

ITEM NO.**COMMITTEE DATE: 23 MAY 2016**

APPLICATION NO: 16/0114/03 FULL PLANNING PERMISSION
APPLICANT: Mr Lovell
Heritage Developments (SW) Ltd
PROPOSAL: 22 dwellings (houses and flats), associated access through
phase 1 landscaping and infrastructure provision
LOCATION: Land north of Wessex Close, East of Retreat Drive,
Topsham, Exeter, EX3 0LU
REGISTRATION DATE: 25/01/2016
EXPIRY DATE: 21/03/2016

HISTORY OF SITE

14/1605/01	Development of up to 23 dwellings, access and associated services, land off Exeter Road.	PER 27/07/2015
14/0525/01	Residential development of up to 9 dwellings, land off Wessex Close.	PER 28/07/2015
15/0907/03	Six no. residential flats, car parking and associated facilities, land off Exeter Road.	PER 30/11/2015
15/0909/02	Reserved Matters for the approval of the appearance, landscape, layout and scale of 22 dwellings on part of the outline site, land off Exeter Road.	PER 30/11/2015

DESCRIPTION OF SITE/PROPOSAL

The site lies on the southern side of Exeter Road to the rear of the recently approved Phase 1 site, adjacent to The Retreat Drive and Wessex Close and to the east of the M5 motorway bridge. To the east and south there are existing residential dwellings on Wessex Close and The Retreat Boatyard adjacent to the River Exe.

The site is flat, with some mature trees within the site and smaller trees to the boundary. These trees are protected by a group TPO (No. TPO 544).

The proposal is for the development of 22 dwellings (houses and flats) made up of 15 open market dwellings, 6 no. two bedroom Socially Rented units and 1 no. two bedroom Shared Equity Unit (and a commuted sum of £28,262). The design is modern and contemporary and matches the dwellings already approved on the plot adjacent to Exeter Road. The site is accessed from Exeter Road, through the front plot. Additional pedestrian access is provided from Wessex Close and from The Retreat Drive to allow better permeability and connectivity through the site to Exeter Road.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

The application site is approximately 0.68 hectares. An outline scheme was consented in 2015 for 9 dwellings with two cul-de-sac entrances off Wessex Close.

The application is submitted in full and will comprise of 1, 2, 3 and 4 bedroom dwellings. Vehicular access is to be through the main site from Exeter Road whilst pedestrian access can be gained through the site and direct from The Retreat Drive.

The preliminary ecological survey concluded that the field has minimal value to wildlife and that the proposed development would not have any detrimental effect on the site's ecology or on the habitat value of adjoining land. Additional tree and shrub planting and landscaping will be

undertaken throughout the site. Trees of good quality will be retained. Bat roosting and bird nesting boxes will be provided.

A full archaeological assessment is to be undertaken on the site furthering the works from the Phase 1 site.

A Tree Preservation Order covers trees across the site. An Arboricultural Report has been carried out showing the removal of the trees which were located between the two fields and identifies the existing mature trees to be retained in the Phase 2 site.

The noise survey showed that noise levels are dominated by the M5 which runs along the embankment to the west of the site. Noise levels across the site have been shown to fall in the LOAEL (Lowest Observed Adverse Effect Level) classification and therefore there is a requirement to mitigate and reduce noise levels to a minimum. The report concludes that noise levels can be fully addressed and suitable mitigation provided for residential use of the site to comply with current national planning guidance.

The air quality assessment concluded that the air quality across the site is likely to be acceptable for residential development without the need for mitigation.

Amenity space (0.114ha) is provided in blocks within the layout, providing 68% more than the minimum 10% requirement (0.0068ha).

The resulting overall average net density proposed is 31dph. Adjacent residential development is built at a lower density than this, Exeter Road being 21dph and Wessex Close at 9dph. The higher densities proposed reflect the site's situation close to the M5 motorway, the need for smaller affordable units and market forces. The density falls within ECC approved Policy which supports up to 35 dwellings per gross hectare, and is also significantly less than recent approval on the nearby Seabrook Orchards site.

A mix of two storey dwellings are proposed, set in courtyards with a three storey complex set back from The Retreat Drive housing 6 Affordable Housing units and a 3 storey ground floor flat with maisonette above on the corner of The Retreat Drive and Wessex Close. Bin stores are incorporated within the parking forecourt of the flats and within the individual dwelling plots.

