard BS 5837:2012 (or any superseding British Standard). The fences and any other protection measures required in the approved Scheme shall be retained until the completion of the development. The level of the land within the fenced areas shall not be altered without the prior written consent of the Local Planning Authority. No vehicles, plant or materials shall be driven or placed within the areas enclosed by the fences, nor shall trenches for service runs or any other excavations take place within the fenced area except by written permission of the Local Planning Authority. Where such permission is granted, soil shall be removed manually, without powered equipment.

Reason for pre-commencement condition: To protect the trees and hedgerows to be retained around the site boundary in the interests of the amenities of the area and biodiversity, in accordance with Policy LS4 of the Exeter Local Plan First Review and the Trees in Relation to Development SPD (September 2009). These details are required pre-commencement as specified to ensure that trees and hedgerows to be retained are not damaged by building operations or vegetation removal, including their biodiversity interests.

8. Cycle Parking

Pre-commencement condition: The reserved matters submissions (required by condition 2) shall show the location and design of secure cycle parking facilities for each dwelling in accordance with the standards set out in the Sustainable Transport Supplementary Planning Document. Prior to the occupation of each dwelling, the cycle parking facilities shall be provided in accordance with the agreed details. The cycle parking facilities for each dwelling shall be retained for that purpose at all times.

Reason for pre-commencement condition: To promote cycling as a sustainable mode of travel and to accord with the Sustainable Transport SPD. These details are required pre-commencement as specified to ensure that acceptable cycle parking facilities are designed for the site before the development is built.

9. Landscaping Details

Pre-commencement condition: A detailed landscaping scheme for the site shall be submitted to the Local Planning Authority as part of the submission of reserved matters as required by condition 2. The scheme shall include details of hard and soft landscaping, including all boundary treatments together with a programme of implementation. Where applicable, it shall specify tree and plant species and methods of planting. The development shall be implemented and maintained in accordance with the approved landscaping scheme and programme of implementation. The soft landscaping shall be planted in the first planting season following the occupation/use of the development or completion of the development, whichever is the sooner, or in earlier planting seasons wherever practicable, and any trees or plants which within a period of 5 years from the completion of the development die, are

removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason for pre-commencement condition: In the interests of good sustainable design in accordance with Policy CP17 of the Core Strategy, Policy DG1 of the Exeter Local Plan First Review and paragraph 127 of the NPPF. These details are required pre-commencement as specified to ensure that acceptable landscaping is designed for the site before the development is built.

10. Acoustic Design Statement

Pre-commencement condition: An Acoustic Design Statement shall be submitted to and approved in writing by the Local Planning Authority as a part of the reserved matters submissions required by condition 2. Any mitigation measures required shall be implemented in full prior to occupation of the development, and maintained thereafter. The Professional Practice Guidance Note (ProPG): Planning and Noise for New Residential Development May 2017 (ANC, IoA and ClEH) describes the expected content and approach of an Acoustic Design Statement.”

Reason for pre-commencement condition: To ensure that the occupiers of the dwellings enjoy an acceptable level of amenity with respect to noise from adjacent roads. These details are required pre-commencement as specified to ensure that any necessary noise mitigation measures are designed for the site before the development is built.

11. Unsuspected Contamination

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

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

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

12. Construction Method Statement

Pre-commencement condition: No development (including ground works) or vegetation clearance works shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall provide for:

- a) The site access point(s) of all vehicles to the site during the construction phase.
- b) The parking of vehicles of site operatives and visitors.
- c) The areas for loading and unloading plant and materials.
- d) Storage areas of plant and materials used in constructing the development.
- e) The erection and maintenance of securing hoarding, if appropriate.
- f) Wheel washing facilities.
- g) Measures to control the emission of dust and dirt during construction.
- h) No burning on site during construction or site preparation works.
- i) Measures to minimise noise nuisance to neighbours from plant and machinery.

- j) Construction working hours and deliveries from 8:00 to 18:00 Monday to Friday, 8:00 to 13:00 on Saturdays and at no time on Sundays or Bank Holidays.
- k) No driven piling without prior consent from the LPA.
- l) Measures to minimise the impact on the adjacent footpaths and timings of the proposed works.

The approved Statement shall be strictly adhered to throughout the construction period of the development.

Reason for pre-commencement condition: To ensure that the construction works are carried out in an appropriate manner to minimise the impact on the amenity of neighbouring uses and in the interests of the safety and convenience of highway users. These details are required pre-commencement as specified to ensure that building operations are carried out in an appropriate manner.

13. Bird Breeding Season

No tree works or felling, cutting or removal of hedgerows or other vegetation clearance works shall be carried out on the site during the bird breeding season from March to September, inclusive. If this period cannot be avoided, these works shall not be carried out unless they are overseen by a suitably qualified ecologist and the reasons why have been submitted to and approved in writing by the Local Planning Authority, including the date of the intended works and the name of the ecologist. If breeding birds are found or suspected during the works, the works will cease until the ecologist is satisfied that breeding is complete.

Reason: To protect breeding birds in accordance with Policy LS4 of the Exeter Local Plan First Review, and paragraphs 174 and 175 of the NPPF. These details are required pre-commencement as specified to ensure that breeding birds are not harmed by building operations or vegetation removal.

14. Ecological Survey

Pre-commencement condition: Prior to the commencement of development, an Extended Phase 1 Habitat Survey shall be carried out and the results of the survey shall be submitted to and approved in writing by the Local Planning Authority, unless the Ecological Appraisal (Sunflower International, 16 October 2018) was dated in the preceding three years. The recommendations of the Extended Phase 1 Habitat Survey shall be implemented in full, including any recommended further survey work in which case no development shall take place until the further survey work has been carried out and the results have been submitted to and approved in writing by the Local Planning Authority. The recommendations of the further surveys shall be implemented in full.

Reason for pre-commencement condition: To ensure that the implications of the development on biodiversity are fully understood based on up-to-date survey and any measures necessary to mitigate the impact of the development on protected species are identified and carried out at the appropriate time in accordance with saved Policy LS4 of the Exeter Local Plan First Review and paragraph 175 of the NPPF. Natural England's Standing Advice states that Local Planning Authorities can ask for extra surveys to be done as a condition of planning permission for outline or multi-phased developments to make sure protected species aren't affected at each stage. These details are required pre-commencement as specified to ensure that protected species are not killed or otherwise harmed by building operations.

