

ITEM NO.

COMMITTEE DATE:

13/01/2014

APPLICATION NO:

13/4067/01

OUTLINE PLANNING PERMISSION

APPLICANT:

Devon & Cornwall Constabulary

PROPOSAL:

Outline planning application (with all matters reserved except for access) for two residential areas (referred to as 'Area A' and 'Area B') to provide a combined provision for up to 83 residential units. Area A is located in the north-western part of the Middlemoor site whereas Area B is located in the central part (to the south of the proposed supermarket).

LOCATION:

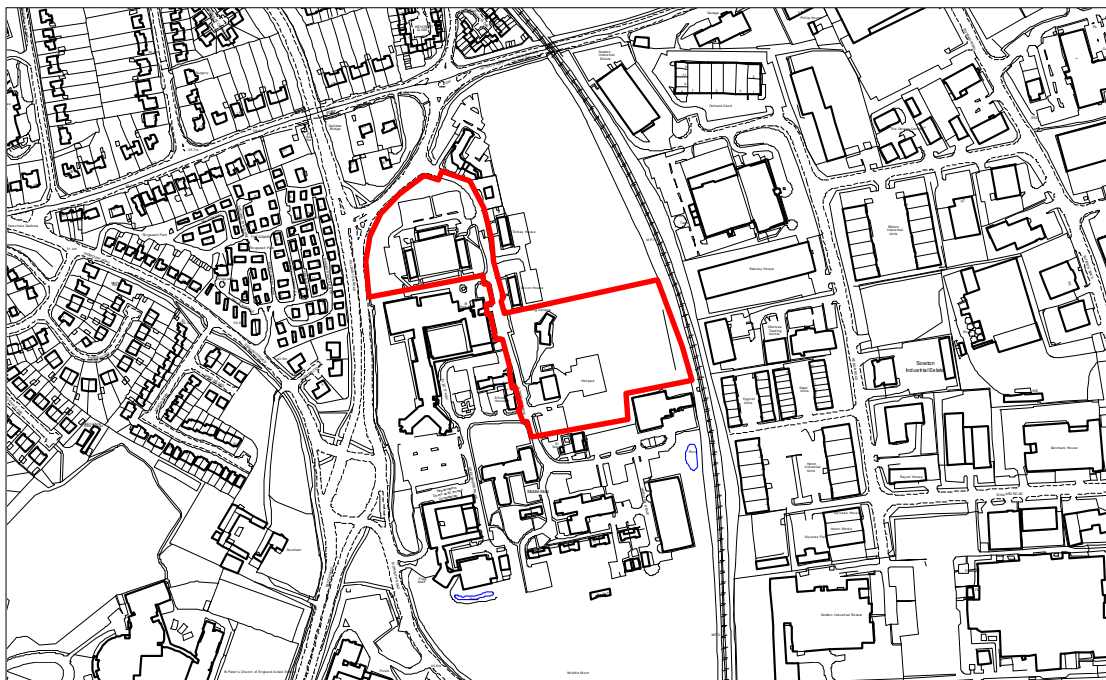
Devon & Cornwall Constabulary, Police Headquarters, Middlemoor, Exeter, EX2 7HQ

REGISTRATION DATE:

15/08/2013

EXPIRY DATE:

14/11/2013



Scale 1:7500

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HISTORY OF SITE

There is an extensive planning history relating to development associated with the use of the Middlemoor complex as Devon & Cornwall Police Headquarters, none of which is considered directly relevant to the current proposal. The following application is considered relevant in terms of the future development of the overall complex -

- 13/4073/03 - Full planning application for a Criminal Justice Centre and Police Hub in the south of the site and a Class A1 Supermarket (extending to 6,789 sqm with associated petrol filling station and customer car parking for 418 cars) in the north-east of the site.

This application is also on this agenda for consideration.

