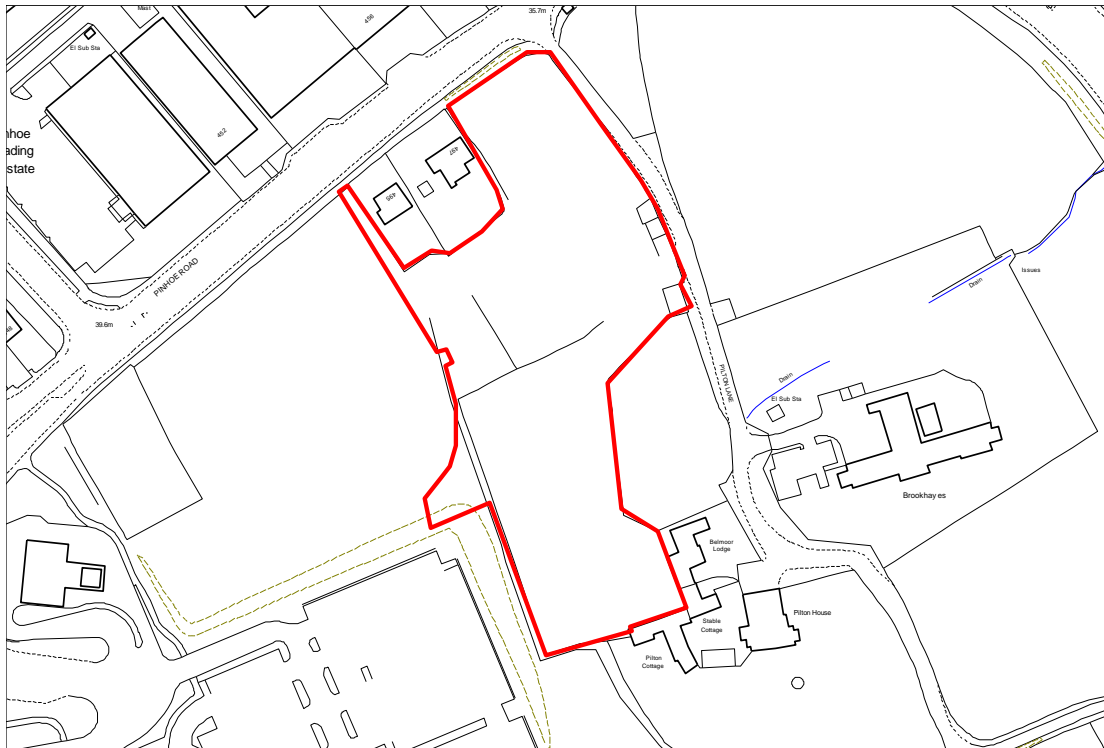


**ITEM NO. 7**

**COMMITTEE DATE:** 2 NOVEMBER 2015

**APPLICATION NO:** 14/1579/03 FULL PLANNING PERMISSION  
**APPLICANT:** Strongvox and M Baker (Property Services) Ltd  
**PROPOSAL:** Residential development of the site to accommodate 53 dwellings and associated works (Revised plans reducing number of dwellings from 73 to 53)  
**LOCATION:** Land to west of, Pilton Lane, Exeter, EX1  
**REGISTRATION DATE:** 04/07/2014  
**EXPIRY DATE:** 03/10/2014

**HISTORY OF SITE**



Scale 1:2500  
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**Application Site**

08/0336/01 - Residential development and access to highway (appearance, landscaping, layout and scale reserved for future consideration). REF 08/10/2009  
13/3962/03 - Formation of vehicular access off Pinhoe Road to serve future development. Approved 11/12/2013.

**Adjoining Land**

14/1669/03 - Erection of a public house/family restaurant with manager's accommodation at first floor level plus car parking, landscaping and all associated development. Approved 07/10/14.

15/0829/01 - Outline application for up to eight dwellings with access from Pilton Lane (all other matters i.e. appearance, landscaping, layout and scale reserved for future consideration). Currently under consideration.

