

PLANNING COMMITTEE

Monday 12 May 2014

Present:

Councillor Bialyk (Chair)
Councillors Spackman, Choules, Denham, Edwards, Mrs Henson, Newby, Owen, Prowse, Sutton, Tippins and Winterbottom

Apologies:

Councillor Mitchell

Also Present:

Chief Executive & Growth Director, City Development Manager, Senior Area Planning Officer and Democratic Services Officer (Committees) (HB)

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DECLARATIONS OF INTEREST

No declarations of interest were made by Members.

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PLANNING APPLICATION NO. 14/0515/03 & 14/0516/07 - GUILDHALL SHOPPING CENTRE, EXETER

The City Development Manager presented the application for the refurbishment and re-development of Higher Market and Unit 23 Queen Street comprising second storey extension to unit 23 and creation of roof terrace; internal remodelling and reconfiguration of existing A1 premises including change of use to A3 and creation of additional floorspace adjoining Queen Street; public realm improvements to Market Square and St Pancras Square including the erection of two A3 kiosks and pavement cafe areas and new hard and soft landscaping and other ancillary.

Members were circulated with an update sheet - attached to minutes. It was noted that the local Marks and Spencer management were satisfied with the impact of the development on the loading dock next to the site.

Mr Whittome spoke against the application. He raised the following points:-

- not opposed to the overall proposal but object to the intention of replacing the existing cloisters and open-window walls in the Queen Street frontage. The new frontage and windows will impact adversely on this beautiful building which Exeter is lucky to have. The visual impact will be similar to large scale retail shopping centres and is inappropriate for this listed building;
- the buildings of historical significance and the existing open-window features, although added in the 1970's, can also be said to be historically significant; and
- the applicant has gone too far and should re-consider as modern retail units would be inappropriate in this setting.

He responded as follows to Members queries:-

- speaking as a citizen and not on behalf of any group; and

- believe that the addition of open-window walls in the 1970's was an improvement.

The recommendation was for approval subject to the conditions as set out in the report. Members felt that disabled access provisions were inadequate and asked that a condition be added to ensure that appropriate disabled access was secured to the Queen Street frontage.

Subject to prior consultation with the Chair of the Planning Committee, the Assistant Director City Development be granted delegated authority

RESOLVED that:-

- (1) planning permission for the refurbishment and redevelopment of Higher Market and Unit 23 Queen Street comprising second storey extension to unit 23 and creation of roof terrace; internal remodelling and reconfiguration of existing A1 premises including change of use to A3 and creation of additional floorspace adjoining Queen Street; public realm improvements to Market Square and St Pancras Square including the erection of two A3 kiosks and pavement cafe areas and new hard and soft landscaping and other ancillary works be **APPROVED**, subject to the Assistant Director City Development being authorised, subject to prior consultation with the Chair of the Planning Committee, to ensure the provision of disabled access on the Queen Street frontage and subject also to the following conditions:-

- 1) C05 - Time Limit – Commencement
- 2) C15 - Compliance with Drawings
- 3) C17 - Submission of Materials
- 4) C57 - Archaeological Recording
- 5) Prior to occupation of the development, a scheme for external lighting of the facades and entrances shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the agreed details.
 - 1) **Reason:** In the interests of the external appearance of the buildings and the Central Conservation Area.
- 6) Before the use hereby permitted begins, a scheme for the installation of equipment to control the emission of fumes and smell from the premises shall be submitted to, and approved in writing by, the local planning authority and the approved scheme shall be implemented. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions/ as agreed thereafter.
 - 1) **Reason:** In the interests of local amenity.
- 7) 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 interests of local amenity.

