

ITEM NO.

8

COMMITTEE DATE:

01/10/2012

APPLICATION NO:

12/0988/03

FULL PLANNING PERMISSION**APPLICANT:**

David Wilson Homes/ University of Plymouth

PROPOSAL:

Redevelopment to provide 39 dwellings, parking, landscaping and associated works

LOCATION:

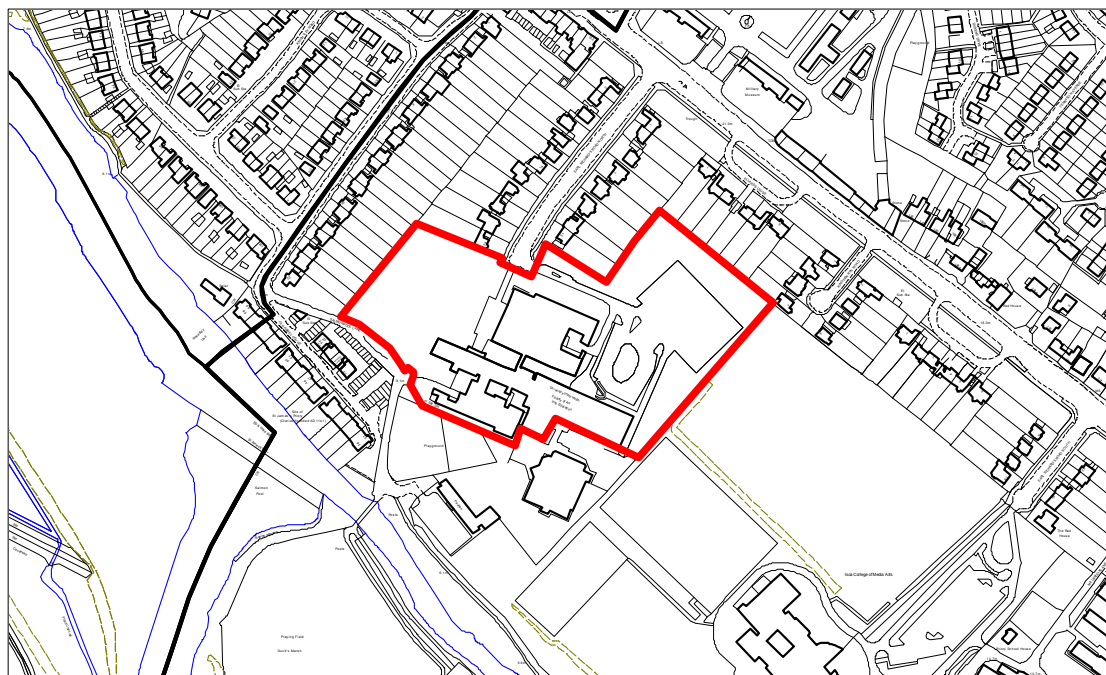
Former University of Plymouth, Faculty of Arts & Education, Earl Richards Road North, Exeter, EX2 6AS

REGISTRATION DATE:

10/07/2012

EXPIRY DATE:

09/10/2012



Scale 1:5000

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HISTORY OF SITE

| | | | |
|--------------|--|-----|------------|
| 07/1316/01 - | Redevelopment to provide continuing care retirement community (appearance and landscaping reserved for future consideration) | PER | 09/05/2008 |
| 11/0678/38 - | Redevelopment to provide continuing care retirement community (appearance and landscaping reserved for future consideration) (Extension of time for extant planning permission Ref No. 07/1316/01 granted 09 05 2008) | PER | 05/08/2011 |

DESCRIPTION OF SITE/PROPOSAL

The site is 3.4 hectares (8.4 acres) in area and is located in a predominantly residential area to the south east of Exeter city centre. Residential properties, in the form of detached houses, lie mainly to the north and north-west of the site, with an area of higher density housing and apartments to the west. A 'green corridor' that encompasses the watercourses of the River Exe and Exeter Canal runs to the south west of the site. The playing fields and tennis courts of Isca College flank the south eastern boundary of the site. A public playground is located immediately to the south of the site. The site has previously been occupied by Plymouth University Faculties of arts and health & social work but is currently

vacant. The existing development on the Campus includes a mixture of buildings, hard standings, car parking and open spaces (grassed and trees). There are two large academic buildings, the Towne building (built in the 1970s) and the Veysey building (built in 2000). The site features include established grassed areas and a large number of mature trees. The latter are grouped mainly in a woodland area in the western part of the site and around the northern and eastern boundaries. There are two vehicular entrances to the site. The principal vehicular access is via Earl Richards Road North, which is located off Topsham Road, a main arterial route into the city centre. There is a secondary entrance off Salmon Pool Lane, on the western side of the site. The latter currently provides a service access to the existing Campus buildings. Salmon Pool Lane terminates in a car park which serves a Rowing Club pavilion (providing changing room facilities for the University of Exeter) on the southern boundary of the site.