## **DESCRIPTION OF SITE/PROPOSAL**

The application site comprises a 1.1 hectare parcel of land located on the south side of Pinhoe Road, close to the Sainsbury supermarket. To the north and west of Pinhoe Road there is a mixture of residential, commercial and industrial premises many of which are accessed directly off Pinhoe Road. The site is bounded to the north by Pinhoe Road and 2 existing residential properties, to the east by Pilton Lane, an area of undeveloped land and existing residential properties, and to the west by a new road being constructed to serve the application site/adjoining development land and Sainsbury's car park in the southwest corner.

Full planning permission is sought for residential development of the site. The submitted scheme originally comprised 73 units served via the new road being constructed off Pinhoe Road, which has the benefit of a separate approval granted in December last year, to serve this site and the adjoining land. The scheme has been amended as a result of negotiations and now comprises 53 dwellings. The scheme comprises a mix of 1 and 2 bed apartments, 2 and 3 bed houses. The apartments are contained in 2 separate 3 storey blocks.

The proposed internal road layout essentially follows the drainage diversion route and consists of a T-junction off the new road running approx west to east across the middle of the site with dwellings either side, and a road running south off this with dwellings either side.

The proposal incorporates parking to serve the proposed dwellings. An area of public open space to the south of the site adjoining the nearest neighbouring properties has been incorporated as a result of negotiations.

## **SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT**

The application is accompanied by the following supporting documents -

Planning Statement  
Design and Access Statement  
Transport Assessment  
Archaeological Survey  
Arboricultural Constraints Report  
Extended Phase 1 Habitat Report  
Geotechnical Report

## **REPRESENTATIONS**

### Originally submitted scheme

The 73 unit scheme as initially submitted attracted 9 letters of representation - 7 objections, and 2 comments raising the following issues -

- Contrary to Local Plan - Landscape Setting designation
- Contrary to Monkerton and Hill Barton Master Plan - intention for mixed uses in 'Pilton Centre' to function as local centre
- Congestion arising from single access point/additional traffic
- Air pollution
- Excessive density
- Impact on residential amenity of existing properties

- Over reliance of parking courts
- Lack of communal space for flats
- Lack of renewable energy sources/energy conservation
- Lack of open space/play area
- Over concentration of social housing - anti-social behaviour
- Loss of privacy
- Failure to comply with internal and external amenity standards
- Lack of community facilities in the area
- Height of block closest to Pinhoe Rd - scale out of keeping and impact on street scene
- Impact on wildlife
- lack of mix of house types
- Capacity of schools to cope with extra people
- Drainage issues - adjoining properties have septic tanks which drain over part of application site creating water logging and on occasion odour issues - scope for mains connection
- Relationship to other land parcels - comprehensive approach or at least not prejudicing future development/creating land locking.

### Revised Plans

Following negotiations the scheme has been amended to 53 units. These revised drawings were re-advertised and have attracted 6 additional representations some of which have re-iterated the issues highlighted above. The following additional issues have been raised -

- security, access for decoration/maintenance of existing properties/boundary walls
- consider open space to meet needs of occupants without encouraging anti-social behaviour
- still adverse privacy impact due to separation distances from existing properties
- lack of parking provision
- poor design
- single point of access from Pinhoe Road with associated impact on congestion/air quality
- still prejudicial to development of adjoining land

### **CONSULTATIONS**

Environment Agency - Object as insufficient information provided to demonstrate that surface water will be appropriately managed and will not increase flood risks on site or elsewhere. Site area is over 1 hectare and therefore Flood Risk Assessment (FRA) is required.

South West Water - Highlight locations of public water main and sewers, limits on proximity of building works to them and confirms that only foul drainage will be permitted to be connected to the public foul or combined sewer. Expectation of Sustainable Urban Drainage solution to deal with surface water.

Natural England - No objection in terms of impact on statutory nature conservation sites. Refer to standing advice in terms of assessing potential impact on protected species. Highlight opportunities for biodiversity enhancement.