DESCRIPTION OF SITE/PROPOSAL

The Middlemoor Police Headquarters complex comprises approximately 17.38 hectares in total and is bounded by Hill Barton Road to the west, Sidmouth Road to the south, the Exeter to Exmouth railway line to the east and Honiton Road to the north. The complex is currently served by 2 main accesses, one from the north via Alderson Drive between Honiton Road and Hill Barton Road and the other from Sidmouth Road just off the Middlemoor roundabout. This application relates to two parcels of land within the overall complex identified as Areas A & B.

Area A is located in the north-western part of the site and has an area of 0.99 hectares. It currently contains 3 police buildings that are reaching the end of their operational life. Area B is located in the central part of the site on land currently accommodating the air support unit. It has an area of 1.56 hectares.

Outline consent is sought for residential development of these two parcels of land for up to 83 residential units. All details of the proposal other than access are reserved for subsequent approval. Both sites would be served by the existing road running through the Police complex (Alderson Drive) which would be improved to an adoptable standard. New T-junctions off this upgraded road would be provided into both area A and B. The submitted feasibility plan for area A shows 34 dwellings comprising a mix of 2, 3 and 4 bed units with a central area of open space and linear open space (0.18 hectares) along the Hill Barton Road frontage. The submitted feasibility plan for area B shows 49 dwellings comprising a mix of 1, 2, 3 and 4 bed units with a central area of open space and further linear open space (0.42 hectares) across the site frontage and between the housing and the proposed retail store (separate application).

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

The application is accompanied by the following supporting information -

- Planning Statement
- Design and Access Statement
- Transport Assessment
- Travel Plan
- Statement of Community Engagement
- Arboricultural Survey
- Air Quality Assessment
- Phase 1 Extended Habitat Survey
- Lighting Assessment
- Noise Assessment
- Flood Risk Assessment

REPRESENTATIONS

17 letters of representation have been received in respect of this proposal raising the following issues:-

- traffic congestion on local road network - already at saturation
- Wilton Way roundabout - safety and access issues
- what has happened to comments made at public consultation meetings
- disturbance from traffic noise associated with existing traffic light controlled junctions
- air pollution associated with traffic
- disturbance during construction
- impact of social housing
- impact on trees
- pedestrian crossing around various arms of roundabout on Honiton Road is difficult - safety impacts
- traffic speed at Honiton Road roundabout
- need for pavement barriers given additional traffic
- assumptions and conclusion of Transport Assessment flawed

Many of the representations received comment on the proposed residential development in conjunction with the supermarket/police accommodation rather than as a separate entity. As a result of the development proposals there will be more traffic generally on the surrounding road network. However the Highway Authority have raised no objection and are satisfied that the proposal will not give rise to severe impacts warranting refusal. With any construction project it is inevitable that there will be some temporary noise disturbance in the locality. The potential impact will be minimised by conditions restricting hours of operation and the submission of a Construction and Environmental Management Plan for agreement. Comments made at public consultation meeting held by the applicant have been summarised in the Statement of Community Engagement submitted as a supporting document to the application. Many of the comments included in that summary reflect the points raised in public representations received by the Council since the application was submitted (as summarised above).

CONSULTATIONS

DCC (Education) - Request a contribution of £336,641.17 towards education structure to be secured via S106 Agreement (*this will now be covered by CIL*).

Natural England - In terms of statutory nature conservation sites Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes. In terms of protected species further work is recommended in relation to bats and great crested newts. Generally comment is made on the opportunities the site offers for enhanced green infrastructure, biodiversity and landscape enhancements. **Revised response (08/11/13):-** Based on further clarification/survey work relating to bats and great crested newts Natural England does not object to the proposed development.

Environmental Health - Identifies additional work required as part of the Noise Impact Assessment, and conditions relating to land contamination, Construction Environmental Management Plan, construction hours and sound insulation.

Environment Agency - Object on grounds of drainage approach relying on a sewered approach contrary to the aims of Sustainable drainage with consequent increase in volumes being discharged to River Clyst and associated reduction in water quality. Additionally recommend conditions relating to contamination. **Revised response (19/12/13):-** "We can withdraw our objection providing that the development proceeds in accordance with

proposed surface water drainage arrangements set out in the Draft "Flood Risk Assessment and drainage strategy - Addendum" dated December 2013."