Detailed planning consent is now sought for the erection of 39 dwellings, associated roads, garaging, car parking, bin/cycle storage and open space. A mix of 2, 3, 4 and 5 bedroom properties are proposed largely confined within the footprint of the existing buildings and car parking areas covering the site. As a consequence this leaves a significant amount of open space across the site extending to 0.74 hectares in area. The proposal incorporates a single point of vehicular access to the site via Earl Richards Road North, with a pedestrian/cycle only access to Salmonpool Lane in the south-west corner of the site (this access is fitted with bollards and would be capable of use by emergency service vehicles in the event of an emergency). The internal road layout has been designed in the form of a loop with frontage access to on-plot parking to serve the individual dwellings. A small number of dwellings are served by private drives leading off the loop road.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

The application is accompanied by the following supporting documents :-

- Design and Access Statement
- Planning Statement
- Flood Risk Assessment
- Construction Management Statement
- Air Quality Assessment
- Transport Statement
- Arboricultural Constraints Report
- Ecological Assessment
- Desk Study and Interpretative Site Investigation Report
- Statement of Community Involvement

REPRESENTATIONS

3 letters of representation raising the following issues:-

- access/traffic movements within the site
- boundary treatment to arboretum
- position of road and associated impact of headlights and noise from vehicles upon rooms within existing properties, and hence residential amenity of occupants
- potential light pollution from street lights
- proximity of plot 1 to existing properties
- maintenance arrangements for open space
- highway safety issues regarding access from Topsham Rd/Barrack Road to Earl Richards Road North
- use of retained building south of site
- working hours/noise restrictions

CONSULTATIONS

Network Rail - No observations

Highways - "This application is for a redevelopment comprising thirty-nine dwellings, parking, landscaping and associated works on land of the former University of Plymouth, Faculty of Arts & Education, Earl Richards Road North, Exeter. Only the existing Veysey Building is to be retained on this site.

Earl Richards Road North is to be used as the vehicular access to this site and it is estimated that the proposed development together with the retained Veysey Building will generate and/or attract fewer vehicle trips than the previous use by the University of Plymouth or the consented care village. From the information and calculations contained within the submitted Transport Statement, the existing off-site means of access and highway characteristics are considered adequate to accommodate the projected traffic flows. The on-site access roads, driveways and parking facilities comply with current standards and recommendations, although forward visibility associated with the ninety degree bends across the service margins of plots 1, 10, 16, 17 and 26 are not shown and considered essential in the interest of safety. A pedestrian/cycleway/emergency link to Salmonpool Lane is to be provided adjacent to plot 20. From a highway view, the layout is generally acceptable and conditions are recommended to secure the submission and approval of construction details.

In addition to the above comment that was the subject of the Highway Consultation Reply dated 31st July 2012, a review of the on-street parking in this area of the City has been carried out to assess the need to minimise any inconvenience and/or obstruction that is likely to arise. The proximity of this site to County Hall and the Royal Devon and Exeter Hospital would introduce a convenient location for long stay on-street parking, which should be addressed before the site access roads become available. It is therefore recommended that the existing residents' parking zone is extended to include this development site at a cost of £3,000 for the Traffic Order plus £500 for associated signing and relocating the existing Veysey Building signs."

Devon County Council (Strategic Planning – Children's Services) – Requests a contribution of £253,034.93 towards additional primary and secondary education facilities in Exeter.
Highways Agency - "The Agency has no objection to the proposal and a TR110 is enclosed to that effect."

South West Water - No objection in terms of capacity within existing infrastructure to serve the proposal subject to foul drainage only being connected to the public foul or combined sewer. Also draw attention to presence of public sewer crossing the site and fact that no development is permitted within 3 metres of the sewer.

Assistant Director Environment - Recommends conditions regarding hours of construction, CEMP, and land contamination.

Natural England - "This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils, nor is the proposal EIA development." With regard to impact on local bat population comments as follows : - "On the basis of the information available to us with the planning application, Natural England is broadly satisfied that the mitigation proposals, if implemented, are sufficient to avoid adverse impacts on the local population of bats and therefore avoid affecting favourable conservation status."