RSPB - Express disappointment at lack of reference to biodiversity elements of Council's Residential Design SPD, highlight absence of public green space within the scheme, and refer to need for bat/bird boxes to be incorporated within the scheme.

Highways Agency - No objection - advocate proportionate contribution to wider infrastructure improvements.

Environmental Health - Insufficient information to determine that the site is suitable for development in respect of noise and air pollution. Given proximity to busy road and Air Quality Management Area highlight need for Noise and Air Quality Assessments to demonstrate acceptability/identify mitigation measures. If deemed acceptable following above recommend conditions relating to noise and air quality mitigation, Construction and Environmental Management Plan, and hours of construction work.

DCC (Education Authority) - Comment as follows - "This letter provides Devon County Council's response to the above planning application on education matters.

Due to the number of families and children expected to move into this development, it is anticipated that this application will put pressure on local schools, where there is limited capacity to accommodate them.

Exeter City have set out that they intend school facilities to be funded through CIL. It should be noted that this development will create the need for funding of new school places and it is anticipated that these will require funding equivalent to £126,112 for primary school facilities and £74,605 for secondary school facilities, equivalent to 11.10 and 4.09 children respectively. These figures have been calculated in accordance with the county council's education infrastructure plan and s106 approach and takes into account existing capacity in the surrounding schools. It is anticipated that these contributions would be provided for through CIL.

If the application is approved we will deem the houses to be built and the number of school spaces considered to be available in Exeter will be reduced accordingly - this will be taken into account when calculating contributions from future applications.

I trust the above provides information that will be helpful in the determination of the application."

DCC (Head of Planning, Transportation and Environment) - Summary of consultation response is as follows: -

"In summary, the proposed layout is broadly acceptable and suitable vehicular access is provided. The proposed sustainable links are welcomed, although there are still some details regarding pedestrian provision at the main vehicular access that need to be resolved. Subject to appropriate conditions to secure these and a contribution towards Travel Planning for the site, no objection."

## **PLANNING POLICIES/POLICY GUIDANCE**

Central Government Guidance - NPPF - particularly Paras 11-16 Presumption in favour of sustainable development, Para 17 Core Planning Principles, Paras 29-41 Promoting sustainable transport. Paras 47-55 Delivering a wide choice of high quality homes, Paras 56-68 Requiring Good Design, Paras 126-141 Conserving and enhancing the historic environment.