County Head of Planning, Transportation and Environment - "In summary, the proposals are broadly acceptable from a highways view and subject to a contribution towards sustainable transport and conditions for a construction traffic management plan, details of on-site arrangements and cycle parking provision the County Council as Local Highway Authority raises no objection to the proposed development." Should the application be approved prior to the adoption of CIL the following Section 106 contributions are sought:-

- £130,000 towards Public Transport contributions
 - £155,000 towards walking and cycling infrastructure contributions
 - £49,530 towards implementation of a residential Travel Plan by the County Council
- CIL has been adopted since this consultation response was provided and this would cover the first two items above, hence the only highway related S106 contribution now sought is that related to the travel plan implementation. The Highway Authority has now re-calculated the contribution as £500/dwelling (£41,500 based on 83 dwellings).

Network Rail - Objects on the grounds of lack of details about drainage proposals and potential impact of a sustainable drainage approach upon stability of railway cutting slopes.

Highways Agency - Impose a Holding Direction preventing planning permission being granted for a period of 6 months from the 25 September 2013 pending submission of further information to assess the impact of the proposal upon the strategic road network.

RSPB - Identify potential in combination effects of additional residential development upon Natura 2000 sites and the need to secure appropriate mitigation. Attention is also drawn to the opportunities to enhance biodiversity associated with the site through securing compliance with the Council's adopted Residential Design SPD.

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance

NPPF - National Planning Policy Framework - particularly Paras 11-16 Presumption in favour of sustainable development, Para 17 Core Planning Principles, Paras 29-41 Promoting sustainable transport, Paras 47-50 Delivering a wide choice of high quality homes, Paras 56-68 Requiring good design, Paras 114 and 117-118 Conserving and enhancing the natural environment

Exeter Local Development Framework Core Strategy

CP1 - The Spatial Approach

CP3 - Housing Distribution

CP4 - Density

CP5 - Meeting Housing Needs

CP7 - Affordable Housing

CP8 - Retail

CP9 - Transport

CP10 - Meeting Community Needs

CP11 - Pollution and Air Quality

CP12 - Flood Risk
CP13 - Decentralised Energy Networks
CP14 - Renewable and Low Carbon Energy
CP15 - Sustainable Construction
CP16 - Green Infrastructure
CP17 - Design and Local Distinctiveness
CP18 - Infrastructure

Exeter Local Plan First Review 1995-2011

AP1 - Design and Location of Development
AP2 - Sequential Approach
E3 - Retention of Employment Land or Premises
H1 - Search Sequence
H2 - Location Priorities
H7 - Housing for Disabled People
S1 - Retail Proposals /Sequential Approach
L3 - Protection of Open Space
L4 - Provision of Playing Pitches
L5 - Loss of Playing Fields
L7 - Local Sporting Facilities
T1 - Hierarchy of Modes
T2 - Accessibility Criteria
T3 - Encouraging Use of Sustainable Modes
T9 - Access to Buildings by People with Disabilities
T10 - Car Parking Standards
C5 - Archaeology
LS2 - RAMSAR/Special Protection Area/Special Area of Conservation
LS4 - Local Nature Conservation Designation/RIGS
EN2 - Contaminated Land
EN3 - Air and Water Quality
EN4 - Flood Risk
EN5 - Noise
DG1 - Objectives of Urban Design
DG2 - Energy Conservation
DG3 - Commercial Development
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

Exeter City Council Supplementary Planning Document

Residential Design Guide (adopted September 2010)
Affordable Housing SPD
Planning Obligations
Public Open Space
Trees in Relation to Development
Archaeology and Development
Sustainable Transport
Draft Development Delivery DPD