- 8) Prior to commencement of any part of the site the local planning authority shall have received and approved a Construction Management Plan (CMP) including:
- a) the timetable of the works;
 - b) daily hours of construction;
 - c) any road closure;
 - d) hours during which delivery and construction traffic will travel to and from the site;
 - e) the number, sizes and routing of large vehicles visiting the site;
 - f) the compound/location where all building materials and waste will be stored during the demolition and construction phases;
 - g) areas on-site where delivery vehicles and construction traffic will load or unload building materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway without prior written agreement;
 - h) the means of enclosure of the site during construction works;
 - i) details of wheel washing facilities and obligations; and,
 - j) photographic evidence of the condition of adjacent public highway prior to commencement of any work.

Prior to commencement it is recommended that the developer consults and meets with, the Local Highway Authority to establish a safe means of progress. The approved Statement shall be adhered to throughout the construction period.

Reason: In the interests of highway safety and public amenity.

- 9) No part of the development hereby approved shall be brought into its intended use until the cycle parking facilities have been provided and maintained in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times

Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

10) C35 - Landscape Scheme

11) C36 - No Trees to be Felled

12) C37 – Replacement Planting

13) CS8 – Trees – Temporary Fencing

- (2) listed building consent for the refurbishment and redevelopment of Higher Market and Unit 23 Queen Street comprising second storey extension to unit 23 and creation of roof terrace; internal remodelling and reconfiguration of existing A1 premises including change of use to A3 and creation of additional floorspace adjoining Queen Street; public realm improvements to Market Square and St Pancras Square including the erection of two A3 kiosks and pavement cafe areas and new hard and soft landscaping and other ancillary works be **APPROVED**, subject to the following conditions:-

- 1) C08 - Time Limit – Listed Building and Conservation Area
- 2) C15 - Compliance with Drawings
- 3) C17 - Submission of Materials

58 **APPLICATION NO. 14/0564/03 - LORD MAMHEAD HOMES, MATFORD ROAD, EXETER**

The Chair advised that the application had been withdrawn.

Members were circulated with an update sheet - attached to minutes.

RESOLVED that the position be noted.

59 **PLANNING APPLICATION NOS. 14/0722/03 & 14/0723/07 - 3 ST. LEONARD'S PLACE, EXETER**

The Assistant City Development Manager presented the application for a detached garden room.

Members were circulated with an update sheet - attached to minutes.

Mr Kent spoke against the applications. He raised the following points:-

- do not object to a garden room but not one of this size. It is a massive detached building, ostensibly to be used for storage purposes. Usually summer houses are between 8ft by 8ft or 10ft by 10 ft, this garden room will be 40 ft by 15ft or 600 square feet in size;
- it is an inappropriate usage and unnecessary given the large house and garage extension of some 5,300 square feet with the large double garage added in 2013;
- although its use will allegedly be for a garden room, the proposal to add a patio and to include glazing suggests that it will also be used for other purposes. The large double garage should be used for storage;
- impact on conservation, wild life area and listed buildings;
- opening of “flood gates” to destruction of St Leonards Conservation Area. Understand that there are two similar planning applications pending;
- loss of residential amenity e.g. loss of privacy, overlooking. The building will have a view of the dining area;
- brickwork proposed is inappropriate and the Conservation Officer concurs with this view;
- possible use could be by teenagers which could be noisy;
- if granted, should be of a sensible proportion; and
- the proposal contravenes Local Plan policies.

The recommendation was for approval, subject to the conditions as set out in the report.

RESOLVED that:-

- (1) planning permission for a detached garden room be **APPROVED** 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 19 March 2014 (*dwg. no's. 1410-100 & 101*) and the brick sample received on 4 April 2014 (*Furness Brick Company, Old Victorian Pressed*) as modified by other conditions of this consent.

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

- 3) 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: For the reasons of public amenity.

- (2) Listed Building Consent for a detached garden room be APPROVED subject to the following conditions:-

- 1) CO8 – Time Limit – Listed Building and Conservation area.

- 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 19 March 2014 (*dwg. no's. 1410-100 & 101*) and the brick sample received on 4 April 2014(*Furness Brick Company, Old Victorian Pressed*) as modified by other conditions of this consent.

