

COMMITTEE DATE: 16/03/2020

APPLICATION NO: 19/0650/OUT

APPLICANT: Eutopia Homes (Exeter) Limited

PROPOSAL: Outline application for the construction of 400 residential dwellings (Class C3), 65 senior living with care units (Class C2), new public open and green spaces, access road, refurbishment and extension of locally listed former water tower, and associated works (Landscaping reserved for future consideration).

LOCATION: The Old Coal Yard, Exmouth Junction, Mount Pleasant Road, Exeter, Devon, EX4 7AE

REGISTRATION DATE: 10/05/2019

RELATED DOCUMENTS: <https://exeter.gov.uk/planning-services/permissions-and-applications/related-documents/?appref=19/0650/OUT>

HISTORY OF SITE

86/0869/FUL -	Use of former wagon repair workshop & yard as warehouse & distribution centre of fertilisers & associated products	REF	14.11.1986
89/0672/FUL -	Erection of four bulk screening hoppers and canopy	WDN	02.01.1991
EN/92/00053 -	New building been erected, tank erected and lights on all night.	CLOSED	28.05.1992
EN/95/00363 -	Waste Disposal Depot	CLOSED	24.10.1995
EN/96/00009 -	Change of use class.	CLOSED	23.01.1996
EN/96/00077 -	Untidy site	CLOSED	05.03.1996
EN/97/00167 -	Unauthorised building work	CLOSED	04.07.1997
EN/98/00147 -	Unloading of earth and hardcore	CLOSED	28.10.1998
98/1017/CMA -	Temporary waste transfer facility (12 months)	RNO	17.02.1999
EN/99/00010 -	Untidy site	CLOSED	07.01.2000
EN/99/00042 -	Builders Yard / Tarmac Business	CLOSED	26.05.2000
99/0886/CMA -	Temporary (6 months) waste transfer facility	RNO	15.12.1999
00/1276/CMA -	Temporary (6 months) waste transfer facility	WDN	04.10.2000
EN/00/00348 -	Untidy building	CLOSED	15.08.2002
EN/01/00116 -	Installation of grey metal fence over 1 metre tall	CLOSED	06.04.2001
EN/01/00573 -	Untidy site, abandoned railway buildings.	CLOSED	14.03.2002
02/0305/CTY -	Temporary storage site for used refrigerators for up to 2/3 years	WDN	25.04.2002
EN/02/00103 -	Dumping of rubble in former coal yard	CLOSED	19.08.2002
ENF/10/00077 -	Unauthorised advertisements	CLOSED	25.02.2011
10/1735/ADV -	Non-illuminated double sided freestanding sign at junction with Mount Pleasant Road and 2 road safety/security signs on access road	PER	08.02.2011
16/0769/SO -	EIA screening opinion request for 240 dwellings (outline application with all matters reserved except access)	EIANOT	08.07.2016

18/1614/SO - Request for Environmental Impact Assessment EIANOT 01.02.2019
Screening – Outline application for
approximately 412 dwellings (Use Class C3)
and a 55 unit care home facility (Use Class C2),
with appearance and landscaping reserved

DESCRIPTION OF SITE/PROPOSAL

The site comprises part of the site that was used historically as a railway depot to the north of Exmouth Junction, where the Exmouth branch line diverges from the main railway line. It's most recent use has been as a storage site, including the storage of motorhomes and caravans. The site is bounded by St James' Church and the Prince Charles Road allotments to the north, Morrisons supermarket to the east, the railway line to the south with housing and Priory Park beyond, and housing to the west. The site is largely sunken and below the level of the surrounding uses except for an access road running along the north boundary, which connects to Mount Pleasant Road to the west. A second vehicular access point is on the east boundary connecting to the road serving Morrisons, but apart from these there are no other existing access points. The site is mainly rectangular in shape and measures approximately 700 metres east to west and 100 metres north to south, although it narrows to the east where Network Rail wish to retain some land. A wooded slope separates the main part of the site from the access road. The overall site area is 5.95 hectares. The site is in Pennsylvania ward.

The site is unallocated and undesignated in the adopted Core Strategy (2012) and Local Plan First Review (2005), but the western part of the site is allocated for housing in the emerging Development Delivery DPD (2015). The site is in Flood Zone 1 (land assessed as having less than 1 in 1,000 annual probability of river or sea flooding), although there are a few small areas at risk of surface water flooding from heavy rainfall. There are no heritage assets on the site or within the vicinity apart from a disused water tower building, which is locally listed. The site has been identified as being potentially contaminated from previous land uses. Prince Charles Road running parallel with and on the other side of the allotments has been designated part of the E3 strategic cycle route by Devon County Council, which connects the University of Exeter with Exeter Science Park and other growth point areas to the east of the city.

The proposed development is to redevelop the site to provide a mixed housing scheme comprising 465 units in total. A mix of dwelling sizes and tenures is proposed to meet a variety of housing needs and to create a balanced community. A 5 storey apartment block with 66 apartments (28 no. 1-beds, 28 no. 2-beds and 10 no. 3-beds) will be sited to the west of the site at its lowest point, closest to Mount Pleasant Road. Next to this will be 104 no. 4-bed townhouses, arranged in four perimeter blocks with gardens backing onto each other. To the east of the townhouses will be a 'Village Green' (0.025ha), including a children's play area and other amenity areas, which will act as the heart of the new community. To the east of the Village Green will be two blocks comprising a total of 230 Build to Rent apartments. The first block will comprise 177 apartments (75 no. 1-beds, 71 no. 2-beds and 31 no. 3-beds) and will be part 3/4/5 storeys; it will also have a central courtyard, described as a 'Community Garden' in the Design and Access Statement (DAS). The second block will comprise 53 apartments (28 no. 1-beds, 17 no. 2-beds and 8 no. 3-beds) and will be part 4/5 storeys. To the north of this block will be a hard landscaped square, referred to as 'Pump House Square' in the DAS, and framing this to the north will be the converted and extended water tower building, which will contain a management suite and social hub for the Build to Rent apartments. Several other communal facilities will be situated around the square, including a fitness suite, lounge and 'tech hub' offering shared work space. To the east of the second Build to Rent block (at the far east of the site nearest to Morrisons) will be a part 4/5 storey block containing 65 'senior living with care' apartments

(17 no. 1 beds, 39 no. 2-beds and 9 no. 3-beds). Whilst an operator for this facility has not yet been identified, this block will provide residential accommodation for older people requiring a certain amount of personal care. It will include a lounge/dining area on the ground floor, as well as reception, consultation room, wellbeing suite and staff room. It will also provide outdoor amenity space in the form of a rear courtyard/garden and rooftop terrace.