Police Architectural Liaison Officer – "As the Police Architectural Liaison Officer I have inspected the proposed application and I am happy that the aspect of security for the dwellings and the site have been addressed. I have no evidence that the proposal will

increase any existing level of crime or disorder. I did have concerns over reinstatement of the footpath onto Salmon Pool Lane but this is a point of access that was in use on the old site.”

RSPB – Recommend condition requiring a Wildlife Management Plan to secure biodiversity enhancements and need to secure appropriate contribution towards mitigation of impact of the development on Natura 2000 sites.

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance

National Planning Policy Framework

Exeter Local Development Framework Core Strategy

- CP1 - The Spatial Approach
- CP3 - Housing Distribution
- CP4 - Density
- CP5 - Meeting Housing Needs
- CP9 - Transport
- CP14 - Renewable and Low Carbon Energy
- CP15 - Sustainable Construction
- CP16 - Green Infrastructure
- CP17 - Design and Local Distinctiveness
- CP18 - Infrastructure
- CP19 - Strategic Allocations
- CP7 - Affordable Housing

Devon County Structure Plan 2001-2016

- ST1 - Sustainable Development
- ST4 - Infrastructure Provision
- ST10 - Exeter Principle Urban Area
- ST11 - Exeter PUA Housing and Employment Provision
- ST18 - Affordable Housing
- CO6 - Quality of New Development
- CO8 - Archaeology
- CO9 - Biodiversity and Earth Science Diversity
- TR1 - Devon Travel Strategy
- TR2 - Coordination of Land Use/Travel Planning
- TR4 - Parking Strategy, Stands and Proposals
- TR5 - Hierarchy of Modes and Transport Assessment
- TR7 - Walking and Cycling
- TR10 - Strategic Road Network and Roadside Service Areas

Exeter Local Plan First Review 1995-2011

- AP1 - Design and Location of Development
- AP2 - Sequential Approach
- H1 - Search Sequence
- H2 - Location Priorities
- H3 - Housing Sites
- H6 - Affordable Housing
- H7 - Housing for Disabled People
- L4 - Provision of Playing Pitches
- T1 - Hierarchy of Modes
- T2 - Accessibility Criteria
- T10 - Car Parking Standards
- T3 - Encouraging Use of Sustainable Modes

C5 - Archaeology
EN2 - Contaminated Land
EN3 - Air and Water Quality
EN4 - Flood Risk
EN5 - Noise
EN6 - Renewable Energy
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
KP8 - Newcourt Area

Exeter City Council Supplementary Planning Document

- Residential Design
- Affordable Housing

OBSERVATIONS

The main considerations in respect of this application relate to design, transportation issues, affordable housing, open space, ecology, flood risk/drainage, sustainability issues and Section 106 contributions.

Design/Layout

The layout has been the subject of significant negotiation with the applicant and has been designed around the retention of the majority significant landscaping on the site, particularly the wooded areas on the western boundary of the site, and to the rear of properties on Earl Richards Road North and Ellards Close. The layout is based around a single loop road off Earl Richards Road North which will provide access and egress to/from the site. Dwellings have been arranged to front the loop road and the retained areas of open space/landscaping.

The development comprises a mix of 2, 3, 4 and 5 bed houses. The basic distribution and layout of the 39 dwellings represents a sensible response to the constraints of the site and will create a development with a distinct character that reflects the prevailing character of the surrounding residential areas, i.e. one of substantial residential dwellings set in generous gardens. The small cluster of 3 on site affordable units is appropriately located within the site, with these dwellings having designated parking in a small parking court discreetly located to the side of the buildings.

The layout and design of the development needs to be assessed in the context of the Council's adopted Residential Design SPD which sets out internal space standards, separation distances between buildings, minimum garden sizes, parking standards etc. In terms of both internal and external space standards the submitted scheme is almost fully compliant with just the 4th bedroom in one of the open market houses being marginally undersize, and one of the affordable house types being marginally below the stated gross internal floor area. Parking provision for the dwellings is provided almost entirely on plot, with the loop road sufficiently wide to facilitate visitor parking.

The external appearance/design of the proposed dwellings is fairly traditional with predominantly detached pitched roof dwellings constructed largely in brick with the occasional feature render unit, and mix of smooth and pantile roof tiles.

Overall the layout and design of the development is considered acceptable.