The entire development will be designed to a high level of sustainability with each dwelling designed to achieve a zero carbon energy rating.

REPRESENTATIONS

130 representations have been received and a summary of the reasons for objection is as follows:

- An unsustainable increase in the number of dwellings from 9 at outline to 22 (50 across both sites instead of 24) contrary to the 2013 Exeter SHLAA designation.
- Overdevelopment – development out of character with the area with three storey elements.
- The whole area should be considered as one site.
- The development will create parking problems leading to parking on adjacent roads due to limited onsite parking. How will the developer ensure parking will not be on Retreat Drive?
- Lack of recreation areas for children or landscaping.
- Increase in traffic on a difficult access and the impact on the highway network and increased congestion. No provision for cycling/pedestrians. No cycle parking provided.
- Unsustainable consequences for the Countess Wear roundabout.

- DCC Consultation based upon 23 units not 50 units now proposed. Private drives serving more than 3 dwellings are not acceptable. ECC census shows 25% of households have 2 or more cars.
- 15 of the 50 units (8 in phase 1 and 7 in phase 2) are described as “starter” or “affordable” and the Design & Access Statement makes it clear they are for young families giving rise to concern for road safety implications for children.
- How will construction/contractors vehicles be controlled (particularly from parking on The Retreat Drive).
- Noise levels from the motorway will be unacceptable for residents. Needs more opportunity for tree planting to offset noise. The Noise Statement accepts there is a serious problem. Social Housing to provide a noise barrier. Noise screen along motorway required.
- Effect on existing wildlife. Site of low ecological value is misleading. Should be viewed as a resource.
- Small garden sizes.
- Changes/increase in use of boatyard and noise may be restricted by residential use.
- Removal of hedgerows, trees and landscape. Buildings too close to the boundaries of the site so no opportunity for meaningful planting.
- Materials and architecture that is out of style with the character of the area. Design – the square tower at the corner of Topsham Road and Wessex Close is out of character with Topsham. Little aesthetic value to design.
- Demand on rainwater/foul water – can the pumping station cope? There have been recent problems in Ferry Road. Overloading of existing facilities and infrastructure e.g. roads, medical facilities, schooling.
- Loss of existing trees and hedgerow on site affecting visual appearance of the area. Trees lost which were subject of a TPO.
- Detrimental to neighbouring properties and the adjacent Grade II listed Retreat House.
- No flood prevention plans. Part of the flood plain for the Exe.
- High rise buildings will contribute to accumulation of pollution.
- Open space under the oak tree is encroached by the garage of one of the plots.
- No involvement with the local community before submission.
- No details of the three storey units provided. No details of materials provided.
- Archaeological assessment does not excavate under the tree canopies.

CONSULTATIONS

The Highway Development Management Officer (Exeter) at Devon County Council - The new junction from Exeter Road into the site will replace the existing service road junction in from of number 83 will need to be constructed before any part of the development is brought into use.

Pedestrian and cycle access is proposed via a shared surface access way into the development and a new shared connection on the southern boundary to Wessex Close. The combined sites provide good sustainable permeability.

The application proposes 47 vehicular parking spaces and 22 cycle parking spaces. The vehicular parking spaces are in excess of the relevant standards and accepted. The cycle parking spaces are below the standard, although it is noted that for a number of dwellings, provision for this is provided by the garages. Given the proximity to the National Cycle Route along Topsham Road the cycle parking standards should, as a minimum, be adhered to, for each dwelling.

The applicant has been in liaison with the Highway Authority regarding the extent of adopted geometries and drainage strategy and has been advised that the adoptable highways will require full construction throughout. The proposed internal road layout reflects a more contemporary approach to residential road design in keeping with the principle of Manual for

Streets and is welcomed. To progress adoption of the estate roads by the County Council, the applicant will need to enter into an agreement under Section 38 of the Highways Act 1980.

Given the modest scale of development and that a safe and suitable access to the site is achieved for all users, the proposed development is acceptable in highway terms. The internal road layout design accords with best practice. Subject to conditions, no objection.

Environmental Health – The air quality report is accepted and no specific air pollution mitigation works are required.

A contaminated land risk assessment is required because the development is for a sensitive end use. A Construction and Environment Management Plan shall be submitted for review and approval. A scheme for protecting the proposed development from noise shall be submitted for review and approval.