Vehicular access to the site will be provided from the road serving Morrisons to the east. The existing access to/from Mount Pleasant Road will be made into a pedestrian/cycle access point only, except for emergency vehicles. The street hierarchy will consist of a primary route running the length of the site east to west, with secondary routes off of this providing access to the blocks north to south. These secondary routes will take the form of new streets designed using 'home zone' principles to reduce the dominance of the car and prioritise pedestrian movement and activities. The primary route will run along the base of the wooded slope on the site, whilst the pedestrian/cycle route linking to Mount Pleasant Road will run along the top. This will slope down to the primary route and link with it near the converted water tower building. A footpath will run through new woodland areas planted along the edge of the site to the west and south, which will connect with the pedestrian/cycle route and Village Green to form a recreational walking circuit for residents and visitors. The highways on the site will be privately managed enabling higher quality surface materials to be used, except for the initial part of the primary route to the east which will be adopted by Devon County Council. Vehicle control barriers will be placed at the base of the pedestrian/cycle route and across the primary route in front of the Build to Rent properties to ensure only registered and emergency vehicles can access the site.

The scheme has been designed as a low car parking scheme to encourage more sustainable modes of travel, including walking, cycling and public transport, as well as reduce the dominance of cars visually within the streetscene. Each of the townhouses will have one designated car parking space, either on-plot or in bays on-street. A row of 22 car parking spaces will be provided to the west of the western apartment block, including 5 disabled spaces and 5 electric charging point spaces. 8 parallel spaces will be provided adjacent to the main Build to Rent apartment block and 8 disabled spaces will be provided adjacent to the smaller Build to Rent apartment block. 18 car parking spaces will be provided for the 'senior living with care' apartment block in two areas either side of the building. A small car park with 24 spaces will be provided near the site entrance for general use. A car club will be provided adjacent to the management suite in the water tower building with 8 spaces, 4 of which will include electric charging points. There will be a total of 192 car parking spaces across the scheme as a whole representing a car parking to dwelling ratio of 1:2.42 (41%). This is skewed more towards the for sale units.

Conversely over 1,000 cycle parking spaces will be provided across the scheme. Each of the townhouses will have a combined bike/bin store to the front of the plot. The apartment blocks will have internal bike stores with double stacking racks (778 spaces). External covered bike stores will be provided adjacent to the management suite and to the rear of the 'senior living with care' block (120 spaces). Groups of Sheffield bike stands will also be provided in various areas around the site (140 spaces). An electric bike hire facility will also be provided within the Build to Rent complex. (See pages 42 and 44 of DAS for further details).

Each of the townhouses and the apartment blocks will have refuse stores on the ground floors. Estate bins will be provided along the primary access route and two recycling banks will also be provided. (See page 43 of DAS for further details).

The application has been submitted in outline with details of landscaping as a reserved matter only. However, an Illustrative Landscape Masterplan has been submitted with the application and a Landscape Strategy has been provided as part of the DAS (see Section

7.0) to indicate the design intent with regards to hard and soft landscaping. 'Green roofs' are proposed on each of the apartment blocks to enhance biodiversity, as well as solar panels (see page 51 of the DAS).

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

- Design and Access Statement (Darling Associates, April 2019)
- Statement of Community Involvement (Darling Associates, April 2019)
- Community Benefit & Social Value Report (Darling Associates, April 2019)
- Planning Statement (CBRE, April 2019)
- Heritage Statement (CBRE, April 2019)
- Arboricultural Survey (Advanced Arboriculture, 12th April 2019)
- Environmental Site Investigation & Outline Remediation Strategy (John F Hunt Remediation, July 2018)
- Transport Assessment (AECOM, April 2019)
- Travel Plan (AECOM, April 2019)
- Air Quality Impact Assessment (AECOM, 2019)
- Flood Risk Assessment and Drainage Strategy Report (AECOM, April 2019)
- Noise and Vibration Report (AECOM, April 2019)
- Preliminary Ecological Appraisal (PEA) (AECOM, April 2019)
- Light Assessment (AECOM, April 2019)
- Energy Assessment (AECOM, April 2019)
- Accommodation for the Elderly (class C2) BREEAM Pre-Assessment (AECOM, April 2019)
- Outline Construction Management Plan (AECOM, April 2019)
- Construction Resource Management Plan (AECOM, April 2019)

Additional Information Submitted During Application

- Air Quality Impact Assessment Revision 1 (AECOM, 18/06/19)
- Updated Noise and Vibration Report (AECOM, April 2019)
- Flood Risk Assessment and Drainage Strategy Report Revision 3 (AECOM, 02.08.19)
- Reptile Report (Wardell Armstrong, July 2019)
- Invasive Non-Native Species Report, August 2019)
- Technical Note – Stoke Hill Roundabout Scheme Financial Contribution Revision 3 (AECOM, 02/09/2019)
- Bat Report 2019 (Wardell Armstrong, October 2019)
- Confidential Update Badger Report (Wardell Armstrong, October 2019)
- CBRE letter 21 October 2019
- Response to DCC Highways Requests for Further Information (Darling Associates, October 2019)

REPRESENTATIONS

40 representations were received during the publicity period, including 32 objections and 8 neither supporting nor objecting. The following issues were raised:

- Inadequate car parking provision.
- Buildings too high.
- Dislike industrial design.
- Too high density.
- Impact of traffic generation on Morrisons roundabout.