Transportation Issues

The previous use of the site by Plymouth University as its Faculty of Arts and Education would have generated a significant level of both vehicular and pedestrian traffic along both Earl Richards Road North as the principal access and Salmon Pool Lane via the secondary access at the rear of the site. This previous use of the site is relevant to the assessment on the impact of the proposal in transport terms. The Highway Authority have concluded that the proposed development, together with the continued use of the Veysey building by the Peninsula College of Medicine and Dentistry, will generate fewer vehicle trips than the previous use, or the extant approved redevelopment of the site as a 'Continuing Care Retirement Community'. Consequently it is not considered that the proposal would give rise to any significant transportation issues that would warrant refusal of this proposal. The potential for streets within the new development to become used by parking for commuters associated with nearby employment destinations such as the Hospital and County Hall is noted, and in this context extension of the existing residents parking zone to include the new site is considered sensible.

The provision of a pedestrian/cycle/emergency link to Salmon Pool Lane in the south-west corner of the site is considered desirable in terms of permeability and providing easy access for occupants to the adjoining children's play area and the riverside open space.

The level of parking provision within the scheme is considered acceptable and appropriate provision is made for cycle parking either within garages or separate cycle stores.

Affordable Housing

The approach to the provision of affordable housing in connection with this development has been the subject of extensive negotiation between the Council's Housing Officers and the applicant to secure a flexible approach that takes into account viability and the applicant's desire for a development of large detached properties reflecting the prevailing character of the area. Consequently the submitted approach comprising 3 smaller units on site, together with a financial contribution to facilitate off-site provision by the Council of affordable housing based on market need has been agreed. In the context of this proposal and the location of the site this approach is considered acceptable.

Open space

The constraints of the site, in the form of groupings of significant trees that make a positive contribution to the townscape, have dictated the distribution of open space across the site. The nature of the trees, and their distribution, is not compatible with the provision of an equipped play area on site and consequently a financial contribution towards upgrading of the adjacent existing children's play area is proposed via a section 106 obligation. This approach, and the quantum of open space provided within the layout is considered acceptable and compliant with relevant local policy background.

Ecological

An ecological appraisal, including Phase 1 Habitat Survey has been carried out at the application site which concludes the application site is not considered to be of high intrinsic value from an ecology and nature conservation perspective. New housing on the site could potentially impact on nearby Natura 2000 sites from increased patronage. However, the applicant has agreed to payment of a financial contribution towards mitigation of this impact in line with Council's agreed Joint Interim approach.

Limited potential for roosting bats has been identified in one of the existing buildings on the site. It is proposed to adopt a precautionary principle in the absence of further survey work and incorporate a replacement maternity roost for pipistrelle bats within one of the new buildings to be erected close to the retained open space.

A Wildlife Plan condition is also proposed to ensure that appropriate provision is provided within the development for nesting boxes for birds/bats to enhance the biodiversity value of the site.

Flood risk/drainage

The site lies within flood risk zone 1 (low probability of flooding). The Flood Risk Assessment submitted has been assessed in line with the NPPF and concluded that the development can be undertaken in a sustainable manner, without increasing flood risk to existing properties in the downstream catchment. The surface water drainage of the development site has been designed to ensure that the development is not at risk of flooding properties for storm events up to a 1 in 100 year frequency plus a 30% allowance for climate change.

The broad drainage strategy set out in the flood risk assessment is considered acceptable but given the identified need for further testing in relation to infiltration tests and ground investigation it is suggested that a condition is imposed requiring approval of a detailed drainage scheme prior to commencement on site.

Sustainability/Building for Life

The applicants approach to sustainable building design focuses on the fabric of the buildings to minimize the energy loss through the building structure. This is achieved by highly insulating the walls, ceilings and floors with modern materials. As a minimum all of the properties will be constructed to meet Code for Sustainable Homes Level 3. Appropriate conditions will be imposed to secure compliance with relevant Core Strategy policies relating to sustainable design.

The applicant has submitted their own assessment of the scheme under the Building for Life scheme and has scored the development at 16.5 which puts the scheme in the 'excellent' category. The Council's own Building for Life assessor has scored the scheme independently and considers that the scheme achieves a current score of 14 which would put it in the 'good' category. The disparity between the two scores is largely attributable to a difference in the scoring approach in respect of accommodation/tenure mix, sustainability and design.

Infrastructure

In terms of required infrastructure to serve a residential development of this type no representations have been received from statutory bodies to suggest that provision of the necessary infrastructure would not be possible. Consequently the proposal is considered acceptable in this context.