Exeter Local Development Framework Core Strategy

Objectives 1, 3, 8 and 9

CP1 - The Spatial Approach

CP3 - Housing Distribution

CP4 - Density

CP5 - Meeting Housing Needs

CP7 - Affordable Housing

CP12 - Flood Risk

CP14 - Renewable and Low Carbon Energy

CP15 - Sustainable Construction

CP16 - Green Infrastructure

CP17 - Design and Local Distinctiveness

## CP19 - Strategic Allocations

Exeter Local Plan First Review 1995-2011

AP1 - Design and Location of New Development

AP2 - Sequential Approach

H1 - Search Sequence

H2 - Location Priorities

H5 - Diversity of Housing

T1 - Hierarchy of Modes

T2 - Accessibility Criteria

T3 - Encouraging Use of Sustainable Modes

T10 - Car Parking Standards

C1 - Conservation Areas

C2 - Listed Buildings

C5 - Archaeology

LS1 - Landscape Setting

EN2 - Contaminated Land

EN4 - Flood Risk

EN5 - Noise

DG1 - Objectives of Urban Design

DG2 - Energy Conservation

DG4 - Residential layout and Amenity

DG6 - Vehicle Circulation and Car Parking in Residential development

DG7 - Crime Prevention and Safety

## Development Delivery DPD Publication Version 2015

DD1 - Sustainable Development

DD13 - Residential Amenity

DD20 - Sustainable Movement

DD21 - Parking

DD22 - Open Space

DD25 - Design Principles

DD26 - Designing out crime

DD28 - Heritage Assets

DD30 - Green Infrastructure

DD31 - Biodiversity

DD32 - Local Energy Networks

DD34 - Pollution

## Exeter City Council Supplementary Planning Documents :-

Residential Design Guide

Affordable Housing

Planning Obligations

Public Open Space

Trees and Development

Archaeology and Development

Sustainable Transport

Other relevant documents : -

Monkerton and Hill Barton Master plan

## **OBSERVATIONS**

## Background to the proposal

The site is identified for development in the Exeter Local Development Framework Core Strategy and the Monkerton and Hill Barton Masterplan Study. On the "Illustrative Masterplan" the land is indicated as potentially comprising part mixed use centre with the remainder as residential development. The masterplan only signifies one potential way in which the development of the land could come forward as part of the strategic allocation. It does not signify the only acceptable way in which the land/development could come forward. Since the Masterplan Study was undertaken numerous development proposals have come forward in the strategic allocation, including the consented mixed use development on land at Fitzroy Road and the new public house adjoining the site. It is not considered that the development of the application site for residential purposes would be inconsistent with the Core Strategy policies CP17 and CP19 or the Monkerton and Hill Barton Masterplan, particularly in the context of the demonstrable need for the provision of additional housing.

As originally submitted the layout for 73 dwellings raised concerns with regard to the relationship to existing properties surrounding the site, compliance with internal and external amenity standards and over reliance on parking courts as a parking strategy. Extensive negotiations have taken place to address these issues which have resulted in a significant reduction in the number of dwellings proposed for the site (down from 73 to 53). As a consequence of reducing the number of dwellings that could be achieved on site the applicant had questioned the viability of the development overall, particularly in terms of ability to provide affordable housing. It was made clear that this was a priority for the Council and consequently the applicant had to look at the land deal as part of the negotiations. The currently proposed layout takes into account the significant constraints of the site and the complex negotiations between all parties and officers.

The main considerations in respect of this application relate to design/layout/amenity standards, transportation issues, housing issues (including affordable housing), archaeological impact, and sustainability/drainage matters.

## Design/layout/amenity standards

The site is bordered by existing houses to the north and south, and also wraps around another parcel of land bordering Pilton Lane. Early negotiations sought to encourage the inclusion of this land to ensure comprehensive development however the applicant subsequently advised that they had been unable to reach agreement with the landowner and therefore wished to proceed with the application as submitted. The surrounding dwellings and adjoining land, together with a required drainage diversion zone form constraints on the potential layout of the site. The scheme as originally submitted for 73 dwellings was considered unacceptable and has been the subject of significant negotiations to secure a better relationship to surrounding housing and land. The implication of achieving internal/external amenity standards and parking provision that is considered acceptable has been a reduction in the number of dwellings delivered to 53 units.

Whilst a comprehensive scheme including the adjoining parcel of land fronting Pilton Lane would have been welcomed it is not considered essential to the efficient development of either the application site itself or the adjoining land. It is not considered that approval of this application would significantly compromise the efficient development of the adjoining site, particularly given that the Highway Authority have no objection in principle to that site being served directly from Pilton Lane. It is not considered that a layout combining both sites would necessarily yield a greater number of dwellings than looking at the sites in isolation, particularly allowing for the provision of any necessary road access between the 2 sites. Consequently, the proposed layout is considered acceptable having regard to the wider issue of the efficient development of land.

The relationship to existing dwellings bordering the southern part of the site (some of which have windows directly on the boundary with the site) was of particular concern. This has been addressed by the inclusion of an area of open space in this corner of the site, with new dwellings arranged to front onto it. This has improved the separation distances significantly and whilst it is acknowledged that residents would prefer greater separation, and remain concerned about the implications of use of the open space upon their residential amenity, this approach is considered acceptable. Local residents expressed a preference for a fenced off area of land that could have been offered to them for rent or potential purchase as a buffer. Such an approach would reduce the developable area of the site and result in a further reduction in the number of dwellings delivered. The amended layout proposed, with appropriate landscaping is considered a reasonable compromise approach to this relationship and the creation of an informal natural buffer with a high level of natural surveillance from the properties fronting the open space. Overall, in the context of the site constraints, the desire to maximise the delivery of open market and affordable housing on the site, the proximity to existing open space at Pinhoe and Exhibition Fields, and with regard to viability and incentive to bring this land forward for development the amount of open space to be provided on site is considered an acceptable compromise notwithstanding it is less than 10% of the site area.