15. Biodiversity Mitigation and Enhancement Plan

Pre-commencement condition: Prior to the commencement of development a Biodiversity Mitigation and Enhancement Plan (BMEP) which demonstrates how the proposed

development has been designed to enhance the biodiversity value of the site and how it will be managed in perpetuity to enhance biodiversity, together with a programme of implementation, shall be submitted to and approved in writing by the Local Planning Authority. The BMEP shall take into account the mitigation and enhancement assessment of the submitted Ecological Appraisal (Sunflower International, 16 October 2018) and the results of survey required by planning condition 14. Thereafter, the development shall be carried out and managed strictly in accordance with the approved measures and provisions of the Wildlife Plan.

Reason for pre-commencement condition: In the interests of protecting and improving existing, and creating new wildlife habitats in the area.

16. S278 Agreement

The development shall not be occupied or brought into use until a Section 278 Highways Agreement has been entered into in order to secure the necessary works to the public highway including:

1. a raised crossing at the access of the development onto Tithebarn Link Road (shown on drawing number HBS-DR-C(00)-760 Rev P5)
2. a pedestrian/cycleway along site frontage (3m effective width, 3.5m wide) of Tithebarn Link Road/Cumberland Way

The works shall be implemented prior to the occupation/use of the development.

Reason: To ensure that a safe and suitable access to the site is provided for all users, in accordance with Paragraph 108 of the NPPF and CP17 of the ECC Core Strategy

17. Car Parking Provision

No dwelling shall be occupied until the associated car parking for the dwelling and access thereto shown on the approved plans of any subsequent reserved matters consent have been provided and made available for use. The car parking spaces shall be kept permanently available for parking and access purposes thereafter.

Reason: To ensure that adequate off-street parking and access thereto is provided and kept permanently available for use in the interests of highway safety and to protect the amenities of the neighbourhood.

18. Programme of Percolation Tests

Pre-commencement condition: No part of the development hereby permitted shall be commenced until a programme of percolation tests has been carried out in accordance with BRE Digest 365 Soakaway Design (2016), and the results approved in writing by the Local Planning Authority, in consultation with Devon County Council as the Lead Local Flood Authority. A representative number of tests should be conducted to provide adequate coverage of the site, with particular focus placed on the locations of the proposed infiltration devices/permeable surfaces. If infiltration proves viable then groundwater monitoring will be required (in accordance with Devon County Councils Flood and Coastal Risk Management Teams Groundwater Policy) to demonstrate that infiltration devices will be located at least 1 metre above the highest recorded groundwater level.

Reason for pre-commencement condition: To ensure that surface water from the development is discharged as high up the drainage hierarchy as is feasible. This data is required prior to the commencement of any works as it will affect the permanent surface water drainage management plan, which needs to be confirmed before development takes place.

19. Detailed Permanent Surface Water Drainage Scheme

Pre-commencement condition: No part of the development hereby permitted shall be commenced until the detailed design of the proposed permanent surface water drainage management system has been submitted to, and approved in writing by, the Local Planning Authority, in consultation with Devon County Council as the Lead Local Flood Authority. The design of this permanent surface water drainage management system will be informed by the programme of approved BRE Digest 365 Soakaway Design (2016) percolation tests and in accordance with the principles set out in the Flood Risk Assessment Addendum (Ref.140276/FRA1/ADD/RevB; dated 6th February 2019). The approved permanent surface water drainage management system shall be implemented prior to the occupation of the development.

Reason for pre-commencement condition: To ensure that surface water runoff from the development is discharged as high up the drainage hierarchy as is feasible, and is managed in accordance with the principles of sustainable drainage systems. A detailed permanent surface water drainage management plan is required prior to commencement of any works to demonstrate that the plan fits within the site layout, manages surface water safely and does not increase flood risk downstream.

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

20. Surface Water Drainage Management System (Construction)

Pre-commencement condition: No part of the development hereby permitted shall be commenced until the detailed design of the proposed surface water drainage management system which will serve the development site for the full period of its construction has been submitted to, and approved in writing by, the Local Planning Authority, in consultation with Devon County Council as the Lead Local Flood Authority. This temporary surface water drainage management system must satisfactorily address both the rates and volumes, and quality, of the surface water runoff from the construction site. The approved surface water drainage management system shall be implemented and maintained throughout the construction period.

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

These details are required pre-commencement as specified to ensure that surface water can be managed suitably without increasing flood risk downstream, negatively affecting water quality downstream or negatively impacting on surrounding areas and infrastructure.

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

21. Adoption and Maintenance Arrangements

Pre-commencement condition: No part of the development hereby permitted shall be commenced until the full details of the adoption and maintenance arrangements for the proposed permanent surface water drainage management system have been submitted to, and approved in writing by, the Local Planning Authority, in consultation with Devon County Council as the Lead Local Flood Authority. The permanent surface water drainage management system shall be maintained as approved.

Reason for pre-commencement condition: To ensure that the development's permanent surface water drainage management systems will remain fully operational throughout the lifetime of the development. These details need to be submitted prior to commencement of any works to ensure that suitable plans are in place for the maintenance of the permanent surface water drainage management plan, for the reason above.

22. Archaeological Work

Pre-commencement condition: No development related works shall take place within the site until a written scheme of archaeological work has been submitted to and approved in

writing by the Local Planning Authority. This scheme shall include on-site work, and off-site work such as the analysis, publication, and archiving of the results, together with a timetable for completion of each element. All works shall be carried out and completed in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.

Reason for pre-commencement condition: To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development. This information is required before development commences to ensure that historic remains are not damaged during the construction process.

23. Energy and CO2 Emissions

Pre-commencement condition: Prior to the construction of the dwellings hereby permitted, including construction of the foundations of the dwellings but excluding other site works, the developer shall submit a SAP calculation for the dwellings which demonstrates that a 19% reduction in carbon dioxide emissions from that required to meet the 2013 Building Regulations can be achieved. The measures necessary to achieve this carbon dioxide saving shall thereafter be implemented on site and within 3 months of practical completion of any dwelling the developer shall submit a report to the Local Planning Authority by a suitably qualified consultant to demonstrate compliance with this condition.