Section 106 Contributions

A Section 106 agreement is proposed to cover the following matters –

- Affordable Housing – provision of 3 units on site and a contribution of £869,707 towards off site provision of additional affordable housing
- Contribution of £350/dwelling towards mitigation of impact on Natura 2000 sites
- Education Contribution – £253,034.93 (subject to on-going negotiations)
- Management arrangements for Open space, and securing public access
- Contribution towards enhancement of off-site children's play area in lieu of provision on site - £270/bedroom (excluding first bedroom in each dwelling)
- Contribution to provision playing pitches off site - £440/dwelling
- Contribution off site provision of Youth Facilities - £82/bedroom (excluding first bedroom in each dwelling)
- Contribution of £675/dwellings towards indoor sports facilities

- Contribution of £3,500 towards amendment of an existing residents parking Traffic Order to include this site.

Southern Area Working Party (15/08/12)

Members noted the objection received and acknowledged that the application would be determined by Planning Committee. Members also commented on the landscaping along the boundary with the adjoining school, improvement of the nearby play area and queried the use of the retained building to the south of the site (this building is occupied by the Peninsula College of Medicine and Dentistry).

Conclusions

It is considered that the layout and design of this proposal will create a discreet housing development with distinct character and sense of place. The proposal will also relate well to surrounding land uses and not have a significant adverse impact on the local highway network. Overall the proposal is considered acceptable.

RECOMMENDATION

Subject to completion of a Section 106 Agreement,

APPROVE subject to the following conditions:

- 1) C05 - Time Limit - Commencement
- 2) The development hereby permitted shall not be carried out otherwise than in strict accordance with the submitted details received by the Local Planning Authority on 9th July 2012 (*dwg. nos. 11009/100, 11009/101, 11009/102, 11009/103, 11009/015, 11009/104 Rev A, 11009/105, 11009/106, 11009/107, 11009/108, 11009/109, Soft Landscape Proposals Rev A, 11009/200 Rev D, 11009/201 Rev E, 11009/202 Rev D, 11009/111, 11009/209, 11009/210, 11009/211, 11009/212, 11009/213, 11009/214, 11009/215, 11009/216, 11009/217, 11009/218, 11009/219, 11009/220, 11009/221, 11009/222, 11009/223, 11009/224, 11009/225, 11009/226, 11009/227, 11009/228, 11009/229, 11009/230, 11009/232, 11009/233 and 11009/402*), as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
- 3) C17 - Submission of Materials
- 4) C12 - Drainage Details
- 5) C57 - Archaeological Recording
- 6) The development hereby approved shall not commence until details of the proposed finished floor levels and overall ridge heights of the dwellings, in relation to an agreed fixed point or O.S datum have been submitted to, and been approved in writing by, the Local Planning Authority.
Reason: In the interests of the visual amenities of the area and the residential amenities of the occupants of surrounding properties
- 7) The hard/soft landscaping scheme and boundary treatments, as indicated on drawing nos. 11009/105, Soft Landscape Proposals Rev A and 11009/102 and 11009/103 respectively, shall be implemented in accordance with a phasing and time scale to be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of the development hereby approved.
Reason: In the interests of the visual amenity of the site.

- 8) C37 - Replacement Planting
- 9) C38 - Trees - Temporary Fencing
- 10) C72 - Highway - Estate Roads etc
- 11) No part of the development hereby approved shall be occupied until the on-site parking facilities together with any means of access have been provided and surfaced in accordance with details that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority and retained for those purposes at all times.
Reason: To ensure that adequate facilities are available for the traffic attracted to the site.
- 12) No other part of the development hereby approved shall be commenced until adequate areas shall have been made available within the site to accommodate operatives' vehicles, construction plant and materials in accordance with details that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority and retained for the construction period.
Reason: To ensure that adequate on-site facilities are available for the construction traffic attracted to the site.
- 13) Prior to occupation of the development hereby permitted, secure cycle parking shall be provided in the locations shown on drawing number 11009/101, in accordance with details previously submitted to and approved in writing by the Local Planning Authority, and the cycle parking shall be maintained at all times thereafter.
Reason: To ensure that cycle parking is provided, in accordance with Local Plan policy T3, to encourage travel by sustainable means.
- 14) Prior to occupation of more than six dwellings comprised in the development, the pedestrian and cycle link to Salmon Pool Lane shown on drawing number 11009/101 shall be provided in accordance with details as to surface treatment, lighting, street furniture and signage previously submitted to and approved in writing by the Local Planning Authority.
Reason: To encourage travel by sustainable means in accordance with Local Plan policy T3.
- 15) Prior to occupation of the development hereby permitted, a travel pack shall be provided informing all residents of walking and cycling routes and facilities, and public transport routes and timetables, car sharing schemes, and the location of local and central shopping and leisure facilities, the form and content of which shall have previously been approved in writing by the Local Planning Authority.
Reason: To ensure that all occupants of the development are aware of the available sustainable travel options.
- 16) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an amended investigation and risk assessment and, where necessary, a remediation strategy and verification plan detailing how this unsuspected contamination shall be dealt with. Following completion of measures identified in the approved remediation strategy and verification plan and prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority.
Reason: In the interests of the amenity of the occupants of the building(s) hereby approved.