- Dislike architectural design.
- Overcrowded and oppressive.
- Overdevelopment.
- No visible controls to stop parking on pavements, footpaths and cycleways.
- Needs to be designated cycle route within the site.
- Pedestrian access to Mount Pleasant Road and Old Tiverton Road is inadequate.
- There should be more sets of steps and disabled path up the wooded slope.
- Risk of increase in accidents and casualties at Stoke Hill roundabout.
- Additional traffic will have a detrimental impact on local highway network.
- Capacity of schools and medical practices to accommodate additional people.
- Contributions to public transport infrastructure.
- Impact of congestion on air quality.
- Design not in keeping with local residential area.
- Impact on foul drainage.
- Industrial or park and ride uses would be better than high density housing.
- Impact on existing community.
- Inadequate Transport Assessment.
- Impact on St James' Church Hall car park.
- Schools at capacity.
- If children cannot walk to school, parents will be forced to drive them.
- Overspill parking on roads without parking controls.
- Applaud use of brownfield site to deliver affordable homes.
- Not enough provision to protect mature trees on the site.
- Some materials not in keeping with area.
- Applaud retention of trees and concept of green spaces.
- Does not meet CS objectives of 'providing decent homes for all', 'promoting development that contributes to a healthy population' and 'protecting and enhancing the city's character'.
- Lack of cycling infrastructure to the city centre.
- Should be more open space, low rise buildings and more car parking.
- Should be one allocated parking space per dwelling.

One of the representations was from a firm of solicitors on behalf of the Royal Devon and Exeter NHS Foundation Trust providing evidence for s106 developer contributions for services. The Trust are seeking £515,745 from the 400 dwellings and £53,580 from the 65 'senior living with care' apartments towards the delivery of health care services during the first year of occupation of each unit.

In addition to the representations above, 45 objections were received against Devon County Council's request as Local Highway Authority to provide two pedestrian/cycle shared footpath links to the site through the Prince Charles Road allotments site. This included an objection from the management committee of the Prince Charles Road Allotment Association. The majority of the objections raised the same points copied below:

- At least two and probably three allotment plots will be become unviable when there is a waiting list for plots at our site.
- The allotment site has Asset of Community Value (ACV) status under The ACV (England) Regulations 2012. As such, our main use is to further the social wellbeing or social interests of the plot holders and could do so in the future. The Localism Act states that 'social interests' includes recreational interests. Option 2, splitting the site into two areas will have an adverse impact on our ability to provide this function.
- Currently the site has some 86 plots, many of which are divided into two. There are then some 120 tenants on the site. Given family and friends help out and we have

two community plots, the site probably provides social, recreational and wellbeing facilities for some 300 people ranging from 8 months old to over 80. Any loss or diminution of these facilities is a retrograde step.

- Both options will mean loss of mature trees from Prince Charles Road. Trees potentially affected by the proposal may have recently been felled.
- Both options would increase the risk of vandalism attacks on the allotment site and the Trading Hut, which has been broken into on a number of occasions.
- Both options, with formed surfaces, increase the barrier to wildlife known to be on and using the site from moving between areas in the wildlife corridor e.g. badgers, foxes, frogs, toads, slow worms and common lizards, some of which are protected.
- There would be potential drainage issues with both options increasing the rainfall run-off from the site, which could adversely impact on the development site.
- Option 2 will cut the allotment site into two separate areas. This will make managing the site more difficult and severely impact on its community spirit and ethos.
- With Option 2 there is the risk of accidents with cyclists travelling at speed not expecting to meet vehicles on the pathway.
- The Option 2 will make lorry deliveries of bulk items (compost, grow bags and manure) to the Trading Hut impractical, if not impossible. There will be similar difficulties and issues with manure deliveries by tractor and trailer.
- Option 2 has the path being close to an allotment that currently houses a number of bee hives. Keeping of bees on this plot may become unviable if the hives are too close to the public. Having the bees on site aids pollination of our crops and flowers.
- The benefits in shortening the access to Prince Charles Road and Stoke Hill Infant and Nursery School are marginal. Neither achieves the recommended maximum walking distance of 400 metres
- Option 3 would reduce the car parking spaces available at the west end of the site.

CONSULTATIONS

Local Highway Authority (Devon County Council): The proposed development results in a substantial increase in trips onto the highway network using the TRIC's database. The site is in a sustainable location and sustainable travel should be promoted. A £500k contribution is required towards improvements to Stoke Hill roundabout, which is already congested and prone to accidents. The other roundabouts within the vicinity – Prince Charles Road/Calthorpe Road and Morrisons – have capacity. More details are required in relation to the onsite roundabout, the pedestrian/cycle/emergency access onto Mount Pleasant Road and eastern access point to demonstrate they are acceptable in highways terms. A £522k contribution is required towards the provision of two pedestrian/cycle links to the north through the allotments site, which should be constructed before occupation of any of the new dwellings to avoid a reason for refusal. A Traffic Regulation Order (TRO) is required to prohibit vehicles using the access from Mount Pleasant Road. There are a lack of links within the site to the pedestrian/cycle route. It is unclear whether the public will be able to walk/cycle through the site. Residents parking permits will not be given to serve the development. A £25k contribution is requested towards a review of existing residential parking zones. The proposed electric vehicle charging points and electric car club cars are welcomed; further details should be included in the travel plan. Private management of the roads is acceptable in principle, but residents parking must be managed. A Travel Plan contribution is not sought, however the preparation of updated travel plans for the development should be conditioned. In the absence of the further information requested, the highway authority would be minded to recommend refusal.

Natural England: Mitigation will be required to prevent the development from harming the Exe Estuary SPA in accordance with the South East Devon European Sites Mitigation Strategy (SEDEMS) and the Joint Approach of Exeter City Council, Teignbridge District Council and East Devon District Council. Permission should not be granted until such time

as the implementation of these measures has been secured. An appropriate assessment in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) may be necessary. Figure 3 in the Exeter Area and East Devon Growth Point Green Infrastructure Strategy – Phase II shows the linear vegetation alongside the railway line as a habitat link in the investment programmes. This application provides the opportunity to secure new wildlife corridors. The green spaces and landscaping proposals should strengthen this green network for wildlife movement. Any permission must secure appropriate management to encourage biodiversity and wildlife movement. Opportunities to achieve a measurable net gain for biodiversity should be sought through the delivery of this development.