Reason for pre-commencement condition: To ensure that the proposal complies with Policy CP15 of Council's Adopted Core Strategy and in the interests of delivering sustainable development. These details are required pre-commencement as specified to ensure that a sustainable design is finalised before any irreversible element of the construction process takes place.

24. Waste Audit Statement

Pre-commencement condition: Prior to the commencement of the development hereby permitted, a Waste Audit Statement shall be submitted to and approved in writing by the Local Planning Authority. This statement shall include all information outlined in the waste audit statement template appended to Devon County Council's Waste Management and Infrastructure Supplementary Planning Document. The development shall be carried out in accordance with the approved statement.

Reason for pre-commencement condition: To minimise the amount of waste produced and promote sustainable methods of waste management in accordance with Policy W4 of the Devon Waste Plan and the Waste Management and Infrastructure Supplementary Planning Document. These details are required pre-commencement as specified to ensure that waste generated during construction is managed sustainably.

INFORMATIVES

1. In accordance with Chapters 1 and 2 of the Conservation of Habitats and Species Regulations 2017, this development has been screened in respect of the need for an Appropriate Assessment (AA). Given the nature of the development, it has been concluded that an AA is required in relation to potential impact on the relevant Special Protection Areas (SPA), the Exe Estuary and East Devon Pebblebed Heaths, which are designated European sites. This AA has been carried out and concludes that the development is such that it could have an impact primarily associated with recreational activity of future occupants of the development. This impact will be mitigated in line with the South East Devon European Site Mitigation Strategy prepared by Footprint Ecology on behalf of East Devon and Teignbridge District Councils and Exeter City Council (with particular reference to Table 26), which is being funded through a proportion of the Community Infrastructure Levy (CIL) collected in respect of the development being allocated to fund the mitigation strategy. Or, if the

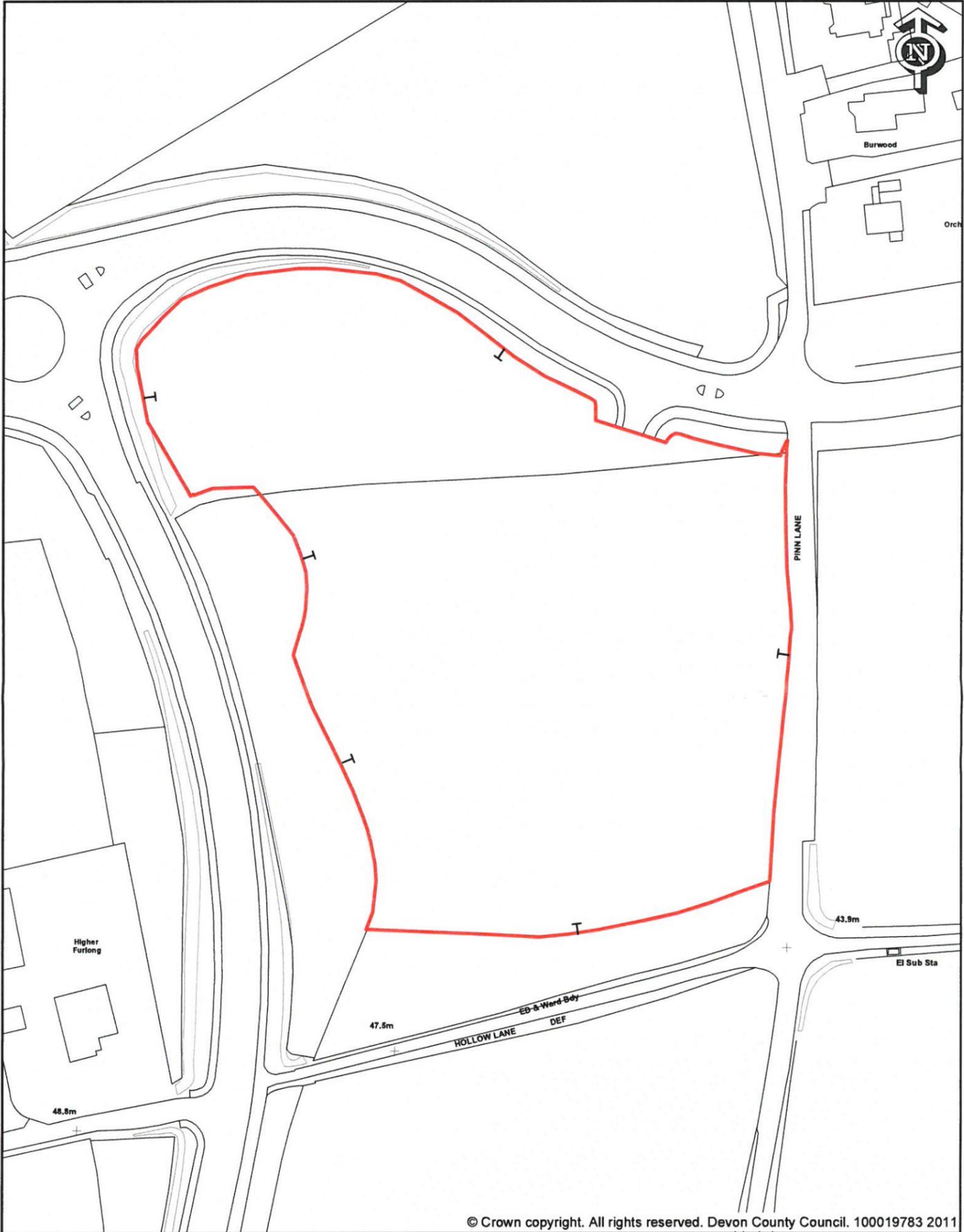
development is not liable to pay CIL, to pay the appropriate habitats mitigation contribution through another mechanism (this is likely to be either an undertaking in accordance with s111 of the Local Government Act 1972 or a Unilateral Undertaking).

2. In accordance with Paragraph 38 of the National Planning Policy Framework the Council has worked in a positive and pro-active way with the Applicant and has negotiated amendments to the application to enable the grant of planning permission.

3. The Local Planning Authority considers that this development will be CIL (Community Infrastructure Levy) liable. Payment will become due following commencement of development. Accordingly your attention is drawn to the need to complete and submit an 'Assumption of Liability' notice to the Local Planning Authority as soon as possible. A copy is available on the Exeter City Council website.