17) A Construction and Demolition Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development, and adhered to during the construction period. This should include details of the monitoring and mitigation measures to control the environmental impact of the development during the construction and demolition phases, including site traffic and emissions of noise and dust. This should include details of the phasing and timing of work and measures that will minimise the impact of construction traffic on the local road network, including parking. The CEMP should contain a procedure for handling and investigation complaints as well as provision for regular meetings with appropriate representatives from the Local Authorities during the development, in order to discuss forthcoming work and its environmental impact.

Reason: To minimise the potential for disruption during the construction process.

18) Construction/demolition work shall not take place outside the following times; 8am to 6pm (Mondays to Fridays); 8am to 1pm (Saturdays); nor at any time on Sundays, Bank or Public Holidays.

Reason: In the interest of residential amenity.

19) Prior to the demolition of the existing buildings on the site a detailed bat survey shall be undertaken to

a) establish the presence or otherwise of bats within the buildings to be demolished as part of this development, and

b) identify any required mitigation measures to be carried out.

Prior to the commencement of the development the results of the bat survey, and any mitigation measures required, including the timeframe for their implementation, shall be submitted to and be approved in writing by the Local Planning Authority. Thereafter the development shall only be carried out in accordance the details agreed pursuant to this condition.

Reason: To ensure that any protected species present on the site are dealt with in an appropriate manner.

20) No development shall take place unless and until a Wildlife Plan which demonstrates how the proposed development will be managed in perpetuity to enhance wildlife has been submitted to and approved in writing by the Local Planning Authority. The Wildlife Plan shall take on board the summary and conclusions of the submitted Ecological Assessment, and include identification of opportunities to incorporate wildlife habitats within the buildings. Thereafter the development shall be carried out entirely in accordance with the approved plan.

Reason: To ensure that the wildlife opportunities associated with the site are maximised in the interests of biodiversity.

21) No dwelling hereby approved shall be occupied until the applicant has submitted a SAP calculation which demonstrates that, through the use of decentralised energy or local energy networks and/or renewable or low carbon energy sources, a 10% reduction in CO2 emissions over that necessary to meet the requirements of the Building Regulations current at the time of Building Regulations approval can be achieved. The measures necessary to achieve this CO2 saving shall thereafter be implemented on site.

Reason: In the interests of sustainable development.

22) Any individual dwelling hereby approved shall achieve a Code Level 3 (including a 25% CO2 emissions rate reduction from Part L 2006) as a minimum, but shall achieve a Code Level 4 (including a 44% CO2 emissions rate reduction from Part L

2006) if commenced on or after 1st January 2013, and a Code Level 5 (Zero Carbon) if commenced on or after 1st January 2016, in accordance with the requirements of the Code for Sustainable Homes 2006 and the Code for Sustainable Homes Technical Guide November 2010 (or such equivalent standard that is approved in writing by the Local Planning Authority) and Exeter Core Strategy Policy CP15. No dwelling shall be occupied until a Final Code Certificate has been issued for it certifying that a Final Code Level of 3, 4 or 5 has been achieved as appropriate.

Reason: In the interests of sustainable development.

- 23) The Local Planning Authority shall be notified in writing of the identity of all dwellings for which construction has commenced before 1st January 2013, and of the identity of all dwellings for which construction has commenced thereafter but before 1st January 2016, within 10 working days following each of those dates.

Reason: In the interests of sustainable development.

- 24) Notwithstanding the provisions of the Town and Country Planning General Development Order 1995 or any Order revoking and re-enacting that Order, no extension or garages shall be carried out within the curtilage of plots 1, 8, 17, 23, 24, 25, 36 and 37, without the formal consent of the Local Planning Authority. Additionally, no works as set out in Part 2 Class A or B of that Order shall be carried out within the curtilage of any 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.

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