OBSERVATIONS

Background to the proposals

The Police Authority have stressed that they are faced with an urgent and pressing need for new police infrastructure to serve the city and its hinterland. This need has arisen as a result of the growth of the city and surrounding developments (including the new settlement at Cranbrook), and the fact that some of the existing police infrastructure is no longer fit for purpose. This is particularly true in respect of custody facilities with the current provision at Heavitree Road police station being insufficient in terms of capacity and functionality/safety of operation. Following significant consideration on the part of the police authority Middlemoor was identified as the best location operationally for additional and replacement facilities. In the absence of external funding sources the Police Authority also determined that funding for such facilities had to derive from the sale of parts of the Middlemoor complex. The pending relocation of the air facility and a careful look at rationalisation of existing operations at the Middlemoor complex has resulted in the identification of surplus land that could be released for development thereby generating capital receipts that could be used to finance the new required infrastructure. The Police Authority have stated that purely residential development on the surplus land would not generate sufficient funds and hence they have pursued a mixed use redevelopment comprising the residential development the subject of this application and the retail supermarket forming part of application 13/4073/03 (also on this agenda).

Assessment of the Proposal

The main material considerations in respect of this application relate to the suitability of the site for residential development in principle (including loss of employment land), transportation issues, affordable housing, residential amenity standards, relationship to surrounding residents and landscape/ecological impact.

Suitability of site for Residential development

The site is not identified for any specific development in the Exeter Local Plan or Exeter Local Development Framework Core Strategy. In this context the site represents a brown field redevelopment site. However, the Council has been reviewing land as part of its Strategic Housing Land Availability Assessment (SHLAA) and identification of a 5 year supply of land for housing development. This site had been identified as potentially being available for residential development as part of the Devon and Cornwall Police Authority's plans for the Middlemoor headquarters complex and has therefore been included in the SHLAA as suitable and available for residential development. Consequently the site has also been identified in the Council's draft Development Delivery DPD as a housing allocation (Policy DD8). In this context the principle of residential development is acceptable notwithstanding the notional loss of employment land. Notwithstanding this the transportation and environmental impacts of the development, and its compliance with relevant national planning guidance and local development plan policies still needs to be considered.

Transportation Issues

The transportation issues in respect of this proposal can be broken down into 2 main categories. Firstly, there are the wider implications for the existing highway network that will arise from additional traffic generation associated with the development. The second

category relates to more detailed aspects such as the road layout within the development, parking provision and pedestrian/cycle arrangements.

The proposed residential development will obviously generate additional traffic that will utilise the surrounding highway network. The submitted Transport Assessment predicts the additional traffic generation and its distribution across the highway network as part of its appraisal of the likely impact of the development. The Transport Assessment covers this application for residential development and proposed supermarket/police accommodation on other parts of the Middlemoor complex. The Highways Agency have identified that the predicted uplift in traffic flows associated with the combined developments passing through junctions 29 and 30 of the M5 would exceed the thresholds that trigger the need for assessment in respect of those junctions. It is necessary to ensure that the proposed scheme would not have any significant adverse impact on the strategic highway network in terms of both capacity and safety. Consequently the Highways Agency has issued a formal direction preventing the grant of planning permission for 6 months (from the 25 September 2013) to enable the relevant assessments to take place. This work is currently being undertaken and is the subject of further negotiation and deliberation by the Highways Agency, Highway Authority and officers. An update on the outcome of this will either be circulated by an update sheet prior to Committee or be provided verbally at Committee.

In respect of this application for residential development Devon County Council, as the Highway Authority, has not raised any objection in terms of impact on the capacity of the local highway network. The residential development proposed in this application will be served by 2 new accesses created off Alderson Drive. Alderson Drive links to the public highway network via a T-junction onto the stretch of the A3015 linking Hill Barton Road and Honiton Road. It is currently a private road serving the Devon & Cornwall Police Headquarters complex however it is proposed that it will be improved to an adoptable standard up to and including the access points into both parcels of the residential development comprised in this application. Based on the submitted assessment, the scope of which was agreed with the County Council, it is considered that the Alderson Drive access junction will continue to operate well within capacity and therefore cater for the residential development proposed as a safe and suitable access to the site. From a sustainable transport perspective it is considered important that a shared use (pedestrian/cycle) access is created from residential site A to Hill Barton Road rather than a purely pedestrian one. This can be secured via an appropriate condition. There are a number of existing bus services operating in the vicinity of the site which provide links to the city centre and surroundings via Honiton Road and Sidmouth Road thereby providing an alternative to use of the private car for future residents.