Principal Project Manager (Heritage) - Advises that the geophysics and assessment/ evaluation report submitted for the site, together with knowledge of the results of the recent excavations on the adjacent site, provides sufficient background information on which to reach a view regarding the physical impact of the scheme on heritage assets. The survey has not identified any assets of sufficient significance or quality of survival within the site that would affect the principle or layout of a proposed development, although there is a substantial amount of remains present.

The completion of a programme of archaeological work is to be secured via the standard condition for Archaeological Recording.

RSPB South West Regional Office - A Wildlife Plan should include provision for building dependant species by incorporating built in “nesting cavities”, “swift bricks” being the most effective and will be used by sparrows, starlings, great tits, blue tits, swifts, overwintering wrens and various invertebrates including bumble bees and hibernating butterflies. These should be available for the life of the building, by comparison retro-fitted boxes attached to external features recommended in the Habitat Survey need ongoing maintenance, have limited life spans and should in our view be the responsibility of the new occupants. The landscape plans should be strengthened to create and enhance the biodiversity of this part of Topsham in general and provide areas for other garden birds to nest and forage when the public and private green spaces have matured.

Senior Housing Development Officer - There had been no discussions with the developer regarding the Affordable Housing (AH) provision. The requirements are for 35% of the total number of units to be AH, which is 7.7 dwellings (7 AH units on the site and an AH contribution for the remaining 0.7). At least 70% of the AH units are to be social rent, which is 5 units. The mix of units is to be representative of the mix of market dwelling types and sizes. We would expect the following mix: 2 x 2 beds, 4 x 3 beds and 1 x 4 beds.

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance

National Planning Policy Framework 2012
Manual for Streets 2007

Exeter Local Development Framework Core Strategy

CP1 – Spatial approach
CP3 – Housing development
CP4 – Housing density
CP5 – Meeting Housing Needs
CP7 – Affordable Housing
CP11 – Environment
CP13 – Decentralised energy networks
CP14 – Renewable and low carbon energy
CP15 – Sustainable design and construction
CP17 – Design and Local Distinctiveness

CP18 – Infrastructure requirements and developer contributions

Exeter Local Plan First Review 1995-2011

AP1 – Design and Location of Development
H1 – Housing land search sequence
H7 – Housing for disabled people
L4 – Provision of playing pitches
T1 – Hierarchy of modes of transport
T2 – Accessibility criteria
T3 – Encouraging use of sustainable modes of transport
T10 – Car parking standards
C5 - Archaeology
LS1 – Landscape setting
EN2 – Contaminated land
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 developments
DG7 – Crime prevention and safety

Exeter Development Delivery Document – Publication Version 2015

DD1 – Sustainable Development
DD8 - Housing on Unallocated Sites
DD9 - Accessible, Adoptable and Wheelchair User Dwellings
DD13 - Residential Amenity
DD20 - Sustainable Movement
DD21 - Parking
DD25 - Design Principles
DD26 - Designing out Crime
DD28 - Heritage Assets
DD29 – Landscape Setting Areas

Exeter City Council Supplementary Planning Documents

Affordable Housing SPD 2014
Archaeology and Development SPG 2004
Draft Planning Obligations SPD 2014
Public Open Space SPD 2005
Residential Design Guide SPD
Trees and Development SPD
Sustainable Transport SPD 2013

OBSERVATIONS

Density, Scale and Design

The principle of development on this site was established by the approval of the outline application. The design of the properties proposed, is contemporary using smooth render with white finish and terracotta and beige to match the localised brick and stone colouring but using modern materials. The pitched roofs would be zinc coated aluminium standing seam with the flat roofs finished with a single ply membrane. The windows would be dark grey foil coated uPVC and the entrance doors aluminium with high thermal insulation to assist with achieving zero carbon efficiency. The design matches the Phase 1 development on the site to the front, off Exeter Road developing a cohesive design for the entire site.

There is a mix of two and three storey elements with the three storey elements being located at the corner of Wessex Close and The Retreat Drive, adjacent to the embankment of the M5 and reflecting the location of the three storey elements of Phase 1. The highest proportion of the

density is to the west of the site with the larger, lower density plots to the east, closer to the existing housing of Wessex Close.