Lead Local Flood Authority (Devon County Council): Initially raised concerns with the drainage calculations and principle of connecting into the existing historic culvert under the site, however withdrew this following the submission of further information. Recommended pre-commencement conditions to secure details relating to: the detailed design of the systems (permanent and construction stages), exceedance pathways and overland flow routes, adoption and maintenance arrangements, and a detailed survey of the culvert.

Network Rail: Requested conditions securing: full details of the drainage plans before development commences and consultation with Network Rail on this; provision of a steel palisade fence at least 1.8m in height adjacent to Network Rail's boundary; and details regarding lighting and consultation with Network Rail on this. Provided other advice relating to the site layout, the Party Wall etc. Act 1996, excavations/earthworks, plant scaffolding and cranes, encroachment, and access to railway.

Environment Agency: Planning permission should only be granted provided a verification report condition and unsuspected contamination condition are added.

RSPB: Bird/bat boxes should be secured in the built fabric of the buildings. A Landscape and Ecological Management Plan (LEMP) should be conditioned.

Sport England: Sport England encourages the Council to consider spending CIL receipts on new and improved facilities for sport, e.g. floodlighting adult rugby pitch at the Arena site. Sport England commend the use of the 'Active Design' guide (October 2015) in the masterplanning process for new residential developments.

Police Designing Out Crime Officer (Devon and Cornwall Police): Welcome barriers to control car movements. The 'woodland walk' could be misused, due to limited surveillance and footfall. The management and maintenance of the route is crucial. The Village Green had good surveillance, which should not be hampered by extensive tree canopies. Onsite security is encouraged in order to provide some guardianship of the development. A suitable boundary treatment is needed around the Village Green and play space. There must be a clear demarcation between public and private space. Street furniture should be well overlooked and vandal resistant. The Community Garden should be restricted to legitimate users. Appropriate access control systems needed for apartments. Defensive planting should be utilised wherever possible around ground floor windows. External site lighting should comply with BS 5489:2013. Cycle and bin storage should follow 'Secured by Design – Homes 2019' guidance. It should be considered that if there is a significant increase in vehicles associated with the development which cannot be accommodated there, the impact and conflict it could potentially have on the development and surrounding area.

Devon & Somerset Fire & Rescue Service: No objections provided the development complies with the functional requirements of Approved Document B (ADB) or similar standards. The key points for ourselves are:

- Emergency vehicle access throughout the site as stated in ADB.
- High Reach vehicle access (as stated in ADB)
- Water supplies (Hydrants)
- Firefighting measures for Blocks of Flats and Townhouses (if access does not meet requirement within ADB)
- Consideration to install residential sprinklers

Devon County Council: Requested education contribution totalling £972,299, however this was latterly superseded (see Local Education Authority below).

The Planning Statement has omitted the Devon Waste Plan as forming part of the development plan. A Waste Audit Statement has not been submitted, however the required information has been submitted in other supporting documents. The Construction Resource Management Plan provides a consideration of waste to be generated during the demolition and construction phases and the applicant has sought to demonstrate how suitable space for waste segregation and storage has been incorporated to the design of the development as set out in the Refuse Strategy outlined within the Design and Access Statement. This is welcomed and will support the achievement of sustainable waste management during the lifetime of the development. However, neither of these documents refer to the Devon Waste Plan or the requirements of Policy W4: Waste Prevention and should be amended accordingly.

The County Council in its role as Mineral Planning Authority has no objection to the application.

The historic environment team at Devon County Council has no comments to make.

(Comments provided on surface water flooding – see Lead Local Flood Authority above.)

The public health department at the County Council is encouraged by the application's focus to deliver a development that:

- Encourages active travel.
- Promotes opportunities for physical activity.
- Aspires to deliver sustainable development and the use of renewable energies.
- Provides an element of affordable housing.
- Provides adaptable housing.
- Provides employment opportunities.

Given the scale and density of the development, a defibrillator should be provided. The fitness suite should make provision for use by those living with disabilities. Hybrid boilers could be used to help tackle fuel poverty and reduce the impact on the environment. The County Council would support proposals which provide access to the allotments and provisions to enable residents to grow their own food. The County Council would support proposals to connect the site to the local cycle network.

The site is an appropriate location for an extra care housing scheme, but it is not clear whether the 65 'senior living with care' apartments would be considered as affordable, extra care housing, a form of accommodation promoted by the County Council. The County Council would welcome discussions with the applicant and City Council to explore the opportunity.

The Devon Partnership Gypsy and Traveller accommodation assessment of 2015 identifies there to be a projected need for an additional 18 pitches in Exeter by 2034 while there is a

total additional need for 287 pitches within the Partnership area. Given this is a large application in the context of the city, it is recommended that the potential for the inclusion of an area of pitches is investigated for provision within this site.

The proposed development would fall under the catchment area of Mount Pleasant surgery in Exeter. The practice attended the initial planning meeting and are supportive of the proposal. The current surgery has insufficient capacity to accommodate the additional patients from the development. There will be a requirement of 58.62m of additional floor space at the practice. A sum of £134,767 is sought by NHS Devon CCG, which will be used to expand the facility to provided additional consulting rooms.

Local Education Authority (Devon County Council): The development will generate an additional 67.25 primary pupils and 40.35 secondary pupils which would have a direct impact on the primary and secondary schools in Exeter. The following contributions are requested accordingly:

- £39,060 towards additional primary and secondary SEN provision.
- £185,257 towards the expansion of Willowbrook and/or St Leonards Primary Schools.
- £759,854 towards new secondary provision at South West Exeter releasing capacity at secondary schools in the East of Exeter to serve Monkerton and surrounding development.
- £67,250 towards new provision at Trinity Primary & Nursery School.

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

NHS Devon Clinical Commissioning Group: Responded to request by the applicant for further information to justify the £134,767 contribution requested as part of Devon County Council's response to the application. Stated that further discussions have taken place between the CCG and the Mount Pleasant surgery practice manager. Stated that reconfiguration of the building to provide additional clinical capacity is not possible, therefore the facility will need to be expanded.