Notwithstanding that the proposed development will be CIL liable it is considered that a financial contribution towards implementation of a bespoke residential Travel Plan by the County Council would be appropriate in the interests of achieving a sustainable form of development and should be secured via a Section 106 Agreement.

As the application is for outline consent only, with all details other than the access points from Alderson Drive into respect sites A and B reserved for future approval, the internal road layout serving the houses, and the associated vehicular and cycle parking arrangements will be assessed in detail as part of any 'reserved matters' application. However, whilst the layout indicated on the submitted feasibility plans are not necessarily considered the most appropriate solution to the residential development of the site, they are considered sufficient

to demonstrate that an appropriate internal road layout and parking arrangement could be achieved.

Residential Amenity

As an outline application, with only access being approved at this stage, the details of the housing in terms of internal and external amenity standards will be subject to consideration at the 'reserved matters' stage. However, it is considered that the submitted feasibility plans give sufficient comfort that the standards set out in the Council's adopted Residential Design SPD are capable of being achieved on these two parcels of land. Consent is sought via this application for up to 83 dwellings and this flexibility will facilitate appropriate provision to meet required policy standards in respect of internal space, external private amenity space and public open space being secured.

The sites the subject of this application do not directly abut any existing residential developments. Hill Barton Road divides the site from the nearest existing housing. The residential amenity of the occupants of the potential houses will be affected by the development adjoining the sites, namely the remainder of the Middlemoor complex of operational police buildings, the potential new supermarket in the north of the overall site and the railway and road to the east and west respectively. It is considered that through appropriate conditions and design of the proposed dwellings a good level of residential amenity can be achieved on this site. In respect of this application conditions would relate to the design of the proposed dwellings themselves e.g. sound insulation/glazing standards. In respect of the potential impact of the superstore proposed under application 13/4073/03 upon any dwellings constructed on these sites an appropriate level of amenity could be ensured by limits on noise levels, delivery times and boundary treatments which could be attached in the event of any approval of that application.

Affordable Housing

Core Strategy Policy CP7 requires affordable housing to be provided on all sites capable of providing 3 or more additional dwellings at a rate of 35% of the total number of dwellings to be provided on the site. Consequently the proposed development would therefore need to provide affordable housing. As the application seeks outline consent for up to 83 dwellings across the two parcels of land the precise number of affordable houses to be provided cannot be specified at this stage. However the submitted feasibility plans are annotated to indicate that 35% of the units provided would be affordable in line with the policy. Policy CP7 also requires that at least 70% of the affordable housing should be provided as social rented housing with the remainder as intermediate housing. The Council's adopted Affordable Housing SPD expands on Policy CP7 in terms of the required mix of house types/sizes required to meet the Council's identified housing need and also the requirement for a proportion of the affordable units to be designed to wheelchair accessible standards.

A Section 106 Agreement will be required to secure the desired level of provision, tenure, mix of unit types, wheelchair accessible design, timing of provision, operational matters and retention of affordable housing as such in perpetuity.

Landscape Impact/Ecological Impact/ Archaeological Impact

There are no landscape designations relating to the application site. It is not considered that the proposed redevelopment of this land is likely to affect any statutorily protected sites or

landscapes. Obviously the proposal will result in a change in the visual character of the site, particularly in respect of land parcel B that is currently undeveloped save for the two buildings associated with the Police and Air Ambulance helicopters. However from distant vantage points the sites would be seen in the context of existing development and as part of the built up area of the city. In this context the visual impact of them being developed for housing is considered acceptable. Approval via a future 'reserved matters' application will be required for a landscaping scheme to assimilate the development into the local area and will provide an opportunity to reinforce existing vegetation and mitigate any planting that is lost as part of the development.