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

- 3) Construction/demolition work shall 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: For reasons of public amenity.

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PLANNING APPLICATION NO. 14/0832/03 - LAND TO NORTH, WEST SOUTH OF MET OFFICE OFF HILL BARTON ROAD, EXETER

The Assistant City Development Manager presented the application for the variation of condition 25 relating to timing of provision of a vehicular link between the site and Oberon Road (Ref. No. 12/0472/01 granted 29-11-2013).

The application related to an outline approval by the Council of planning permission for a mixed use scheme of up to 750 dwellings, a local centre, public open space, demolition of buildings, landscaping, highway access to Hill Barton Road and associated infrastructure works, granted in November 2013.

As the result of a drafting error, condition 25 of the permission that was issued did not accord with the wording shown on the Planning Committee minute for the item. The applicant had applied to vary the wording of condition 25 so that it would be the same as that intended by the Planning Committee.

Members were circulated with an update sheet - attached to minutes.

Mr Rocke spoke against the application. He raised the following points:-

- inadequate level of assessment of the impact of development of the Consortium land on the Fitzroy Road junction with Honiton Road and the internal junctions of the site under the scenario where the Oberon Road link to the Consortium land has not been delivered;

- it concludes that there has been insufficient assessment of the highway impact on the Consortium development, and that the recommended condition will not deliver the development or the road network envisaged by the master plan for the area;
- the owners and developers do not own the land required to deliver Oberon road. It is not lawful for the County Council and City Council to state that they are confident that Oberon Road will be delivered;
- under these circumstances, the Honiton Road development will not secure occupiers interest at sufficient rental income to achieve a viable site. Then the Fitzroy Road link to the Consortium land will also not be delivered;
- the Masterplan access strategy for the area then fails and the Consortium and David Wilson land housing a minimum of 633 properties will have unpredicted impacts on critical points in the network;
- the conditions applied to the Consortium land consent do not achieve the Masterplan aspirations or protect the deliverability of the employment site at Honiton road;
- it is in the interests of delivery of the Masterplan that the Oberon Road connection is not allowed to compromise the Honiton Road site and that it is secured for delivery in advance of the Fitzroy Road connection which is in line with the proposal for the Section 37 application; and
- the technical note and formal assessment of Fitzroy Road will be used in any appeal if the current proposals for a Section 37 application cannot be supported.

Mr Fayers spoke in support of the application. He raised the following points:-

- the planning application has already been approved by the Committee in 2013 with the recommendation of Devon County Council supported and included in the conditions. Although the conditions in the draft decision notice reflected this the final decision notice did not. The Section 73 notice was therefore submitted to rectify the position and discharge the highway condition;
- if the Committee is not minded to approve, rather than defer the application, it should be refused; and
- not aware of any concerns expressed by the Met Office.

The recommendation was for approval, subject to the conditions as set out in the report.

RESOLVED that, subject to a variation to the existing Section 106 Agreement under the Town and Country Planning Act 1990 relating to permission 12/0472/01 so that it is linked to the new consent and removes the ability to implement the earlier consent, planning permission for a variation of condition 25 relating to timing of provision of a vehicular link between the site and Oberon Road (Ref. No. 12/0472/01 granted 29-11-2013) be **APPROVED**, subject to the following conditions:-

- 1) C01 - Standard Outline
- 2) Unless otherwise agreed in writing by the Local Planning Authority, the first application for approval of reserved matters shall made before the expiration of two years from the date of this permission, and the development hereby permitted shall begin before the expiration of two years from the date of the first reserved matters approval.

Reason: To ensure compliance with section 91 - 92 of the Town and Country Planning Act 1990.