It is also drawn to your attention that where a chargeable development is commenced before the Local Authority has received a valid commencement notice (ie where pre-commencement conditions have not been discharged) the Local Authority may impose a surcharge, and the ability to claim any form of relief from the payment of the Levy will be foregone. You must apply for any relief and receive confirmation from the Council before commencing development. For further information please see www.exeter.gov.uk/cil.

4. A legal agreement under Section 106 of the Town and Country Planning Act 1990 relates to this planning permission.



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Title: Red Land Transfer Plan		Project:	
 	NPS South West Ltd • Head office: Venture House, 1 Capital Court, Bittern Road, Sowton Ind Est, Exeter, EX2 7FW • South office: The Acorn Centre, Lee Mill Ind. Est., Nybridge, PL21 9GP		Scale: 1:1,250 Date: Dec 15
	File/ Deed: Prep: MB	OS Sheet: Checked:	Contact: Telephone: Office: EXETER
	BIS No:	Project No: 15001	Drwg No: P.147/3(12)
			Rev:

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REPORT TO: PLANNING COMMITTEE**Date of Meeting: 29 June 2020****Report of: Director****Title: Delegated Decisions and Planning Report Acronyms****1 WHAT IS THE REPORT ABOUT**

- 1.1 This report lists planning applications determined and applications that have been withdrawn between the date of finalising the agenda of the last Planning Committee and the date of finalising this agenda. Applications are listed by Ward.

2 RECOMMENDATION

- 2.1 Members are requested to advise the Assistant City Development Manager [Planning] (Roger Clotworthy) or the Director (Bindu Arjoon) of any questions on the schedule prior to Planning Committee meeting.
- 2.2 Members are asked to note the report.

3 PLANNING APPLICATION CODES

- 3.1 The latter part of the application reference number indicates the type of application:

OUT	Outline Planning Permission
RES	Approval of Reserved Matters
FUL	Full Planning Permission
TPO	Works to Tree(s) with Preservation Order
ADV	Advertisement Consent
CAT	Works to Tree(s) in Conservation Area
LBC	Listed Building Consent
ECC	Exeter City Council Regulation 3
LED	Lawfulness of Existing Use/Development
LPD	Certificate of Proposed Use/Development
TEL	Telecommunication Apparatus Determination
CMA	County Matter Application
CTY	Devon County Council Application
MDO	Modification and Discharge of Planning Obligation Regulations
NMA	Non Material Amendment
EXT	Extension to Extant Planning Consent
PD	Extension - Prior Approval
PDJ	Office to Dwelling - Prior Approval

- 3.2 The decision type uses the following codes:

DREF	Deemed Refusal
DTD	Declined To Determine
NLU	Was Not Lawful Use
PAN	Prior Approval Not Required
PAR	Prior Approval Required
PER	Permitted
REF	Refuse Planning Permission
RNO	Raise No Objection
ROB	Raise Objections
SPL	Split Decision
WDN	Withdrawn by Applicant
WLU	Was Lawful Use
WTD	Withdrawn - Appeal against non-determination

4 PLANNING REPORT ACRONYMS

The following list explains the acronyms used in Officers reports:

AH	Affordable Housing
AIP	Approval in Principle

BCIS	Building Cost Information Service
CEMP	Construction Environmental Management Plan
CIL	Community Infrastructure Levy
DCC	Devon County Council
DCLG	Department for Communities and Local Government: the former name of the Ministry of Housing, Communities & Local Government
DfE	Department for Education
DfT	Department for Transport
dph	Dwellings per hectare
ECC	Exeter City Council
EIA	Environment Impact Assessment
EPS	European Protected Species
ESFA	Education and Skills Funding Agency
ha	Hectares
HMPE	Highway Maintainable at Public Expense
ICNIRP	International Commission on Non-Ionizing Radiation Protection
MHCLG	Ministry of Housing, Communities & Local Government
NPPF	National Planning Policy Framework
QBAR	The mean annual flood: the value of the average annual flood event recorded in a river
SAM	Scheduled Ancient Monument
SANGS	Suitable Alternative Natural Green Space
SEDEMS	South East Devon European Sites Mitigation Strategy
SPA	Special Protection Area
SPD	Supplementary Planning Document
SPR	Standard Percentage Runoff
TA	Transport Assessment
TEMPro	Trip End Model Presentation Program
TPO	Tree Preservation Order
TRO	Traffic Regulation Order
UE	Urban Extension

Bindu Arjoon
Director

**All Planning Decisions Made and Withdrawn Applications
between 20/05/2020 and 18/06/2020**

Alphington	
Delegated Decision	
Application Number:	20/0452/FUL
Delegation Briefing:	30/04/2020
Decision Type:	Permitted
Date:	05/06/2020
Location Address:	12 Ide Lane Alphington Exeter Devon EX2 8UP
Proposal:	Two storey side extension.
Delegated Decision	
Application Number:	20/0482/DIS
Delegation Briefing:	
Decision Type:	Permitted
Date:	03/06/2020
Location Address:	Ferrari Sigford Road Exeter Devon EX2 8NL
Proposal:	Discharge of conditions 3, (tree protection) 4 (landscaping), 5 (bat/swift boxes), 6 (cycle parking), 7 (materials), 9 (grasscrete area) and 10 (external lighting) of planning application 19/1600/FUL granted 4 March 2020.
Delegated Decision	
Application Number:	20/0483/FUL
Delegation Briefing:	23/04/2020
Decision Type:	Refuse Planning Permission
Date:	11/06/2020
Location Address:	18 Newhayes Close Exeter Devon EX2 9JL
Proposal:	First floor side extension.
Delegated Decision	
Application Number:	20/0499/PD
Delegation Briefing:	
Decision Type:	Prior Approval Required and Granted
Date:	28/05/2020
Location Address:	2 Franklyn Drive Exeter Devon EX2 9HR
Proposal:	Single storey extension to form garden room.
Delegated Decision	
Application Number:	20/0515/LPD
Delegation Briefing:	
Decision Type:	Was lawful use
Date:	09/06/2020
Location Address:	68 Blenheim Road Exeter Devon EX2 8SE
Proposal:	Loft conversion, rear dormer roof extension and front roof light.
Delegated Decision	
Application Number:	20/0552/DIS
Delegation Briefing:	
Decision Type:	Permitted
Date:	08/06/2020
Location Address:	Energy Recovery Facility Grace Road South Exeter Devon EX2 8QE
Proposal:	Discharge of Conditions 3 (CEMP) of planning application 17/0881/DIS granted permission on 8 August 2017.