The Extended Phase 1 Habitat Survey submitted in support of the application concludes that the site has limited potential habitat suitable to support any statutorily protected species. Natural England queried the position in respect of bats and Great Crested Newts (due to the presence of existing ponds within the Middlemoor complex). It has been clarified that the ponds are not suitable to support Great Crested Newts and that no evidence of their presence has been found. With regard to bats, all of the existing buildings to be demolished as part of this development have been subject to detailed external assessment that have concluded they have negligible potential to support roosting bats. On the basis of this information Natural England have advised that the proposed development would be unlikely to adversely affect bats. Overall it is not considered that the proposal would have any significant adverse ecological impact, and that through an appropriate condition relating to agreement of a wildlife plan the proposal will provide an opportunity to enhance the overall wildlife value of the site. Mitigation of the impact of additional housing upon the designated Natura 2000 sites is now covered by the CIL contributions payable in respect of this development.

From an archaeological perspective Residential site A has previously been developed to the extent that any remains of interest are likely to have been already removed or heavily disturbed. Consequently no further archaeological work is considered to be merited in respect of site A. Site B is considered to have greater potential for remains of interest to be present and therefore needs to be subject to further work. It is considered that this can be adequately secured by an appropriate condition attached to any approval.

Sustainability/Drainage

The proposed drainage strategy for the site has considered the potential of the site to incorporate sustainable drainage solutions but the scope is limited due to prevailing ground conditions. However, opportunities to maximise permeable surface water drainage will be taken up where possible and negotiations between the developer, Environment Agency and South West Water have ensured that the reliance on a purely discharge to sewer approach has been minimised and based on further submitted information the Environment Agency have removed their original objection. A condition requiring full details of the proposed drainage approach to be agreed is proposed.

Policies CP13 (Decentralised energy networks) and CP15 (Sustainable construction) are relevant to this proposal. CP13 requires developments exceeding specified thresholds (such as this application) to connect to any proposed decentralised energy network in the locality unless it can be demonstrated that it would not be viable or feasible to do so. A new decentralised energy network is proposed at Monkerton that could feasibly also serve this site. Accordingly, to ensure compliance with policy it is proposed that either conditions, or relevant clauses within the S106 Agreement, are imposed ensuring that the houses are

designed in such a way as to facilitate connection to a district heating network, and subsequent connections made, if considered viable and feasible.

Policy CP15 relates to sustainable construction and requires new dwellings constructed prior to 2016 to be constructed to Level 4 of the Code for Sustainable Homes, and those after that date to Code Level 5. A condition is proposed to secure compliance and achieve appropriately sustainable development of the site.

Financial Considerations

This proposal will be CIL liable. However, the final CIL contribution will be dependant upon the details approved in any subsequent reserved matters application, and calculations of the discount based on existing lawful buildings to be demolished. However, an indication of the potential level of CIL likely to be payable can be obtained from assumptions based on the submitted feasibility layout. Based on the mix of units and sizes indicated, allowing for the existing buildings to be demolished, the CIL liability for this residential development would be over £386,000.

Based on an assumption that subsequent reserved matters approval is granted for the maximum 83 dwellings over the two sites the proposal would generate just over £716,000 in New Homes Bonus, of which 80% would come to the City Council.

Section 106 Agreement

An agreement under Section 106 of the Town and Country Planning Act 1990 will be required to secure the following:

- affordable housing, including housing for disabled, housing mix and tenure
- provision and future management of on-site open space, and children's play areas (or off site contribution if agreed as more appropriate), including maintenance where appropriate
- travel plan implementation contribution (£500/dwelling)
- a requirement to utilise a district heating system unless it can be satisfactorily demonstrated that it is not feasible to do so (possibly replaced by condition if appropriate)
- rights to provide appropriate district heating pipe work for the development (possibly replaced by condition if appropriate)
- local employment opportunities

SAWP (09/10/13)

Members noted that a number of objections had been received and sought clarification on community engagement. Officers highlighted the applicant's public consultation exercise prior to submission of the application, and the subsequent formal public consultation period. It was noted that the application would be determined by Planning Committee.