- 3) C04 - Outline - Exclude Details
- 4) The outline planning permission hereby approves the following plans together with the design principles and parameters established in the approved Design and Access Statement and Design and Access Statement supplement:
Revised illustrative masterplan as shown on Figure No. 5.3 (submitted via email on 18 December 2012).
Parameters plan as shown on Figure No. 5. Rev B (submitted via email on 18 December 2012).
Signal controlled access onto Hill Barton Road as shown on Indicative Junction Arrangement Appendix D3 Rev G (submitted via email on 31 January 2013).
Prior to the submission of any reserved matters application(s) for an agreed phase or phases of the development, a framework plan and statement on the appearance palette for the agreed phase or phases of the development shall be submitted to and approved in writing by the LPA. The framework plan(s) (1:1000) shall follow the principles established in the indicative masterplan and it shall be in accordance with the approved parameter plans. The framework plan(s) shall show the indicative location of buildings and their type, public and private open spaces and parking typologies, together with how the design principles in the approved Design and Access Statement and Design and Access Statement supplement will be applied at the more detailed level. The appearance palette shall be provided in the form of a statement providing information and guidance on building design and character, constructional materials and detailing, surface materials and their finishes, street furniture and street tree species.
Unless otherwise agreed in writing, the reserved matters application or applications shall adhere to the approved framework plan(s) and accompanying appearance palette relevant to that part of the site.
Reason: In order to ensure compliance with the approved drawings and associated details
- 5) As part of the first application for approval of reserved matters, a detailed phasing plan shall be submitted to, and be approved in writing by, the Local Planning Authority. The phasing plan shall specify the proposed timing for the delivery of the areas of public open space/green infrastructure as well as the construction programme for the housing, railway station access, and other built elements of the development.
Reason: To ensure that the development proceeds in accordance with an agreed programme of delivery, that areas closest to existing transport services are developed first, and that within individual phases the open space associated with the development is co-ordinated with the construction of the houses which it will serve.
- 6) Samples of the materials it is intended to use externally in the construction of the development shall be submitted to the Local Planning Authority and any agreed phase of the development shall not be started before their approval is obtained in writing and the materials used in the construction of the development shall correspond with the approved samples in all respects.
Reason: To ensure that the materials conform with the visual amenity requirements of the area.

- 7) A detailed scheme for landscaping, including the planting of trees and/or shrubs and hard landscaping including boundary screen walls and fences shall be submitted to the Local Planning Authority as part of the submission of each phase of the reserved matters; such scheme shall specify types and species, and any earthworks required, together with a programme of planting and the timing of implementation of the scheme.
Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.
- 8) C37 - Replacement Planting
- 9) C38 - Trees – Temporary Fencing
- 10) C57 - Archaeological Recording
- 11) Unless otherwise agreed in writing by the Local Planning Authority, the dwellings in any phase agreed in accordance with condition 5 of this consent shall achieve a Code Level 4 (including a 44% CO2 emissions rate reduction from Part L 2006) as a minimum, and a Code Level 5 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 and Exeter Core Strategy Policy CP15 (or any alternative standard that is agreed and approved in writing by the Local Planning Authority). Unless otherwise agreed in writing by the Local Planning Authority, no dwelling in that particular phase shall be occupied until an application for certification has been made confirming that the required Code Level has been achieved and within one year of occupation of any dwelling the developer shall submit to the Local Planning Authority evidence of the certification to demonstrate that a Final Code Level of 4 or 5 has been achieved as required above.
Reason: In the interests of sustainable development.
- 12) The Local Planning Authority shall be notified in writing of the identity of all dwellings for which construction has commenced before 1st January 2016, within 10 working days following that date.
Reason: In the interests of monitoring compliance with sustainable development requirements.
- 13) Any individual building contained within the District Centre, other than a dwelling, hereby approved shall achieve a BREEAM 'excellent' standard (or such equivalent standard that is approved in writing by the Local Planning Authority) as a minimum, and shall achieve 'zero carbon' if commenced on or after 1st January 2019. Prior to commencement of such a building the developer shall submit to the Local Planning Authority a BREEAM design stage assessment report, the score expected to be achieved and which standard this relates to. Where this does not meet the minimum required standard the developer must provide details of what changes will be made to the development to achieve the minimum standard, and thereafter implement those changes. A post completion BREEAM report shall be submitted to the Local Planning Authority within 3 months of the substantial completion of any such building hereby approved. The required BREEAM assessments shall be prepared, and any proposed design changes approved prior to commencement of the development, by a licensed BREEAM assessor.
Reason: In the interests of sustainable development.