Exeter Cycling Campaign: Welcome how developer has endeavoured to build sustainable transport into the design of the scheme. The pedestrian/cycle access to Mount Pleasant Road is welcomed, but safe access needs to be built for people cycling into/out of the east of the site, opened up to the north and considered to the south. A physical modal filtering solution must be implemented at the Mount Pleasant Road access to prevent motorised traffic (except emergency vehicles) using it. The desire line from the buildings to this access (up the slope) should be catered for with dedicated pedestrian and cycle paths. A cycle path should be provided from the east of the site to join up to the cycle paths at the east end of Prince Charles Road. Consideration should be given to providing a connecting cycle path from the site to the E4 cycle route. Contributions should be sought towards a cycle path along Mount Pleasant Road and the extension of the E4 cycle route from Prince Wales Road to Union Road. Concur with Design Review Panel recommending additional pedestrian and cycle connections to the north. Consideration should be given to connecting the Village Green to Priory Park over the railway line. Seen little in the proposals that will actively disable the parking of cars in the development – physical measures should be used to inhibit this. There should be a designated cycle route within the site.

Living Options Devon: The application appears to cater for all who may reside here. It is hoped that the scheme will be closely monitored throughout to ensure all 'statements' are

met including all outside areas being fully accessible (including the play areas where disabled and elderly people may wish to go to watch/assist their children play).

Environmental Health (Exeter City Council): Requested additional information on contaminated land, noise and air quality. Conditions recommended (CEMP, contaminated land, sound insulation and plant noise).

Arboricultural Officer (Exeter City Council): There are many semi-mature trees across the site that individually are not particularly important, but collectively provide a high degree of visual amenity. As the trees are distributed across the site it will not be practical to retain all the trees if the site is to be developed. Owing to the above, attempts should be made to retain the trees on or close to the perimeter of the site and to incorporate new planting into any proposed development. It is important that new tree planting is designed into any new development so that it makes an important visual contribution, rather than planting in left over and/or inappropriate locations.

Place Making Officer (Exeter City Council):

- The proposals are consistent with the pre-application discussions with the developer's team and demonstrate an informed response to the constraints and opportunities of the site which have led to a coherent and believable masterplan with the aspiration to create a high quality residential development.
- The design strategy is a logical response to the linear character of the site whilst taking advantage of the site character and assets.
- The sub-division of the site would allow the creation of a number of character areas supported by the location of the two different building types, namely, townhouses and apartment blocks the arrangement of which would help to generate a credible streetscape.
- The illustrated height and massing indicates a measured approach which would enhance the creation of the spaces within the site and the vehicle and pedestrian/cycle routes.
- The illustrations of the elevations of the proposed townhouses indicates a modern interpretation of local terraced housing in terms of scale, vertical emphasis and a co-ordinated palette of brick colours and detailing. However, the layout is based on back-to-back building distances of 20m (minimum 22m in Res. Des. SPD) and further detailed consideration would be required to determine whether the overall design was sufficient to mitigate for this shortfall.
- The apartment blocks would share similar details but with the addition of large windows and balconies which would help to reduce the apparent scale of the additional height. However, with regard to Block A (western end of site) I have concerns that the proposed double window balconies would have an 'add-on' appearance which could detract from the overall design of the building: consideration should be given to the use of integral balconies or the self-supporting balconies shown for the single windows at the corners of the building.
- Pump House: the Pump House would be retained as part of a new square. The design of the proposed extension would need to be carefully considered.
- The street hierarchy would be supported by the hardworks strategy but clarity about ownership and responsibility would be needed before proposals are fully developed to ensure that the objectives can be realised.
- The proposed pedestrian movement reflects the limited access to the site but further consideration may need to be given to another link between the primary and secondary routes to the north of the site.
- Building materials: whilst the indicative choice of brick is generally appropriate full details of combinations of all materials would be required.

- Landscape strategy: the illustrative landscape masterplan, character areas and hardworks and softworks strategies are coherent and co-ordinated and would complement the proposed buildings, open spaces and roads.
- Communal space: clarification is needed that sufficient space would be available for the apartment blocks particularly Block A (western end of site).

PLANNING POLICIES/POLICY GUIDANCE

Government Guidance

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

Core Strategy (Adopted 21 February 2012)

Core Strategy Objectives

CP1 – Spatial Strategy
 CP2 – Employment
 CP4 – Density
 CP5 – Mixed Housing
 CP7 – Affordable Housing
 CP9 – Transport
 CP11 – Pollution
 CP12 – Flood Risk
 CP15 – Sustainable Construction
 CP16 – Green Infrastructure, Landscape and Biodiversity
 CP17 – Design and Local Distinctiveness
 CP18 – Infrastructure

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

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
 L4 – Provision of Playing Pitches
 L10 – Allotments
 T1 – Hierarchy of Modes
 T2 – Accessibility Criteria
 T3 – Encouraging Use of Sustainable Modes
 T8 – Safeguarding Former Railway Land and Access to Rail
 C3 – Buildings of Local Importance
 LS2 – Ramsar/Special Protection Area
 LS3 – Sites of Special Scientific Interest
 LS4 – Nature Conservation
 EN2 – Contaminated Land
 EN3 – Air and Water Quality
 EN4 – Flood Risk
 EN5 – Noise
 DG1 – Objectives of Urban Design
 DG2 – Energy Conservation
 DG4 – Residential Layout and Amenity

DG5 – Provision of Open Space and Children’s Play Areas
DG6 – Vehicle Circulation and Car Parking in Residential Development
DG7 – Crime Prevention and Safety

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

W4 – Waste Prevention
W21 – Making Provision for Waste Management

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

DD1 – Sustainable Development
DD3 – Retention of Employment Land
DD7 – Allocated Housing Sites
DD8 – Housing on Unallocated Sites
DD9 – Accessible, Adaptable and Wheelchair User Dwellings
DD13 – Residential Amenity
DD19 – Safeguarding Railway Land and Former Railway Land
DD20 – Accessibility and Sustainable Movement
DD21 – Parking
DD22 – Open Space, Allotments, and Sport and Recreation Provision
DD25 – Design Principles
DD26 – Designing out Crime
DD28 – Conserving and Managing Heritage Assets
DD30 – Green Infrastructure
DD31 – Biodiversity
DD32 – Local Energy Networks
DD34 – Pollution and Contaminated Land

Exeter City Council Supplementary Planning Documents

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

Devon County Council Supplementary Planning Documents

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

OBSERVATIONS

The key issues are:

1. The Principle of the Proposed Development
2. Affordable Housing
3. Access and Impact on Local Highways
4. Parking
5. Design and Landscape
6. Impact on Heritage Assets
7. Residential Amenity
8. Impact on Amenity of Surroundings

9. Impact on Trees and Biodiversity
10. Contaminated Land
11. Impact on Air Quality
12. Flood Risk and Surface Water Management
13. Sustainable Construction and Energy Conservation

1. The Principle of the Proposed Development

The planning status of the land is unclear, as planning permission was not obtained for either the current or historic uses. The site is currently used for a mix of open air storage and the sale of motor vehicles. The storage use began on 1 August 2010 according to the information on the company's website meaning this use will not have become lawful through the '10 year rule'. The car sales business describes itself as being located within the storage business, so is assumed to have begun at a later date. The prior uses according to the submitted information were as a concrete works and coal concentration depot, and as a railway maintenance yard, which are considered to fall within Class B2 (General industrial). Therefore, officers consider that the lawful use of the land is still B2.

The proposal is to redevelop the site for residential development. Whilst the site is not allocated for this use in the adopted Core Strategy or Local Plan First Review, the majority of the site to the west is allocated for housing in the emerging Development Delivery DPD. The remaining part to the east is safeguarded railway land in this document, however as Network Rail are seeking to dispose of it officers are satisfied that there is no demand for its use for transport related purposes.

Policy CP2 states that alternative uses may be acceptable (on employment sites) where it is demonstrated that employment use is not viable or needed to meet current and long term needs or where there are unacceptable amenity impacts for local residents. Saved Policy E3 states that the loss of employment land or premises will not be permitted where it would harm business or employment opportunities in the area. Officers do not consider that continued employment use of the site is needed to meet current and long term needs. This is evidenced by the fact that the majority of the site has been allocated for housing in the emerging DPD. Furthermore, residential development is considered to be a better 'fit' for the site given the surrounding residential uses and potential for industrial use to impact the amenity of local residents.

In addition, at present the Council cannot identify a 5 year supply of deliverable housing sites. The development will deliver a significant number of new homes on a brownfield site within 10-15 minutes walking distance of the city centre. The presumption in favour of sustainable development (NPPF 2019 para. 11) therefore applies and should be afforded significant weight.

In conclusion, the proposal to redevelop the site for residential development is considered to be acceptable in principle.

2. Affordable Housing

Policy CP7 requires 35% affordable housing, subject to considerations of viability and feasibility. The development mix is: 170 no. for sale units, 230 no. Build to Rent units and 65 no. 'senior living with care' units. The developer considers that the 'senior living with care' units fall within Class C2 (Residential institutions), i.e. use for the provision of residential accommodation and care to people in need of care (other than a use within Class C3 (dwelling houses)), which excludes them from Policy CP7. Officers accept this provided their use is restricted to Class C2 only in a s106 legal agreement. Planning Practice Guidance on affordable housing for Build to Rent states that 20% is generally a suitable benchmark for

the level of affordable private rent homes to be provided (and maintained in perpetuity) without a specific policy dealing with this type of housing. In accordance with the NPPF, affordable private rent must set the rent in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable). Therefore the total number of affordable dwellings sought is 105.5 (35% of 170 and 20% of 230).

The developer submitted a Financial Viability Assessment that concluded that no affordable housing or obligations were viable except for CIL. In accordance with the Planning Obligations SPD, officers obtained third party advice from an independent valuer who concluded that it would be viable for the development to include affordable housing, as well as various other obligations and CIL. Based on further discussions with the independent valuer and taking into account the guidance on distribution and design of affordable housing within the Affordable Housing SPD, officers have requested the following affordable housing provision as part of the scheme:

- 33 no. affordable units in Block A (i.e. half the building), at least 70% social rented, 3 units of which to be wheelchair accessible in accordance with Part M4(3)(2)(b) of the Building Regulations.
- 15 no. affordable townhouses, at least 70% social rented.
- 57 no. Affordable Private Rent units in Blocks B and C.
- TOTAL = 105 affordable dwellings (28% of 170 and 25% of 230).

The developer has yet to agree to this and an update will be provided on the Additional Information Sheet before committee.

3. Access and Impact on Local Highways

The Local Highway Authority has raised no concerns with the proposed access to the site in principle, but has requested additional technical drawings/information to demonstrate that the accesses and adopted highways will be acceptable in highways terms. This has yet to be submitted and should be secured to the satisfaction of the Local Highway Authority before planning permission is granted.

The Local Highway Authority has also requested a £522,000 contribution to deliver two shared use pedestrian/cycle paths to connect the development to Prince Charles Road through the allotments to the north. These would cut the walking/cycling distance between the development and the bus stops and E3 strategic cycle route along Prince Charles Road, and the schools to the north. This has generated 45 objections from users of the allotments and others, but the Local Highway Authority has stated that the application should be refused if these links are not provided before occupation.

'Link 2' would utilise the existing track on the allotments site for the majority of its length and part of a single allotment plot to the north, although at the time of the officer site visit this part of the plot was not in use. This link would pass the allotments trading hut. An informal car parking area has developed on the adjoining plot and this could be reconfigured to compensate for the part of the allotment plot that would be lost. This link is 100m long and would align with an existing crossing point on Prince Charles Road. The distance to get to the same point to the west is 980m and to the east is 670m.

'Link 3' would run alongside the boundary of the allotments site with St James' Church. It would utilise the allotment plot at the far end of the site and part of the formal car park. It would require the existing vehicle access to be relocated. This link is 55m. The distance to get to the same point to the west is 256m and to the east is 1,388m.

The policy justification to provide these links is strong: Policy CP16 states that opportunities to enhance cycling and walking opportunities will be implemented. Policy CP17 states that all proposals for development will exhibit a high standard of sustainable design that is resilient to climate change, and the supporting text states that particular attention should be given to designing permeable layouts and pedestrian and cycle friendly places and routes. Saved Policy T3 states that development should be laid out and linked to existing or proposed developments and facilities in ways that will maximise the use of sustainable modes of transport. The Sustainable Transport SPD states that contributions may be required towards improving facilities for pedestrians and cyclists in the vicinity of the site, including the creation of links to reduce walking and cycling distances to public transport and other local facilities (paragraph 9.2.5). It goes on to state that for larger sites a pedestrian and cycle network should be devised across the whole site, in conjunction with connections beyond its boundaries, to minimise walking and cycling distances, especially between homes and local facilities, schools, parks, bus stops and rail stations (paragraph 10.2.6).