The density of the development has subsequently increased from the previously approved outline application for 9 units in 2015, to 22 (31dph). With the approval of the Phase 1 development, there will be a total of 50 units across both sites. Although the number of units is higher than that identified in the ECC SHLAA report, this increase is acceptable given that the density falls within Local Plan Policy levels, the design of the properties is still meeting the National Housing Standards and meets the ECC garden size standards.

The courtyards create smaller residential communities off the main access road, which leads through to the site from the main access off Exeter Road in Phase 1, with natural surveillance over the communal parking spaces.

Boundary Treatments

Private garden and parking areas will be enclosed by fences as described below as well as rendered block walls with blue engineering brick plinth finished on top with plain tiles and a single course of blue engineering bricks.

Noise

It is accepted that the proximity to the M5 and Exeter Road will create noise and this is taken into account through the construction methods of the dwellings and flats. The buildings will be solid construction, with triple glazing (including acoustic glass), acoustic ceilings and additional roof insulation. Ventilation is mechanical, to ensure compliance with the zero carbon rating, although opening windows are still available.

In order to reduce the noise within garden areas, the buildings have been placed to provide a buffer. In other, more open areas, 1.8m high fences and acoustic fences are proposed.

Highways

Concerns have been raised regarding the future impact on the Highway network and additional congestion. However, the DCC Highways Engineer has confirmed that there is no objection to the number of dwellings across the entire site. There is no vehicular access proposed onto The Retreat Drive or Wessex Close, instead moving all vehicle movements to Exeter Road where a longer and clearer visibility splay is available and is to be implemented prior to the commencement of construction works. The majority of the internal roads will be adopted by DCC, with the courtyard and parking areas remaining with a private management company for ongoing upkeep and maintenance. The main access road will be tarmac, with the courtyards and parking spaces being constructed of block paving and setts. There remains concern by local residents that The Retreat Drive and Wessex Close may be used for parking but since this is a private road, permission would need to be sought from the landowner who could secure and enforce yellow lines to prevent parking on the private road. There are two parking spaces plus garage proposed for many of the properties to alleviate the pressure for parking off the site.

The internal road has been narrowed through discussions with the Highways Officer to 3.5m, reducing the amount of tarmac required whilst still providing adequate width for cars, refuse and fire engines.

A public cycle path and pedestrian route is incorporated into the shared access road parallel to Exeter Road. A further pedestrian route is provided from Wessex Close to allow a shorter route through to Exeter Road for access to the bus stop and the pavement into Topsham.

Landscaping

There have been discussions with the Tree Officer regarding the existing trees on the site and the proposed re-planting. The majority of the protected trees are on the current application site with the main mature oak becoming a central focus and creating a central open space for the development. Across the rest of the site areas of mixed planting are proposed with new alder, English oak, cockspur and crab apple trees as well as a variety of shrubs. A maple tree which

is currently protected by a TPO on the boundary adjacent to 18 Wessex Close is to be removed but replanting with Alder and Cockspur is proposed.

The group of trees along the boundary of the two sites, has been removed. The removal of these trees was considered to be acceptable by the Tree Officer and in planning terms because of the new planting proposed across the site and the buffer of trees to be planted along the Exeter Road frontage.

The original outline application for the Phase 1 site proposed the use of the green area on the opposite side of Retreat Drive to be used as open space. However, with the site being immediately adjacent to the M5 bridge and embankment, it was agreed during the Reserved Matters submission to instead make a financial contribution of £40,500 for the enhancement of the existing playing fields and recreation ground in Ferry Road, Topsham and to also provide the 10% open space within the site as a whole (Phases 1 and 2). There are small areas of open public space where landscaping is proposed which could be used as informal play areas by residents.

Affordable Housing

When the application was initially submitted, the applicant was proposing 7 starter homes on top of the 15 open market houses. However, the National Planning Policy for Starter Homes has yet to be adopted. The applicant has put forward a mix of affordable housing which does not fully comply with the Affordable Housing SPD as the Affordable Housing is not representative of the open market mix. It is recommended that planning permission be granted with the precise terms of the S106 requirement for affordable housing delegated to the Assistant Director City Development and Portfolio Holder for City Development.

Section 106

A Section 106 Agreement will be required for the provision of Affordable Housing. The open space has already been secured through the S106 Deed of Modification for the Phase 1 site. There is also a requirement for payment of Community Infrastructure Levy.

DELEGATION BRIEFING – 23 February 2016

It was confirmed at the Delegation Briefing that the submission would come to Committee for review.