- 14) The Local Planning Authority shall be notified in writing of the identity of all buildings (other than dwellings) for which construction has commenced before 1st January 2019, within 10 working days following that date.
Reason: In the interests of sustainable development.
- 15) 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 interests of local amenity.
- 16) A Construction 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 monitoring and mitigation measures to control the environmental impact of the construction and demolition phases and highway safety, including but not limited to details of access arrangements and timings and management of arrivals and departures of vehicles, site traffic, emissions of noise and dust and the phasing and timing of work. The CEMP should contain a procedure for handling and investigating 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: In the interests of local amenity.
- 17) No development shall take place on any individual phase of the site identified pursuant to condition 5 until a full investigation of the site has taken place to determine the extent of, and risk posed by, any contamination of the land and the results, together with any remedial works necessary, have been agreed in writing by the Local Planning Authority. The building(s) shall not be occupied until the approved remedial works have been implemented and a remediation statement submitted to the Local Planning Authority detailing what contamination has been found and how it has been dealt with together with confirmation that no unacceptable risks remain.
Reason: To ensure that the site is safe for residential occupancy.
- 18) Prior to commencement of each phase of the development the applicant shall review the ambient noise environment on the site and propose a scheme of noise mitigation measures based on this review, to ensure that the residential properties are protected from noise. This shall be submitted to and approved in writing by the LPA prior to commencement of the development. All works that form part of the scheme shall be completed before any of the permitted development is occupied. The applicant should aim to achieve at least the 'Reasonable' standards for internal noise level specified in BS8233:1999 Sound Insulation and Noise Reduction for Buildings – Code of Practice.
Reason: In the interests of local amenity. This condition will be applied flexibly depending on the location of the proposed dwellings within the site and their proximity to the railway and to commercial land uses.
- 19) No deliveries shall be taken at or dispatched from commercial units in the local centre outside the hours of 7am to 11pm Monday – Saturday nor at any time on Sundays, Bank or Public Holidays.
Reason: In the interests of local amenity.
- 20) No individual Class A unit size shall exceed 750m² in floorspace.

Reason: In the interests of minimising vehicle journeys to and from the site and to protect the vitality and viability of existing retail centres.

- 21) No development shall take place on site until an evaluation has been undertaken of the foul drainage provision available and the results, together with a scheme for any improvement works, has been agreed in writing by the Local Planning Authority. The scheme shall include full details of the proposed improvement works, a timescale for implementation and adoption of these works, and arrangements for maintenance of the system prior to adoption. No buildings shall be occupied unless and until the approved improvement works have been implemented in accordance with the agreed scheme.

Reason: In the interests of residential amenity.

- 22) No more than 250 dwellings shall be built until such time as improvements to Moor Lane Junction, as shown on drawing B2300117/MOORLN/101A, or an alternative scheme agreed in writing with the Local Planning Authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport), has been completed in accordance with the Local Planning Authority's approval and is open for public use.

Reason: To ensure that the strategic highway network can accommodate the additional traffic generated by the development.

- 23) Unless otherwise agreed in writing by the Local Planning Authority, the development shall be limited to the occupation of a maximum of 500 dwellings to be served from the proposed signal controlled junction onto Hill Barton Road and any further occupation beyond 500 dwellings shall require the provision of a further and alternative means of full vehicular access at a location to be agreed in writing with the Local Planning Authority (in consultation with the Highway Authority).

Reason: To limit the total number of vehicle trips through the Hill Barton Junction in order to prevent congestion on Hill Barton Road and encourage both alternative vehicular access, trip distribution and permeability within the development.