The roof of plot 34 has been hipped to reduce the impact on the adjoining property and the elevation facing the neighbour contains no windows. In the context of a blank elevation with hipped roof the separation distance in this instance is considered acceptable.

#### Transportation issues

- linkages to surrounding land
- Sustainability/Travel Plan
- parking

Vehicular (and main pedestrian access) to the site is obtained from a new t-junction onto the new road that feeds onto Pinhoe Road which serves the new public house and adjoining land. Within the site the proposed road layout is heavily influenced by the drainage diversion zone and essentially consists of 2 arms one of which runs towards the eastern site boundary with Pilton Lane and the other which runs at right angles to serve the southern part of the site. The proposal incorporates provision of a pedestrian/cycle only link to Pilton Lane at approximately the midpoint of the site in the interests of sustainability and linkages to the wider locality. Pedestrian/cycle access is also provided in the north of the site onto Pinhoe Road.

The site is well located in terms of proximity to local facilities and bus routes, and in this context is considered a sustainable location for residential development. It is proposed to include a Travel Plan contribution within the proposed S106 Agreement as advised by the Highway Authority. The layout also provides for cycle parking within the rear gardens of individual dwellings and communal bike storage areas to serve the apartments.

The approach to parking provision to serve the development comprising a mixture of on-street parking, on plot parking in the form of garages with an additional space in front of them, and small groups of parking spaces in parking courts located close to the dwellings they are intended to serve. This approach is considered to represent a satisfactory mixed approach to the provision of parking to meet the needs of the development.

The Highway Authority has indicated that the proposal is acceptable from a transportation perspective.

## Housing issues

- overall mix
- affordable

Some of the representations have referred to a lack of mix in terms of the house types proposed for this site. The revised negotiated layout provides the following mix of accommodation types -

- 21 apartments (of which 6 are 1-bed and 15 are 2-bed)
- 1 2-bed bungalow
- 2 2-bed flats over garages
- 29 3-bed houses

This demonstrates a mix of 1, 2 and 3 bed properties are being proposed and this is considered a reasonable mix of house types/sizes on a site of this size in this location.

In terms of affordable housing, 18 of the units will be affordable comprising a mix of social rent and shared equity units in line with the Council's policy requirements. The mix of house types provided as affordable housing, specifically the inclusion of a wheelchair accessible bungalow, has been agreed following consultation with Housing colleagues.

Overall the total mix of house types and level of affordable housing provision is considered acceptable.

## Archaeological Impact

According to records the application site was formerly part of a medieval hamlet and consequently it has been necessary for the developer to undertake trial trenching and investigations on site to ascertain whether or not this has any implications for the potential layout of the site. The archaeological investigations carried out have revealed only limited remains on site, largely due to probable previous disturbance, and therefore this has no implications for the proposed layout.

## Sustainability/Drainage

The site lies within the Monkerton and Hill Barton Strategic allocation and therefore it is expected that the dwellings would be connected to the proposed district heating network and designed accordingly to facilitate such connections. This will be secured through the proposed Section 106 Agreement. Conditions are proposed to secure compliance with Level 4 of the Code for Sustainable Homes in respect of energy and CO2 emissions in line with Core Strategy policy.

The site is accessible to local facilities and in close proximity to bus routes that facilitate connections to public transport nodes. Overall it is considered that the proposal amounts to sustainable development.

At present the drainage arrangements proposed are unclear and the Environment Agency have objected based on the absence of a Flood Risk Assessment and clear demonstration that surface water will be managed in a way that flood risks on site or elsewhere are not increased as a result of the development. South West Water have indicated that only foul drainage will be permitted to be connected to the public sewer and that there is expectation that surface water will be dealt with by means of a sustainable drainage scheme. This matter has been raised with the applicant and further clarification will be provided prior to determination of the application by Planning Committee.