Conversely Policy CP10 states that facilities that meet Exeter's community, social, health, welfare, education, spiritual, cultural, leisure and recreation needs will be protected. It goes on to state that facilities which serve neighbourhood needs should, wherever possible, be located within or close to district or local centres or at locations easily accessible to the local community, particularly by foot or bicycle. Saved Policy L10 states that development that would result in the loss of allotments will not be permitted if it would harm allotment provision in the area.

Having weighed the above and taking into account the discussions with the developer over viability, officers consider that 'Link 2' should be provided and that the contribution to deliver this (£333,139) is necessary to make the development acceptable in planning terms. It is also considered to be directly related to the development and fairly and reasonably related in scale and kind to the development. 'Link 2' will provide greater sustainability benefits than 'Link 3' in terms of minimising walking and cycling distances between the development and bus stops, the strategic cycle route and schools. It will also be overlooked by the larger Build to Rent apartment block, making it safer and more secure, whereas 'Link 3' is more isolated. Contrary to the views of some objectors, it's considered that it will improve the security of the trading hut, due to enhanced natural surveillance from the people using it. It will also enhance the sustainability of the allotments site by making it more accessible by foot and bicycle.

Within the site, the Local Highway Authority has pointed out that there is a lack of pedestrian/cycle accesses to the pedestrian/cycle access along the north boundary, i.e. there is only a single set of steps traversing the wooded slope to the west and a connection adjacent to the converted water tower building. Officers consider that there should be at least one more connection traversing the wooded slope and it should be accessible for all, including cyclists and people with disabilities. Revised drawings have been requested and are yet to be submitted.

In terms of the traffic generation of the scheme and its impact on local highways, the Local Highway Authority has requested a £500,000 contribution to improve the capacity and safety of the Stoke Hill Roundabout, which already suffers from congestion and is prone to accidents. This is based on a scheme prepared by the Local Highway Authority to change the roundabout into a double mini-roundabout with zebra crossings on each of the arms. The developers have not prepared an alternative scheme to improve this roundabout and the works are considered necessary to make the development acceptable in planning terms. The contribution is therefore considered to be directly related to the development and fairly and reasonably related in scale and kind to the development.

In terms of other matters, the Local Highway Authority advises that a Traffic Regulation Order contribution is required to stop motor vehicles accessing the site along the proposed pedestrian/cycle route from Mount Pleasant Road (£5,000). It has no objections to the majority of the roads within the development being privately managed by the developer, although the developer should make provisions to manage parking within the development. Updated travel plans for the residential and C2 elements of the scheme should be secured by condition. A condition should also be added to ensure appropriate facilities for construction traffic are provided.

4. Parking

As described above, the proposed development is promoted by the developer as being a low car scheme. The car parking standard for residential development in the Residential Design SPD and Sustainable Transport SPD is 1.5 spaces per dwelling, although the former sets this as a maximum and the latter as indicative. This standard would result in 698 car parking spaces across the scheme, whereas 192 are proposed. The reason for this is mainly because very few spaces are provided for the apartments. Instead a car club is proposed, including electric vehicles, and other sustainable modes of transport will be promoted as an alternative to the private car. The Planning Statement states that parking on site will be managed to ensure that parking will only be allowed within designated spaces and residents will have permits. This will be enforced by a specialist management company that will patrol the site to ensure that vehicles are parked within designated spaces and to ensure that non-residents are not using the site to park.

The Local Highway Authority and officers consider that a low car scheme is appropriate on this site, given its close proximity to the city centre and the range of facilities and public transport options available there, as well as local centres including Sidwell Street/Blackboy Road and Mount Pleasant, and schools. It also fits in with the Corporate Strategy priority of tackling congestion and accessibility within the city. To ensure that car parking within the site does not exceed the proposed level, the management measures outlined above should be secured by condition and/or s106 legal agreement. To ensure that overspill parking from the development does not occur on local roads within the neighbourhood, the Local Highway Authority has requested a £20,000 contribution towards a review of the existing residential parking zones/making and implementing traffic orders as necessary, and has confirmed that residents of the scheme will not be entitled to residents parking permits. This contribution is considered to be fair and reasonable and to comply with the other 'tests'.

The Sustainable Transport SPD requires a minimum of 569 cycle spaces to be provided and as described above over 1,000 cycle spaces are proposed within the scheme. Therefore, the proposed level of cycle parking is acceptable and should be secured by condition.

5. Design and Landscape

The developer's team worked with officers and other bodies, such as the Design Review Panel, during an extensive pre-application phase to ensure that the design of the scheme was high quality and appropriate for the site. Officers encouraged a high density development in accordance with Core Strategy objective 1 and Policy CP4. The density of development is 78 dwellings per hectare (gross). The layout and street hierarchy are considered to be the appropriate response to the linear shape of the site. The scale of the buildings is considered appropriate and takes advantage of the site topography. The appearance of the buildings are locally distinctive and reference the character of Exeter and the industrial/railway heritage of the site. Landscaping is a reserved matter, but the overall strategy of retention and enhancement of existing green infrastructure combined with new hard and soft landscaped spaces is appropriate. A materials condition should be added.

6. Impact on Heritage Assets

The only heritage asset that will be affected by the development is the (non-designated) locally listed former water tower building on the site. This will be converted and extended to provide a management suite and social hub for the Build to Rent apartments. This will help conserve the building and prevent it from falling into disrepair. The design of the conversion/extension are considered appropriate and will complement the historic character of the building. The proposals will not in the opinion of officers have a harmful impact on the significance of the heritage asset.