- 24) A comprehensive Travel Plan will be developed for all elements of the development hereby permitted. The acceptability of the Travel Plan will need to be agreed in writing by the Local Planning Authority and Local Highway Authority (who shall consult with the Highways Agency on behalf of the Secretary of State for Transport) in advance of occupation of the development.

The travel plan will need to be prepared in line with prevailing policy and best practice and shall include as a minimum:

- The identification of targets for trip reduction and modal shift
- The methodology to be employed to reach these targets
- The mechanisms for monitoring and review
- The mechanisms for reporting
- The failsafe measures to be applied in the event that the targets are not met
- The mechanisms for mitigation
- Implementation of the Travel Plan to an agreed timescale or timetable and its operation thereafter
- Mechanisms to secure variations to the Travel Plan following monitoring and reviews

A review of the targets shall be undertaken within 3 months of occupation of the development, and on an annual basis thereafter, at the time of submission of the Annual Travel Plan Report.

Reason: To ensure that the development promotes all travel modes other than the private car and consequently reduces dependence on private car travel.

- 25) Unless otherwise agreed in writing 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 500th dwelling, whichever is earlier, until:
- k) the local planning authority has approved in writing a scheme of works to provide a new transport link from Oberon Road into the development, including details of access for Ellen Tinkham School; and,
 - l) the approved works have been completed in accordance with the local planning authority's approval (in consultation with the highway authority) and
are open for public use.

Reason: To ensure the proper planning of the area.

- 26) The proposed estate roads, footways, footpaths, junctions, verges, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, cycle routes, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans indicating, as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.

Reason: To ensure that adequate information is available for the proper consideration of the detailed proposals.

- 27) Unless otherwise agreed in writing by the Local Planning Authority, prior to the occupation of any dwelling within each phase of the development that adjoins the David Wilson Homes development to the west of the site, vehicular access to an adoptable standard shall be provided to the site boundary so that it is capable of linking to the approved highway network within the David Wilson Homes development.

Reason: To assist with provision of a choice of routes for all development traffic in the south west part of the Hill Barton and Monkerton Masterplan Framework area.

- 28) Unless otherwise agreed in writing with the Local Planning Authority, for each application for approval of reserved matters, a detailed scheme for the pedestrian and cycle network shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:-
- (a) the access points identified on drawing number PERA2010 3301 received by the Local Planning Authority on 27 November 2013;
 - (b) details of routes, road crossings, bridges, surface treatments, lighting, street furniture and signage;
 - (c) a programme for implementation synchronised with the progressive occupation of the development; and
 - (d) such temporary measures as are necessary (such as ramps where routes cross unfinished roads) to ensure the routes are fully usable during the construction period.

The approved scheme shall be adhered to at all times, including (where applicable) any amendments subsequently agreed in writing by the Local Planning Authority. The routes provided in accordance with this condition shall be maintained at all times thereafter, including keeping them free from vegetation, unless and until they become maintainable at public expense.

Reason: To ensure that the pedestrian and cycle routes are provided, to encourage travel by sustainable means in accordance with policy T3.

- 29) Unless otherwise agreed in writing with the Local Planning Authority, for each application for approval of reserved matters, a scheme for on-site bus routes shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:-

(a) details of routes and stops (including shelters, seats, and static and electronic signage);

(b) a programme for implementation synchronised with the progressive occupation of the development, road adoption programme, and/or applicable funding;

(c) any temporary arrangements during the construction period.

The approved scheme shall be adhered to at all times, including (where applicable) any amendments subsequently agreed in writing by the Local Planning Authority. The facilities provided in accordance with this condition shall be maintained at all times thereafter, unless or until they become maintainable by or on behalf of a public authority.

Reason: To ensure that suitable bus routes and stops are provided, to enable and encourage use of public transport in accordance with policy T3.