Delegated Decision	
Application Number: 20/0577/LPD	Delegation Briefing:
Decision Type: Was lawful use	Date: 10/06/2020
Location Address: 34 Shillingford Road Exeter Devon EX2 8UB	
Proposal: Two storey rear extension, single storey side extension, construction of dormers and garage conversion to bedroom.	
Delegated Decision	
Application Number: 20/0621/DIS	Delegation Briefing:
Decision Type: Permitted	Date: 01/06/2020
Location Address: 9 Waybrook Crescent Exeter Devon EX2 8XF	
Proposal: Discharge of Condition 4 of Planning Permission Ref. 19/0593/FUL granted 21 June 2019 relating to materials.	
Duryard And St James	
Delegated Decision	
Application Number: 20/0430/FUL	Delegation Briefing: 09/04/2020
Decision Type: Permitted	Date: 04/06/2020
Location Address: 9 Well Street Exeter Devon EX4 6QR	
Proposal: Change of use from laundrette (Sui Generis use) to cafe/restaurant (A3 use) and external alterations.	
Delegated Decision	
Application Number: 20/0465/FUL	Delegation Briefing: 14/05/2020
Decision Type: Refuse Planning Permission	Date: 10/06/2020
Location Address: 13C St James Road Exeter Devon EX4 6PY	
Proposal: Change of use of building from office (B1 use) to residential (C3 use).	
Delegated Decision	
Application Number: 20/0468/OUT	Delegation Briefing:
Decision Type: Withdrawn by Applicant	Date: 20/05/2020
Location Address: 22 Ridgeway Exeter Devon EX4 5AR	
Proposal: New dwelling.	
Exwick	
Committee Decision	
Application Number: 19/1712/RES	Delegation Briefing: 09/01/2020
Decision Type: Permitted	Date: 03/06/2020
Location Address: Former Exwick Middle School Higher Exwick Hill Exeter EX4 2EF	
Proposal: The construction of 43 dwellings with associated gardens, parking and landscaping with vehicular access from Gloucester Road via Higher Exwick Hill. (Approval of Reserved Matters of Access, Appearance, Landscaping, Layout and Scale pursuant to planning permission reference 17/1788/OUT granted on 7th January 2019).	

Committee Decision	
Application Number: 19/1713/RES	Delegation Briefing: 09/01/2020
Decision Type: Permitted	Date: 03/06/2020
Location Address: Former Foxhayes Infant School Gloucester Road Exeter EX4 2EE	
Proposal:	The construction of 31 dwellings with associated gardens, parking and landscaping with vehicular access from Gloucester Road. (Approval of Reserved Matters of appearance, landscaping, layout and scale pursuant to planning permission reference no 17/1789/OUT granted on 7th January 2019).
Delegated Decision	
Application Number: 20/0173/DIS	Delegation Briefing:
Decision Type: Permitted	Date: 03/06/2020
Location Address: 54A Gloucester Road Exeter Devon EX4 2EF	
Proposal:	Retrospective discharge of conditions 4 (cycle parking), 5 and 6 (SAP reports and energy efficiency) pertaining to planning approval Ref. 16/1248/FUL.
Delegated Decision	
Application Number: 20/0420/FUL	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 27/05/2020
Location Address: Luggs Farm Redhills Exeter Devon EX4 1SU	
Proposal:	Conversion of outbuilding to residential annexe accommodation and associated works.
Delegated Decision	
Application Number: 20/0421/LBC	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 27/05/2020
Location Address: Luggs Farm Redhills Exeter Devon EX4 1SU	
Proposal:	Conversion of outbuilding to residential annexe accommodation and associated works.
Heavitree	
Delegated Decision	
Application Number: 20/0291/FUL	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 04/06/2020
Location Address: 21 Homefield Road Exeter Devon EX1 2QU	
Proposal:	Single-storey rear extension and demolition and rebuild of garage
Delegated Decision	
Application Number: 20/0334/FUL	Delegation Briefing: 16/04/2020
Decision Type: Permitted	Date: 29/05/2020
Location Address: Store And Premises Sampsons Lane Exeter Devon	
Proposal:	Demolition of existing warehouse and storage building, and construction of 1 no. dwelling house with associated parking and landscaping works.

Delegated Decision	
Application Number:	20/0414/FUL
Decision Type:	Permitted
Location Address:	8 Mont Le Grand Exeter Devon EX1 2PD
Proposal:	Widen entrance to front path.
Delegated Decision	
Application Number:	20/0415/LBC
Decision Type:	Permitted
Location Address:	8 Mont Le Grand Exeter Devon EX1 2PD
Proposal:	Widen entrance to front path.
Delegated Decision	
Application Number:	20/0520/TPO
Decision Type:	Permitted
Location Address:	3A St Loyes Road Exeter Devon EX2 5HA
Proposal:	T1. Conifer hedge approximately 7-8m high at the bottom of the rear garden.Reduce Conifer hedge by 3m to roughly where it was done previously.The hedge is getting very tall and is shading the garden as well as growing out to the houses behind.T2. Group of 6 Yew trees approximately 15m high to the side of the front garden.Reduce and re-shape by approximately 2-3 meters.These trees are starting to take over the area, shade out the front garden and continuesly cover and block up the cars drainage ducts as well as the houses gutters.
Delegated Decision	
Application Number:	20/0623/LPD
Decision Type:	Was lawful use
Location Address:	3 Nicholas Road Exeter Devon EX1 3AT
Proposal:	Conversion of existing garage to utility room.
Mincinglake And Whipton	
Delegated Decision	
Application Number:	19/1517/TPO
Decision Type:	Split Decision
Location Address:	Bridle Path Pinwood Meadow Drive Exeter EX4 9JP
Proposal:	TPO 667 2019 - TREE T1 Oak of MWA Arboricultural Report - Works - Remove - Reason: The tree is considered to be responsible for root induced clay shrinkage subsidence damage to 44 Pinwood Meadow Drive. Replacement planting of standard size tree. The following species are suggested: Hornbeam or Field maple.