7. Residential Amenity

All the proposed dwellings comply with the national internal space standard. Whilst the level of amenity space and its configuration may not conform exactly to the guidance in the Residential Design SPD (e.g. 1-bed apartments in Build to Rent blocks do not have balconies), it is considered to be acceptable for the scheme considering it has been designed as a high density development in accordance with Core Strategy objective 1 and Policy CP4. There is also a good mix of different types of amenity, both indoor and outdoor, and a clear commitment to ensure that it will have a high quality specification. The relationship between dwellings on the site in terms of consideration of the issues of privacy, light and outlook is also considered to be acceptable.

Environmental Health have recommended a pre-commencement condition to secure and implement a scheme for sound insulation in the buildings, due to the proximity to the railway line and retained Network Rail land. They have also recommended a plant noise condition to ensure that noise levels from building services plant do not exceed a certain level. These conditions should be added accordingly.

8. Impact on Amenity of Surroundings

The separation distance between the proposed buildings and surrounding land uses is fairly large, therefore the proposed development will not have a significant adverse impact on the amenity of surrounding land uses. A Construction Method Statement should be conditioned to ensure that the impacts of the construction phase are controlled in the interests of the amenity of the area.

9. Impact on Trees and Biodiversity

The proposals require the removal of a large proportion of the trees on the site, although the majority of these are poor quality. The better quality trees on the wooded slope will be retained. Minor tree works are also recommended for two Oak trees to maximise their future potential. The loss of trees will be mitigated by new tree planting in the scheme, the details of which will be determined separately as part of the landscaping reserved matter. The Arboricultural Officer has raised no objections. Tree Protection Plans and an Arboricultural Method Statement have been submitted and should be conditioned.

There are no protected or priority habitats on or adjoining the site. The most valuable features in biodiversity terms are the trees. A condition should be added requiring tree works to take place outside the bird nesting season, unless a check has been carried out by an ecologist. A number of protected species have been identified as using the site, such as bats and reptiles. Detailed survey reports have been submitted accordingly and conditions should be added securing the mitigation and enhancement measures therein. A condition should also be added requiring the submission of a Wildlife Plan to show how the development has been designed and will be managed to enhance the biodiversity value of the site long-term.

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

10. Contaminated Land

The site is contaminated from the previous industrial/railway uses. Environmental Health have recommended the standard full contaminated land condition accordingly. This requires a full investigation before development commences and approval of a remedial strategy, which must be implemented before occupation of any dwelling.

11. Impact on Air Quality

The revised Air Quality Impact Assessment stated that on the basis of the construction and operational assessments carried out, the overall effect of the proposed development on air quality is not considered to be significant and the proposals are considered to be compliant with relevant air quality planning policy. Environmental Health are satisfied with the report and don't require any conditions in this respect apart from a Construction Method Statement.

12. Flood Risk and Surface Water Management

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

Policy CP12 requires all development proposals to mitigate against flood risk utilising SUDS where feasible and practical. The proposed surface water drainage strategy is to construct a new drainage system that will collect runoff from the site and discharge it into an existing culvert running beneath the site at the greenfield runoff rate. The Lead Local Flood Authority has agreed this strategy in principle, subject to a pre-commencement condition securing the detailed design of the system. They have also recommended pre-commencement conditions securing the detailed design of the drainage system for the construction phase, details of the exceedance pathways and overland flow routes, details of the adoption and maintenance arrangements, and a detailed survey of the culvert.

13. Sustainable Construction and Energy Conservation

Policy CP15 requires residential development to be zero carbon from 2016. However, in light of Government announcements on the subject, the Council is still seeking Code for Sustainable Homes 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. The standard conditions should be added accordingly.

The site is not located within or near to a decentralised energy network area in the city, so connection is not possible at the current time. However, the submitted Energy Assessment has committed to providing a heat network to serve the apartment blocks within the scheme,

including the 'senior living with care' block. It also states that photovoltaic panels will be provided for the houses, flats and accommodation for the elderly.

CIL/S106

The following affordable housing and contributions have been requested by officers, following discussions over the viability of the proposed development:

- 33 no. affordable units from Block A (i.e. half the building) and 15 no. affordable townhouses (pepper potted) (equating to 28% of 170 units for sale) – 70% of each social rented in accordance with Policy CP7; 3 no. SR flats to be wheelchair accessible in accordance with Part M4(3)(2)(b) of the Building Regs.
- 57 no. Affordable Private Rent units (25% of 230 no. Build to Rent units) in Blocks B and C; APR at least 20% less than the private market rent (inclusive of service charges).
- £1,051,421 education contribution. (This includes £759,854 secondary contribution towards the new school at SW Exeter.)
- £500,000 towards Stoke Hill Roundabout improvements.
- £333,139 towards allotment link option 2.
- £25,000 towards TROs.
- £134,767 to expand Mount Pleasant Surgery.
- CIL liability on 295 no. OM sale/BTR units (CIL liability won't apply to Block D or affordable units).

At the present time this has not been agreed by the developer. An update will be provided on the Additional Information Sheet before planning committee.

Apart from the obligations listed above, the s106 legal agreement will also need to restrict the use of Block D to Class C2 use only.

NB. The obligation sought on behalf of the Royal Devon and Exeter NHS Foundation Trust is not sought, as it is not considered to comply with the 'tests' for obligations set out in the CIL Regulations/NPPF. This follows the advice made to Planning Member Working Group on 27 August 2019.

The proposed development is CIL liable, as it is for residential development. The rate for permission granted in 2020 is £119.29 per sq m. This is charged on new floorspace, but does not include social housing (including relevant communal spaces) provided a claim for social housing relief is made. As agreement has not been reached with the developer over the proportion and mix of affordable housing within the scheme, the CIL liability cannot be calculated at the current time. However, if CIL was charged on the total floorspace within the scheme (not including Block D) the liability would be £4,804,166.17.

RECOMMENDATION

APPROVE; subject to the submission and approval in consultation with the Local Highway Authority of additional technical drawings/information to demonstrate that the accesses and adopted highways will be acceptable in highways terms, and revised drawings incorporating an additional access traversing the wooded slope that is accessible for all; subject to completion of a s106 legal agreement to secure the obligations set out in this report or as amended on the Additional Information Sheet; and with the following conditions:

The recommended conditions will be provided on the Additional Information Sheet following consultation with the developer in accordance with national planning practice guidance.