- 30) Prior to commencement of any phase of the development, details shall be submitted to the Local Planning Authority of:-

- secure cycle parking for residents;
- secure cycle parking, lockers, showers and changing facilities for staff;
and
- cycle parking for visitors;

as applicable to the type of premises in question.

Construction of that phase shall not be commenced until such details have been agreed in writing by the Local Planning Authority, and prior to first occupation of that phase, the cycle parking and other facilities shall be provided in accordance with the approved details.

Reason: To ensure that cycle parking and other facilities are provided, in accordance with Local Plan policy T3, to encourage travel by sustainable means.

- 31) Unless otherwise agreed in writing with the Local Planning Authority, notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 or any Order revoking and re-enacting that Order, no extension, garages or other development shall be carried out within the curtilage of the dwelling(s) within the 'potential zone of influence from Met Office satellite receivers' shown on drawing identified as Appendix 5.1 received by the Local Planning Authority on 7 February 2013, without the formal consent of the Local Planning Authority.

Reason: In order to protect the visual and residential amenities of the surrounding area, to prevent overdevelopment and to ensure that any future

alteration or expansion of the approved dwellings undertaken under permitted development rights cannot cause an obstruction to Met Office satellite receivers.

- 32) Unless otherwise agreed in writing, no development shall take place until the Local Planning Authority (in consultation with the Met Office) has approved in writing a detailed plan outlining how vehicles, machinery and other equipment involved in the construction phases of the scheme will be deployed and managed to prevent interference and obstruction to Met Office satellite receivers in relation to their operational schedules. Construction work will only take place in accordance with the agreed plan.

Reason: In the interests of minimising the impact of development work on the performance of the satellite receivers.

- 33) Prior to commencement of the development, a detailed scheme for the management of surface water shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall accord with the "Proposed surface water drainage strategy" set out in para 8.3 of the submitted Flood Risk Assessment.

Reason: To protect controlled waters.

- 34) The development shall not commence until full details of the Planned Drainage Strategy is submitted to and approved in writing by the Local Planning Authority. This shall include appropriate evidence of seasonal variation of the soil conditions with regard to permeability characteristics and monitoring of the level of the natural ground water table. The drainage design proposals should be based upon the worst conditions to ensure adequate storage / attenuation is provided all year round. The developer will also need to demonstrate that the necessary drainage infrastructure can be accommodated within the development without undue constraints upon the Public Open Space.

Reason: In the interests of the proper drainage of the site and to ensure that public space within the site is not rendered unusable at any time of the year.

- 35) Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of development or site preparation, an Ecological Method Statement and an Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. They shall include (but not be limited to) a lighting plan to ensure a dark corridor for commuting bats, a reptile mitigation plan and opportunities for enhancement.

Reason: In accordance with the terms of the submitted Environmental Statement and to protect and enhance biodiversity.

- 36) Unless otherwise agreed in writing by the Local Planning Authority, the first application for approval of reserved matters shall include a proposal for incorporating an element of public art into the design or layout of a public area within the development hereby approved.

Reason: In the interests of public amenity.

LIST OF DECISIONS MADE AND WITHDRAWN APPLICATIONS

The report of the Assistant Director City Development was submitted.

RESOLVED that the report be noted.

(Report circulated)

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ENFORCEMENT PROGRESS REPORT

The Development Manager presented the report updating Members on enforcement matters.

RESOLVED that the report be noted.

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APPEALS REPORT

The schedule of appeal decisions and appeals lodged was submitted. It was noted that a Public Inquiry would be held into the Home Farm proposal in September.

RESOLVED that the report be noted.

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SITE INSPECTION PARTY

RESOLVED that the next Site Inspection Party will be held on Tuesday 3 June 2014 at 9.30 a.m, with Councillors Bialyk, Spackman and Winterbottom attending.

Additional information circulated after agenda dispatched - circulated as an appendix

(The meeting commenced at 5.30 pm and closed at 6.44 pm)

Chair