

**PLANNING COMMITTEE  
18 FEBRUARY 2013**

**ADDITIONAL INFORMATION**

**Correspondence received and matters arising following preparation of the Agenda**

<p><b>Item 4</b> <b>Pages 1-8</b> <b>Ref: 12/2551/03</b> <b>The Queens Head</b> <b>270 Pinhoe Road</b> <b>Exeter</b></p>	<p>The current licensee of the premises has provided up to date financial information and details of a mortgage to purchase the property. This documentation, and particularly the proof that the licensee has access to the necessary capital, appears to demonstrate that there is no reason why the public house could not become viable in the future based on the business model put forward. Members can therefore attach significant weight to the argument that the pub has a viable future. The question therefore is whether the loss of the pub – as a community facility – is outweighed by the arguments in favour of the foodstore. Officers' view is that, on balance, it is for the reasons discussed in the conclusion to the main report that the recommendation remains unchanged.</p> <p>Other matters:-</p> <p>Additional conditions recommended to require:</p> <p>1) the agreement of and implementation of a scheme for the covered storage of waste, and</p> <p>2) the agreement of the finished floor levels (to mitigate any flood risk from the Northbrook).</p>
<p><b>Item 5</b> <b>Pages 9-12</b> <b>Ref: 12/1720/16</b> <b>33 Pinhoe Road</b> <b>Exeter</b></p>	<p>Three further letters of objection have been received, on similar grounds to those set out and dealt with in the main report.</p> <p>The applicant has now provided a management plan which covers the following:</p> <ul style="list-style-type: none"><li>• Eligibility &amp; admissions</li><li>• Refusing referrals</li><li>• Risk assessments</li><li>• Staffing</li><li>• Security</li><li>• Fire safety</li><li>• Alcohol and drugs</li><li>• Accommodation rules</li><li>• Anti-social behaviour</li><li>• Serious incidents</li><li>• Smoking</li><li>• Animals</li><li>• Health &amp; safety</li><li>• Out of hours</li></ul> <p>Notwithstanding this, it is recommended that condition 3 as set out in the main agenda is imposed to ensure that the plan is properly implemented.</p>

**Item 6**  
**Pages 13-30**  
**Ref: 12/0472/01**  
**Land to North, West & South of**  
**Met Office**  
**Hill Barton Road**  
**Exeter**

Three further representations have been received, raising issues set out in the main report, and the following additional issues:

- There will be unacceptably long waiting times for pedestrians and cyclists at the Hill Barton Road Junction.
- The junction redesign does not adequately address safety and capacity.
- The junction redesign may result in difficulty for vehicles entering and leaving 46 & 48 Hill Barton Road.
- Trip rate data used to assess the impact of the proposal may be out of date or inappropriate.
- The existing junctions and roundabouts in the area are already congested.
- The development should be served by public transport.
- Additional traffic will result in further difficulty leaving Wilton Way, particularly in the morning rush hour.
- Why cannot the Oberon link be provided at the 500 dwelling trigger? This would be simpler, neater and more satisfactory in terms of the proper planning of the area.

In response to these points:

- The primary Hill Barton Road pedestrian/cycle crossing desire line will remain at the existing toucan crossing. The Highway Authority is planning improvements (partially funded by the proposed development) to provide a more formalised Exeter City Centre to East Devon pedestrian/cycle link that will utilise the toucan crossing. The toucan provides an **on demand crossing triggered by use of the push buttons** and is not linked to the new junction signal phasing. Considering the above and the fact that the existing cycle/footway on the eastern side of Hill Barton road terminates before St Lukes School it has been determined that numbers of pedestrian and cyclist using the crossing facilities at the proposed new junction will be low. The Highway Authority has assessed the signal phasing on this basis and has confirmed its acceptance.
- The Highway Authority has made it very clear that the safety and capacity have been properly considered, and the highway advice given reflects this.
- The Highway Authority is satisfied that its advice is based on up-to-date and appropriate data. The Trip Rate used is in accordance with that in the Monkerton Access Strategy submitted as evidence to the Exeter Core Strategy. The trip rate reflects the improved pedestrian, cycle and bus facilities provided internally within the development, through S106 contributions and the Travel Plan. The impacts on the Pinhoe Sainsbury's and Middlemoor junction were calculated not to exceed a 5% increase in traffic flows through the junctions at peak periods. The Highway Authority has confirmed the increased traffic was not significant and no further assessment of the junctions was necessary.
- The Monkerton Access Strategy assessed the overall traffic impact of development in the Monkerton Masterplan area and concluded that with infrastructure improvements and sustainable transport measure the impacts would be mitigation satisfactorily. This development adopts those

sustainable transport measures and provides funding through the Section 106 to the wider highway infrastructure improvements.