## Financial Considerations

This proposal will be CIL liable at a rate of £90.80/m<sup>2</sup>. Based on the number and mix of dwellings proposed, and indicated floor areas, this would equate to approximately £407,000 in CIL contributions before the application of any relief associated with affordable housing. The developer would however be entitled to claim relief from CIL in respect of the affordable housing units meaning that the final sum payable would be lower.

The proposal would also generate a significant sum in New Homes bonus. It is estimated that this would be approximately £457,700 (*Band D (National average) £1439.22 x 6 x 53 units*), of which 80% would come to the City Council.

## Section 106/CIL

This development will be CIL liable as stated above. The Education Authority has referred to funding of additional school places through CIL contributions derived from this proposal. However, no decision on the allocation of CIL contributions associated with this application have been taken, and therefore there can be no assumptions made in this respect.

A Section 106 agreement will be required in respect of the following matters -

- affordable housing
- district heating
- open space - public access and maintenance arrangements
- travel plan - financial contribution £500/dwelling

## Conclusions

Overall it is considered that the revised layout represents a suitable solution to the development of the site given the constraints. Subject to satisfactory resolution of the proposed drainage arrangements, including a revised consultation response from the Environment Agency, the proposal is considered acceptable.

## **RECOMMENDATION**

**Approve** subject to satisfactory clarification of the drainage proposals and further comments of the Environment Agency and South West Water, and completion of a Section 106 Agreement covering the items referred to above, and subject to the following conditions:

In the event that the section 106 agreement is not completed within 6 months of the date of this committee meeting, authority be delegated to the Assistant Director City Development to REFUSE permission for the reason that inadequate provision has been made for matters which were intended to be dealt with in the section 106 agreement.

**APPROVE** subject to the following conditions:

- 1) C05 - Time Limit - Commencement
- 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 18th June 2014 and 7th August, 23rd September, 6th and 13th October 2015 (*dwg. nos. 435 102 Rev A, 435 011 Rev S, 435 012 Rev F, 435 015 Rev B, 435 017 Rev A, 435 016 Rev A, 435 121 Rev C, 435 201, 435 202, 435 203, 435 103 Rev C, 435 109, 435 110 Rev B, 435 111 Rev C, 435 112, 435 120 Rev C, 435 121 Rev B, 435*

122 Rev B, 435 123 Rev C, 435 124 Rev C, 435 125 Rev C, 435 126 Rev C, 435 130 Rev B, 435 131 Rev B, 435 140 Rev B, 435 141 Rev C, 435 160 Rev C, 435 161 Rev C, 435 162 Rev C, 435 1635 Rev B, 435 180 Rev B, 435 181 Rev B, 435 200 Rev B and 931/PA/02) 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) 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 \*\*\*\*\*. Thereafter the development shall be implemented in accordance with the approved details.  
**Reason:** To ensure the satisfactory drainage of the development.
- 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 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 building(s) hereby approved.
- 6) 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 the details specified on drawing no 931/PA/02. 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:** To ensure the protection of the trees during the carrying out of the development.
- 7) No development shall take place until a Construction and Environment Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. Notwithstanding the details and wording of the CEMP the following restrictions shall be adhered to:
  - a) There shall be no burning on site during demolition, construction or site preparation works;
  - b) Unless otherwise agreed in writing, no construction or demolition works shall be carried out, or deliveries received, outside of the following hours: 0800 to 1800 hours Monday to Friday, 0800 to 1300 on Saturdays, and not at all on Sundays and

Public Holidays;

c) Dust suppression measures shall be employed as required during construction in order to prevent off-site dust nuisance.

The approved CEMP shall be adhered to throughout the construction period.