Delegated Decision	
Application Number: 20/0488/LPD	Delegation Briefing:
Decision Type: Was lawful use	Date: 08/06/2020
Location Address: 21 Woolsey Avenue Exeter Devon EX4 8BJ	
Proposal: Lawful development certificate sought for proposed loft conversion, rear dormer roof extension and front porch.	
Delegated Decision	
Application Number: 20/0490/FUL	Delegation Briefing: 30/04/2020
Decision Type: Permitted	Date: 09/06/2020
Location Address: 119 St Katherines Road Exeter Devon EX4 7JJ	
Proposal: Rear utility room extension and covered car port side extension.	
Delegated Decision	
Application Number: 20/0505/TPO	Delegation Briefing:
Decision Type: Permitted	Date: 28/05/2020
Location Address: 72 Chancellors Way Exeter Devon EX4 9DY	
Proposal: TPO 505 - T20 & 21 OakPrune low branch (x2) over hanging number 72 Chancellor's WayThis is a small % of the total canopy I am an Arborist acting on behalf of the ownersLow branches are affecting the aspect if the garden by casting shadow - there is also a large piece of deadwood on one branch that is worrying the owners.	
Delegated Decision	
Application Number: 20/0524/LPD	Delegation Briefing:
Decision Type: Was lawful use	Date: 18/06/2020
Location Address: 1 Beacon Heath Exeter Devon EX4 8NW	
Proposal: Replace existing garage.	
Newtown And St Leonards	
Delegated Decision	
Application Number: 19/0789/NMA	Delegation Briefing:
Decision Type: Permitted	Date: 15/06/2020
Location Address: Land Known As Monkerton Farm On Western Side Of Cumberland Way Monkerton Exeter	
Proposal: Non-material amendment to reserved matters (18/0010/RES) relating to planning permission 13/4984/01 - Amendments to setting of plots 1 - 52, garage details for plots 1 - 8, substitute house types for plots 6, 7, 33 and 34, handing of plots 1, 84, 85, 86, 87, 99, 100 and amendments to the central core of apartment blocks 3 and 4 (plots 231 - 242).	

Delegated Decision	
Application Number:	20/0159/FUL
Decision Type:	Permitted
Location Address:	15 St Leonards Road Exeter Devon EX2 4LA
Proposal:	Demolition and replacement of rear bay, and construction of single storey extension.
Delegation Briefing:	07/05/2020
Date:	09/06/2020
Delegated Decision	
Application Number:	20/0160/LBC
Decision Type:	Permitted
Location Address:	15 St Leonards Road Exeter Devon EX2 4LA
Proposal:	Demolition and replacement of rear bay, and construction of single storey extension.
Delegation Briefing:	07/05/2020
Date:	09/06/2020
Delegated Decision	
Application Number:	20/0394/FUL
Decision Type:	Permitted
Location Address:	10 Kimberley Road Exeter Devon EX2 4JG
Proposal:	Change of use of part of first floor from use class D1 (non-residential institution) to use class B1 (office).
Delegation Briefing:	30/04/2020
Date:	27/05/2020
Delegated Decision	
Application Number:	20/0449/CAT
Decision Type:	Permitted
Location Address:	20 Lyndhurst Road Exeter Devon EX2 4PA
Proposal:	Felling of T1 Laburnum anagyroides, common Laburnum.
Delegation Briefing:	
Date:	21/05/2020
Delegated Decision	
Application Number:	20/0459/FUL
Decision Type:	Permitted
Location Address:	Haighton Building University Of Exeter St Lukes Campus Heavitree Road Exeter EX1 2LU
Proposal:	Installation of access ramp on south elevation
Delegation Briefing:	21/05/2020
Date:	12/06/2020
Delegated Decision	
Application Number:	20/0519/LPD
Decision Type:	Was lawful use
Location Address:	5 Alexandra Terrace Exeter Devon EX4 6SY
Proposal:	Change of use from small HMO (Use Class C4) to a large HMO (Sui Generis) for 7 residents.
Delegation Briefing:	
Date:	15/06/2020

Delegated Decision	
Application Number: 20/0550/CAT	Delegation Briefing:
Decision Type: Permitted	Date: 02/06/2020
Location Address: 36 Denmark Road Exeter Devon EX1 1SE	
Proposal:	Silver Birch (T1) remove secondary branches to enhance performance of neighbours satellite dish. Branches not in excess of 75mm, approximately 3 branches in total.

Delegated Decision	
Application Number: 20/0643/DIS	Delegation Briefing:
Decision Type: Condition(s) Partially Approved	Date: 18/06/2020
Location Address: Land Between Belgrave Road And Bampfylde Street Exeter	
Proposal:	External works phasing plan

Delegated Decision	
Application Number: 20/0710/DIS	Delegation Briefing:
Decision Type: Permitted	Date: 15/06/2020
Location Address: 20 Heavitree Road Exeter Devon EX1 2LQ	
Proposal:	Discharge of Condition 4 of Planning Permission Ref. 19/0557/FUL granted 22 September 2019 relating to materials.

Pennsylvania

Delegated Decision	
Application Number: 20/0146/FUL	Delegation Briefing: 30/04/2020
Decision Type: Permitted	Date: 12/06/2020
Location Address: 7 Polsloe Road Exeter Devon EX1 2HL	
Proposal:	Conversion of single dwelling into two self-contained flats.

Delegated Decision	
Application Number: 20/0419/FUL	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 21/05/2020
Location Address: 69 Rosebarn Lane Exeter Devon EX4 5DG	
Proposal:	Replace/reduce existing rear extensions; replace existing flat roofs with pitched roofs and construction of single storey side extension on south-east elevation.

Delegated Decision	
Application Number: 20/0422/FUL	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 27/05/2020
Location Address: 75 Stoke Valley Road Exeter Devon EX4 5HG	
Proposal:	Extension to existing timber raised patio, with stainless steel and glass handrailing and patio doors.