Conclusions

Overall the principle of residential development on the application site is considered acceptable, and is consistent with the identification of the site as suitable for housing within the Council's SHLAA. Therefore, subject to the Highways Agency removing their holding

direction, the proposal is considered acceptable subject to the S106 obligations highlighted above, and the conditions listed below.

RECOMMENDATION

Subject to further consultation response from the Highways Agency, and removal of their Holding Direction, delegated authority be given to the Assistant Director City Development in consultation with the Chair of the Planning Committee to **APPROVE** the application subject to:

- a Section 106 Agreement to secure the matters identified above
 - the following conditions (which may be varied or supplemented as appropriate)
- 1) Approval of the details of the layout, scale, appearance of the buildings, the means of access thereto (other than the points of access from Alderson Drive) 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) C07 - Time Limit – Outline.
 - 3) The development shall not begin until full details of drainage works have been submitted to and approved by the Local Planning Authority in writing. The drainage details submitted pursuant to this condition shall accord with the submitted Flood Risk Assessment & Drainage Statement dated July 2013 (as modified by the FRA & DS Addendum dated December 2013).
Reason: To ensure the satisfactory drainage of the development.
 - 4) Any reserved matters application submitted pursuant to this consent shall incorporate open space that meets the criteria set out in policy DG5, and the accompanying text to that policy, of the Exeter Local Plan First Review 1995-2011. This will require provision equivalent to at least 10% of the gross development area of the application site as open space.
Reason: To ensure that adequate open space is provided to meet the needs of the future occupants of the housing hereby approved.
 - 5) The development hereby approved shall not commence until details of the proposed finished floor levels and overall ridge heights of all the dwellings, in relation to an agreed fixed point or O.S. datum have been submitted to, and been approved in writing by, the Local Planning Authority.
Reason: In the interests of the visual amenities of the area and the residential amenities of the occupants of surrounding properties.
 - 6) C17 - Submission of Materials
 - 7) A detailed scheme for landscaping, including the planting of trees and/or shrubs and hard landscaping including boundary screen walls and fences shall be submitted to the Local Planning Authority as part of the submission of reserved matters. Such scheme shall specify types and species and any earth works required, together with a programme of planting and the timing of implementation of the scheme. The submitted landscaping scheme will be expected to accord with Landscape concept drawing nos. 02 Rev E and 03 Rev B that accompanied the submitted Soft

Landscape Works Maintenance and Management Proposals document dated 16th April 2013.

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

- 8) C36 - No Trees to be Felled
- 9) C38 - Trees - Temporary Fencing
- 10) C37 - Replacement Planting
- 11) C57 - Archaeological Recording
- 12) The proposed estate road, cycleways, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.
Reason: To ensure that adequate information is available for the proper consideration of the detailed proposals.
- 13) A Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development, and shall thereafter be adhered to during the construction period. This should include:
 - (a) details of monitoring and mitigation measures to control the environmental impact of the development during the construction and demolition phases, including site traffic and emissions of noise and dust.
 - (b) details of the phasing and timing of work to minimise noisy activities on Saturdays and measures that will minimise the impact of construction traffic on the local road network, including parking.
 - (c) any road closures;
 - (d) hours during which delivery and construction traffic will travel to and from the site;
 - (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 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) details of wheel washing facilities and obligations
 - (i) The proposed route of all construction traffic exceeding 7.5 tonnes.
 - (j) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;Prior to commencement it is recommended that the developer consults, and if

necessary meets with, the Local Highway Authority to establish a safe means of progress.

The CEMP should contain a procedure for handling and investigating complaints as well as provision for regular meetings with appropriate representatives from the Local Authorities during this phase of the development, in order to discuss forthcoming work and its environmental impact.

Reason: To minimise impacts from construction related traffic on the environment, the amenity of local residents/businesses and safety on the public highway.

- 14) 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 buildings 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: In the interests of the amenity of the occupants of the buildings hereby approved.

- 15) No individual dwelling hereby approved shall be brought into its intended use until secure cycle parking facilities for residents have been provided in accordance with details that shall previously have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the said cycle parking facilities shall be retained for that purpose at all times.