**Reason:** In the interests of the occupants of nearby buildings.

- 8) Unless it is demonstrated in writing prior to commencement that it is not viable or feasible to do so, the 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 decentralised energy (district heating) network. 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 and paragraph 96 of the NPPF and in the interests of delivering sustainable development.
- 9) Any individual dwelling hereby approved shall achieve Code for Sustainable Homes (CSH) Level 4 in respect of Energy and CO<sub>2</sub> Emissions including a 44% CO<sub>2</sub> emissions rate reduction from Building Regulations Part L 2006 as a minimum, in accordance with the requirements of the Code for Sustainable Homes 2006, the Code for Sustainable Homes Technical Guide November 2010 and the Code Addendum May 2014 (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.
- 10) Prior to commencement of any dwelling the developer shall submit to the Local Planning Authority an assessment to show how the requirements of condition 9 above will be met. The measures set out in that assessment shall subsequently be implemented on site in relation to each individual dwelling prior to the first occupation of that dwelling.  
**Reason:** To ensure that the proposal complies with Policy CP15 of Council's Adopted Core Strategy and in the interests of delivering sustainable development.
- 11) Prior to the occupation of each dwelling hereby approved, ducting or equivalent service routes should be installed capable of accommodating at least 6 separate fibre-optic cables that enable electronic communications services network suppliers to freely connect between the boundary of the site and the inside of each dwelling for the purposes electronic communications.  
**Reason:** To contribute to the development of high speed broadband communication networks and to ensure that adequate provision is made to meet the needs of future occupants of the dwellings for high speed internet access in line with paragraph 42 of the NPPF.
- 12) No part of the development hereby approved shall be occupied until the pedestrian crossing facilities at the junction of the main access road and Bakers Way have been provided and maintained in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and retained for that purpose at all times.  
**Reason:** To ensure a safe and suitable access is provided for pedestrians to the site.
- 13) No more than 50% of the development hereby approved shall be occupied until the pedestrian/cycle connections of 2.0 metres width from the development to Pinhoe

Road and of 3.5 metres width to Pilton Lane, as indicated on Drawing 012 Revision F, have been provided. Thereafter they shall be retained for this purpose at all times.

**Reason:** To provide safe and suitable access and adequate facilities to promote the use of sustainable modes, in accordance with Section 4 of the NPPF.

- 14) 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 prior to occupation of any dwelling hereby permitted, 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.
- 15) 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.
- 16) Prior to the commencement of the development hereby approved the further reptile survey work identified on page 11, Section 4.2 of the Extended Phase 1 Habitat Report by First Ecology dated May 2013 shall be carried out, and the results and any mitigation measures (including timeframe) arising from the findings shall be submitted to, and be agreed in writing by, the Local Planning Authority. Thereafter the development shall proceed strictly in accordance with the agreed details.  
**Reason:** To ensure that appropriate measures are in place to identify and mitigate any impact on resident reptile populations occupying the site.
- 17) The landscaping scheme detailed on drawing no 931/PA/02 shall be implemented in accordance with a timeframe that shall be agreed in writing by the Local Planning Authority prior to the occupation of the first dwelling on the site.  
**Reason:** In the interests of the visual amenity of the area.
- 18) Notwithstanding the details shown on drawing no 931/PA/02 further details of the proposed landscaping and boundary treatments in relation to the public open space at the southern end of the site, and the timeframe for implementation of those works, shall be submitted to, and be approved in writing by the Local Planning Authority prior to the occupation of the first dwelling hereby approved.  
**Reason:** To ensure that the landscaping and boundary treatment of the public open space is properly considered and designed in terms of both the visual amenity of the area and the residential amenity of the occupants of surrounding properties.
- 19) 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.

20) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted above ground floor level in the east elevation of plot 34 without the prior written approval of the Local Planning Authority.

**Reason:** To protect the residential amenities of the occupants of the adjoining property.

21) Prior to the commencement of the construction of Plots 8, 9, 10 and 11 fronting Pinhoe Road Air Quality and Noise Impact Assessments shall be undertaken and the results, together with any necessary mitigation measures, shall be submitted to, and be approved in writing by, the Local Planning Authority. Thereafter the development shall proceed strictly in accordance with the approved details.

**Reason:** In the interests of the residential amenities of the future occupants of these properties.

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