Delegated Decision	
Application Number:	20/0528/PD
Decision Type:	Prior Approval Not Required
Location Address:	36 St Johns Road Exeter Devon EX1 2HR
Proposal:	Ground floor rear extensionMaximum depth: 4 metresMaximum height: 3 metresMaximum height to eaves: 3 metres
Pinhoe	
Delegated Decision	
Application Number:	20/0203/FUL
Decision Type:	Permitted
Location Address:	Aldi Foodstore Ltd And 452 Pinhoe Road Exhibition Way Exeter Devon EX4 8JD
Proposal:	Demolition of existing Aldi store and 452 Pinhoe Road, construction of new Aldi foodstore, reconfiguration of car park, amended landscaping and amended pedestrian and cyclist access.
Delegated Decision	
Application Number:	20/0363/FUL
Decision Type:	Permitted
Location Address:	The Meadows Hollow Lane Exeter Devon EX1 3PH
Proposal:	New dwellinghouse, garage and associated works.
Priory	
Delegated Decision	
Application Number:	19/1516/FUL
Decision Type:	Permitted
Location Address:	Wyvern Barracks Barrack Road Exeter Devon EX2 6AR
Proposal:	Vehicle shelter and relocation of storage containers
Delegated Decision	
Application Number:	20/0433/FUL
Decision Type:	Permitted
Location Address:	Elm Trees 22 Salmonpool Lane Exeter Devon EX2 4SN
Proposal:	Demolish existing single storey rear timber extension and side extension, construct two storey rear and side extension, alter existing front bay window.
Delegated Decision	
Application Number:	20/0438/FUL
Decision Type:	Permitted
Location Address:	8 Mercer Court Bishop Westall Road Exeter Devon EX2 6NL
Proposal:	First floor side extension, single storey rear extension and internal changes.

Delegated Decision	
Application Number: 20/0101/LBC	Delegation Briefing: 20/02/2020
Decision Type: Refuse Planning Permission	Date: 17/06/2020
Location Address: Colleton Lodge 10 Colleton Crescent Exeter Devon EX2 4DG	
Proposal: Single storey side extension off kitchen.	
Delegated Decision	
Application Number: 20/0249/FUL	Delegation Briefing: 05/03/2020
Decision Type: Permitted	Date: 28/05/2020
Location Address: 35 High Street Exeter Devon EX4 3LN	
Proposal: Removal of canopy to the High Street elevation.	
Delegated Decision	
Application Number: 20/0270/FUL	Delegation Briefing: 30/04/2020
Decision Type: Permitted	Date: 16/06/2020
Location Address: 1 Bystock Close Queens Terrace Exeter Devon EX4 4JJ	
Proposal: Minor internal and external alterations of existing dwelling, small side extension.	
Delegated Decision	
Application Number: 20/0375/LBC	Delegation Briefing: 30/04/2020
Decision Type: Permitted	Date: 22/05/2020
Location Address: 83-84 Queen Street Exeter Devon EX4 3RP	
Proposal: Removal of overhead canopy at entrance to 83-84 Queen Street, Exeter [Rear Door].	
Delegated Decision	
Application Number: 20/0428/FUL	Delegation Briefing: 07/05/2020
Decision Type: Permitted	Date: 29/05/2020
Location Address: Exeter College Queen Street Exeter Devon EX4 3SR	
Proposal: External plant and enclosure, ventilation louvre grilles to existing windows, front reception entrance door and security barriers.	
Delegated Decision	
Application Number: 20/0461/LBC	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 03/06/2020
Location Address: 202 High Street Exeter Devon EX4 3EB	
Proposal: Replacement signage and shopfront alterations to front and rear elevations.	

Delegated Decision	
Application Number: 20/0462/FUL	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 03/06/2020
Location Address: 202 High Street Exeter Devon EX4 3EB	
Proposal: Shopfront alterations to front and rear elevations.	
Delegated Decision	
Application Number: 20/0463/ADV	Delegation Briefing:
Decision Type: Permitted	Date: 03/06/2020
Location Address: 202 High Street Exeter Devon EX4 3EB	
Proposal: Front elevation: 1no. hanging sign and 1no. fascia sign; Rear elevation: 1no. hanging sign and 1no. fascia sign.	
Delegated Decision	
Application Number: 20/0493/FUL	Delegation Briefing: 07/05/2020
Decision Type: Permitted	Date: 02/06/2020
Location Address: Flat 1 Westgate Court West Street Exeter Devon EX1 1BB	
Proposal: Removal of single glazed wooden windows and installation of aluminium double glazed windows, designed to match current wooden window design.	
Delegated Decision	
Application Number: 20/0512/FUL	Delegation Briefing: 21/05/2020
Decision Type: Permitted	Date: 12/06/2020
Location Address: Turks Head 202 High Street Exeter Devon EX4 3EB	
Proposal: Breathable render to side gable end wall on rear elevation.	
Delegated Decision	
Application Number: 20/0513/LBC	Delegation Briefing: 21/05/2020
Decision Type: Permitted	Date: 12/06/2020
Location Address: Turks Head 202 High Street Exeter Devon EX4 3EB	
Proposal: Breathable render to side gable end wall on rear elevation.	
St Loyes	
Delegated Decision	
Application Number: 20/0313/FUL	Delegation Briefing: 30/04/2020
Decision Type: Permitted	Date: 22/05/2020
Location Address: 21 Heraldry Way Exeter Devon EX2 7QG	
Proposal: Single storey extension and associated internal alterations.	

Delegated Decision	
Application Number: 20/0379/FUL	Delegation Briefing: 26/03/2020
Decision Type: Permitted	Date: 27/05/2020
Location Address: 11 Mallard Road Exeter Devon EX2 7LD	
Proposal: Change of use from vehicle maintenance facility to indoor climbing centre (Use Class D2) and insertion of mezzanine floor (56 sq m)	
Delegated Decision	
Application Number: 20/0393/FUL	Delegation Briefing: 23/04/2020
Decision Type: Permitted	Date: 03/06/2020
Location Address: Fernleigh Nurseries Ludwell Lane Exeter Devon EX2 5AQ	
Proposal: Conversion of single dwelling to two dwellings with ancillary external works.	
Delegated Decision	
Application Number: 20/0397/FUL	Delegation Briefing: 30/04/2020
Decision Type: Permitted	Date: 22/05/2020
Location Address: 17 Apple Lane Exeter Devon EX2 5GL	
Proposal: New ground floor entrance doors, revised ground floor windows and new sliding door; Proposed new first floor windows.	
St Thomas	
Delegated Decision	
Application Number: 19/0777/FUL	Delegation Briefing: 12/09/2019
Decision Type: Permitted	Date: 08/06/2020
Location Address: Morwenna House Alphington Street Exeter Devon EX2 8AT	
Proposal: Subdivision of existing property to form 2No. dwelling units, single storey rear extension, landscaping and associated alterations.	
Delegated Decision	
Application Number: 19/1091/FUL	Delegation Briefing: 05/12/2019
Decision Type: Permitted	Date: 08/06/2020
Location Address: Pear Main Alphington Street Exeter Devon EX2 8AU	
Proposal: Proposed rear extension & conversion to form two flats	
Delegated Decision	
Application Number: 20/0333/FUL	Delegation Briefing: 30/04/2020
Decision Type: Refuse Planning Permission	Date: 22/05/2020
Location Address: 17 Hampshire Close Exeter Devon EX4 1NA	
Proposal: Replacement of existing roof with raised ridge and loft rooms.	