Reason: To ensure that cycle parking is provided, in accordance with Exeter Local Plan Policy T3.

- 16) An additional noise impact assessment is required which should be of sufficient duration (& encompassing various wind directions), to enable the noise impact of railway and road traffic noise on the proposed development to be calculated (CRN/ CRTN calculation), as well as the effect of use of the Police firing range, the new concrete batch plant (Sowton Industrial Estate), and noise from the proposed supermarket extraction/ air conditioning units. The proposed assessment methodology, as well as the noise impact assessment report shall be submitted to the Local Planning Authority for approval at the same time as any reserved matters application.

If, following the above assessment, the LPA concludes that noise mitigation measures are required, the applicant shall then submit a scheme for protecting the proposed residential development from noise from road/rail noise, noise from the Police firing range, noise from the Sowton Industrial Estate, and noise from the extraction/air conditioning units at the proposed supermarket development. This shall be based on the results of the above assessment and shall be submitted to and approved by the Local Planning Authority before development commences. All works that form part of the scheme shall be completed before any of the permitted development is occupied. The applicant should aim to achieve at least the 'Reasonable' standards for internal noise level specified in BS8233:1999 Sound Insulation and Noise Reduction for Buildings – Code of Practice.

Reason: In the interests of the residential amenity of the future occupants of the dwellings.

- 17) Construction work shall not take place outside the following times: 8am to 6pm (Monday to Fridays); 8am to 1pm (Saturdays); nor at any time on Sundays, Bank or Public Holidays.
Reason: In the interests of the amenity of occupants of nearby buildings.
- 18) The buildings comprised in the development hereby approved shall be constructed so that their internal systems for space and water heating are capable of being connected to the proposed decentralised energy (district heating) network at Monkerton and Hill Barton. Prior to occupation of the development the necessary on site infrastructure shall be put in place for connection of those systems to the network at points at the application site boundary agreed in writing by the LPA.
Reason: To ensure that the proposal complies with Policy CP13 of Council's Adopted Core Strategy in the interests of delivering sustainable development.
- 19) Any individual dwelling hereby approved shall achieve Code for Sustainable Homes (CSH) Level 4 (including a 44% CO₂ emissions rate reduction from Part L 2006) as a minimum, and a CSH Level 5 (Zero Carbon) if commenced on or after 1 January 2016, in accordance with the requirements of the Code for Sustainable Homes 2006 and the Code for Sustainable Homes Technical Guide November 2010 (or such equivalent standard that maybe approved in writing by the Local Planning Authority) and Exeter Core Strategy Policy CP15.
Reason: In the interests of sustainable development.
- 20) Prior to commencement of any dwelling the developer shall submit to the Local Planning Authority a Design Stage Code for Sustainable Homes (CSH) assessment including the score expected to be achieved and which standard this relates to. Where this does not meet the minimum required standard the developer must provide details of what changes will be made to the development to achieve the minimum standard, and thereafter implement those changes. Unless otherwise agreed in writing by the Local Planning Authority, no dwelling shall be occupied until an application for a Final Code Certificate has been made seeking certification that the required Code Level has been achieved and within one year of occupation of any dwelling the developer shall submit to the Local Planning Authority a Final Code Certificate to demonstrate that a Final Code Level of 4 or 5 has been achieved as required above.
Reason: In the interests of sustainable development.
- 21) The Local Planning Authority shall be notified in writing of the identity of all dwellings for which construction has commenced before 1 January 2016, within 10 working days following that date.
Reason: In the interests of monitoring compliance with sustainable development requirements.
- 22) Prior to the first occupation of any dwelling constructed within Area A forming part of this planning application a shared pedestrian/cycle path link shall be created and made available for use from the site linking to the existing footpath on Hill Barton Road in accordance with details which shall previously have been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of permeability and the encouragement of the use of sustainable modes of transport.

- 23) No development shall take place until 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 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.

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

Background papers used in compiling the report:

Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter: Telephone 01392 265223