RECOMMENDATION

APPROVE subject to the successful completion of a S106 Agreement to secure the Affordable Housing provision the precise terms of which are delegated to the Assistant Director City Development and Portfolio Holder to agree; and 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 25th January 2016 (*Dwg. No(s). Planning, Design and Access Statement; House/Garden & Amenity Space Schedule; EXRD-020-LOC PLAN; EXRD-010-SITE PLAN; EXRD-012-SITE PLAN; EXRD-014-OPEN SPACE; EXRD-PL29-34; EXRD-PL35&36; EXRD-PL37-40; EXRD-PL41&42; EXRD-PL43&44; EXRD-PL45; EXRD-PL46; EXRD-46G; EXRD-PL47; EXRD-47G; EXRD-PL48; EXRD-48G; EXRD-PL49; EXRD-PL50*) and 3rd March 2016 (*Dwg. No. 380 - Landscape Proposals*), as modified by other conditions of this consent.

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

- 3) 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.

- 4) No part of the development hereby approved shall be occupied until cycle parking facilities have been provided in accordance with details (including access arrangements) that shall previously have been submitted to agreed and approved in writing by the Local Planning Authority and maintained for that purpose at all times.

Reason: To encourage travel by sustainable modes.

- 5) No part of the development hereby approved shall be brought into its intended use until the vehicular access to Exeter Road approved under application 15/0909/02 has been provided and is open for public use.

Reason: To provide a safe and suitable vehicular access to the site.

- 6) No more than 14 dwellings in the development hereby approved shall be occupied until a pedestrian/cycle connection of at least 3.0 metres width between the estate road and The Retreat Drive, as indicated on the Proposed Hard Landscaping Plan (Dwg. No. EXRD-012-Site Plan Rev32) has been provided and made available for public use. Such a link shall be maintained for this purpose at all times.

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

- 7) C57 - Archaeological Recording

- 8) Prior to the occupation of the dwellings hereby approved, a wildlife plan indicating how the design and layout of the site and buildings will maximise wildlife opportunities and habitat within the site, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that wildlife opportunities and habitat are maximised in the development of the site in the interests of biodiversity.

- 9) No development shall take place until a Construction and Environment Management Plan (CEMP) has been submitted, 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: To protect neighbouring residential amenity.

- 10) No development shall take place until a scheme for protecting the proposed development from noise has been submitted to the Local Planning Authority and approved in writing. 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 standards for internal and external noise levels specified in BS8233:2014 Sound Insulation and Noise Reduction for Buildings.

Reason: To protect future residential amenity.

- 11) C70 - Contaminated Land
- 12) Prior to the commencement of the development a Sustainable Urban Drainage Scheme (SUDS) to deal with surface water associated with the development shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Devon County Council as the Lead Local Flood Authority). The said scheme shall include details of the on-going maintenance arrangements associated with any drainage system to be installed. The development shall be implemented strictly in accordance with the approved scheme.
Reason: To ensure the satisfactory drainage of the development.
- 13) Any individual dwelling hereby approved shall achieve Code for Sustainable Homes (CSH) Level 4 in respect of Energy and CO2 Emissions including a 44% CO2 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.
- 14) Prior to commencement of any dwelling the developer shall submit to the Local Planning Authority an assessment to show how the requirements of condition 13 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
- 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 the 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 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 5837:2005 - 'Trees in Relation to 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: To ensure the protection of the trees during the carrying out of the development.
- 17) All trees shall be a minimum of 10-12cm girth and shall be container grown, the trees shall not be planted until written approval has been provided by the Council's Arboricultural Officer that he/she is satisfied with the condition and form of the proposed trees. Any trees delivered to site or planted must comply with *Trees: from*

nursery to independence in the landscape – Recommendations BS 8545:2014. The Council reserves the right to reject, and require the replacement of any trees that do not comply with the above British Standard either prior to or following the planting of the trees. Owing to the above, and prior to the trees being delivered to site or planted, the applicant is advised to seek approval from the Planning Department that the form and quality of the trees is acceptable.

All trees planted within or adjacent to hard surfaces should be planted into tree pits utilising an underground crating system.

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

- 18) 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.

- 19) All gates to private gardens shall only be recessed by a maximum of 500mm.

Reason: To ensure the community is designed in a safe and secure way and in compliance with Policy DG7 of the Exeter Local Plan.

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