Delegated Decision	
Application Number: 20/0383/FUL	Delegation Briefing: 07/05/2020
Decision Type: Refuse Planning Permission	Date: 16/06/2020
Location Address: 102 Regent Street Exeter Devon EX2 9EJ	
Proposal: Single and two storey extension.	
Delegated Decision	
Application Number: 20/0592/CAT	Delegation Briefing:
Decision Type: Permitted	Date: 05/06/2020
Location Address: 4 Princes Street South Exeter Devon EX2 9AW	
Proposal: Leylandii (T1) Reduce crown by 2.5 - 3m with max diameter cuts of 100mm.	
Delegated Decision	
Application Number: 20/0701/LPD	Delegation Briefing:
Decision Type: Was lawful use	Date: 09/06/2020
Location Address: 23 Wiltshire Close Exeter Devon EX4 1LU	
Proposal: Loft conversion with dormer window	
Topsham	
Delegated Decision	
Application Number: 19/0528/FUL	Delegation Briefing: 23/05/2019
Decision Type: Permitted	Date: 01/06/2020
Location Address: Plots 13-21 Holland Park To The South Of Newcourt Drive Exeter	
Proposal: The construction of 9 no. Intermediate affordable dwellings, associated access, parking, landscaping and infrastructure in place of 9 no. flats consented under 17/0006/FUL.	
Delegated Decision	
Application Number: 19/1029/DIS	Delegation Briefing:
Decision Type: Permitted	Date: 11/06/2020
Location Address: High Street Garage 1-2 High Street Topsham Exeter Devon EX3 0DZ	
Proposal: Application for Discharge of Conditions 3 (External Materials), 5 (Archaeology), 6 (Land Contamination), 7 (Landscaping), 8 (House Sections), 9 (Ecology), 10 (Door and window details), 11 (Front boundary wall details), 13 (Footway reinstatement details) and 14 (Secure cycle parking), pertaining to planning approval ref. 19/0295/VOC approved on 24 May 2019.	

Delegated Decision	
Application Number:	19/1368/FUL
Decision Type:	Permitted
Location Address:	Exeter Golf And Country Club Topsham Road Exeter Devon EX2 7AE
Proposal:	Redevelop and extend leisure facilities at Exeter Golf and Country Club. The proposal is a sequential phased development to extend facilities including: New 'airdome' enclosure of two tennis courts, five racket sports courts, children s play area and bar; and alterations to existing buildings to provide or alter toilets, gym, studios, kitchens, bar, cafe, changing rooms, stores, offices, reception and circulation spaces.
Delegated Decision	
Application Number:	19/1369/LBC
Decision Type:	Permitted
Location Address:	Exeter Golf And Country Club Topsham Road Exeter Devon EX2 7AE
Proposal:	Internal and external alterations including removal of steps, partial removal of walls, creation of glazed circulation link together with extensions to form a bar area and terrace.
Delegated Decision	
Application Number:	19/1702/FUL
Decision Type:	Permitted
Location Address:	48 Greatwood Terrace Topsham Exeter Devon EX3 0EB
Proposal:	First floor rear extension.
Delegated Decision	
Application Number:	20/0401/FUL
Decision Type:	Permitted
Location Address:	8 Mountbatten Drive Exeter Devon EX2 7GQ
Proposal:	Removal of existing glazed conservatory roof covering, new replacement pitched roof structure with synthetic slate covering, extend conservatory across back elevation.
Delegated Decision	
Application Number:	20/0432/LBC
Decision Type:	Permitted
Location Address:	10 The Strand Topsham Exeter Devon EX3 0JB
Proposal:	Replace existing non-original windows as scheduled, to improve weather resistance and fire escape.

Delegated Decision	
Application Number: 20/0494/FUL	Delegation Briefing: 21/05/2020
Decision Type: Permitted	Date: 12/06/2020
Location Address: 34 Holland Park Exeter Devon EX2 7JE	
Proposal: Construction of garage and home gym in garden.	
Delegated Decision	
Application Number: 20/0509/CAT	Delegation Briefing:
Decision Type: Permitted	Date: 21/05/2020
Location Address: 22 Greatwood Terrace Topsham Exeter Devon EX3 0EB	
Proposal: T1 Silver Birch: Reduce in height to the previous reduction points (approx 20% of the height of the crown). Reshape laterals by up to 10% of branch length, to balance the form.	
Total Applications: 82	

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REPORT TO: PLANNING COMMITTEE
Date of Meeting: 29 June 2020
Report of: Director
Title: Appeals Report

Is this a Key Decision? No

Is this an Executive or Council Function? No

1. What is the report about?

- 1.1 The report provides Members with information on latest decisions received and new appeals since the last report.

2. Recommendation:

- 2.1 Members are asked to note the report.

3. Appeal Decisions Received:

None

4. New Appeals

4.1 19/0889/FUL - 14 and 15 St James Road, Exeter.

Creation of two dwellings.

4.2 19/1271/FUL – Charlotte Mews, Pavilion Place, Exeter.

Two additional floors on northern and eastern part of building to form 4 new residential units over existing units 5 and 6.

4.3 20/0045/FUL - 20 Victoria Street, Exeter.

Ground and first floor extensions.

4.4 20/0078/FUL - 15 Kerswill Road, Exeter.

Single storey side and rear extension.

Bindu Arjoon

Director

Local Government (Access to Information) Act 1985 (as amended)

Background papers used in compiling the report:

Letters, application files and appeal documents referred to in report are available for inspection from: City Development, Civic Centre, Paris Street, Exeter

Contact for enquiries: Democratic Services (Committees) - Room 2.3. Tel: 01392 265275

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