- An extension of the A bus service into the development is funded through the S106 transport contributions.
- Additional flows through the Wilton Way roundabout were calculated to be an additional 2% in both the AM and PM peaks. The Highway Authority confirms that the junction is operating within capacity and that the increased flows are not significant and do not necessitate any mitigation measures.
- Provision of a link to Oberon Road is not a specific requirement of the Core Strategy. It is, however, recognised that the link is an aspiration of the Monkerton and Hill Barton Masterplan Study. There is no specific reference to the timing of this link in the Masterplan Study, or the Core Strategy. Although not a specific requirement for the delivery of the site, the applicant has agreed to design the internal road network to enable a link to Oberon Road to be made and enable the desired strategic road to be provided. The link will be provided at an appropriate point of time linked to the phasing of the proposed development and taking account of the Council's desire to secure other strategic infrastructure provision, including the district heating network. The provision of the link road, and the proposed timing, is therefore in accordance with the Masterplan Study.

In order to achieve a permeable network to support the sustainable transport aspirations of the Masterplan Study, the Highway Authority has recommended a variation to condition 27 as follows:

*Unless otherwise agreed by the relevant planning authority (in consultation with the local highway authority), no further development shall take place beyond the first occupation of the 600th dwelling or 5 years from the first occupation of the 500<sup>th</sup> dwelling, whichever is earlier, until:-*

*a) The local planning authority has approved in writing a scheme of works to provide a new vehicular transport link from Oberon Road into the development, including details of access for Ellen Tinkham School.*

*b) The approved works have been completed in accordance with the local planning authority's approval (in consultation with the local highway authority).*

Whilst it is recognised that this represents a "belt and braces" approach to securing the Oberon Road link, the applicants have indicated that this would potentially cause funding difficulties and prevent the provision of other vital infrastructure including district heating. They would be likely to appeal against the imposition of this condition. On balance it is considered that the condition as originally worded in the main agenda will achieve the required outcome without endangering the delivery of housing.

<p><b>Item 7</b>  <b>Pages 31-36</b>  <b>Ref: 12/1619/03</b>  <b>Exeter College</b>  <b>33-36 Queen Street</b>  <b>Exeter</b></p>	<p>Assistant Director Environment has recommended two additional conditions relating to hours of use and noise attenuation.</p> <p>County Head of Planning, Transportation and Environment has recommended three conditions relating to the submission of a Green Travel Plan, the provision of on-site cycle and car parking facilities, and submission of a Construction Traffic Management Plan. The County Head of Planning, Transportation and Environment has also indicated that a financial contribution will be sought towards highway improvements to be secured by S106.</p> <p>The architect has provided an amended drawing showing the installation of two gates at either end of the north elevation. The gates have been included to minimise the risk of unauthorised access and anti-social behaviour.</p> <p>One additional letter of objection has been received. Planning concerns raised related to hours of use, noise and light.</p>
<p><b>Item 8</b>  <b>Pages 37-40</b>  <b>Ref: 12/1707/03</b>  <b>12 Wentworth Gardens</b>  <b>Exeter</b></p>	<p>No further update.</p>
<p><b>Item 9</b>  <b>Pages 41-50</b>  <b>Ref 12/0781/01</b>  <b>Land South of Yeoford Way</b>  <b>Marsh Barton</b>  <b>Exeter</b></p>	<p>No further update.</p>
<p><b>Item 10</b>  <b>Pages 51-56</b>  <b>Ref 12/1522/03</b>  <b>Land off Ennerdale Way</b>  <b>Exeter</b></p>	<p>Revised plans received which indicate the area of communal open space proposed.</p> <p>Building for Life Assessment report produces a score of 10.5 out of 12.</p>