

PLANNING COMMITTEE

21 JULY 2014

ADDITIONAL INFORMATION

Correspondence received and matters arising following preparation of the Agenda

**Item 4: Pages 5-16. Ref: 14/0899/03
Rougemont Telephone Exchange, Queen Street, Exeter**

Remove refer to receipt of revised plans within the recommendation of the report – No further plans are anticipated in connection with this application. The wording remained unaltered, in error, following the most recently received revised plans which removed the usable terraced areas.

A Daylight & Sunlight Report has been received which has assessed the impact of the proposed development on Marcus House in relation to the guidelines as set out in the 2011 Building Research Establishment (BRE) Report 'Site layout planning for daylight and sunlight'. It concludes that the overall impact of the proposed development will be small and Marcus House will continue to receive good daylight and sunlight amenity after the development.

An additional 24 letters/email of objection have been received since the previous deferred Committee report was published. The comments made strongly reiterate the previous concerns and in addition raise objection to the increased height to the front of the building.

Discussions are still ongoing in respect of the level of financial contribution towards pedestrian safety improvements in the immediate vicinity.

The agent has confirmed that for Health and Safety reasons there will be no physical access to the terraced areas other than for maintenance staff for window cleaning purposes.

**Item 5: Pages 17-26. Ref: 14/0491/01
Bricknells Bungalow, Old Rydon Lane, Exeter**

Applicant's proposed condition

In response to proposed refusal reason 4, the applicant has submitted a proposed planning condition that reads as follows:

The design of any layout submitted as part of any subsequent reserved matters application (or applications) pursuant to this grant of planning permission, and which is submitted within two years of its grant, is to substantially accord with the principles and layout of any scheme on the adjoining land and which has the benefit of outline or full planning permission for a comprehensive development of that land. For the purposes of this condition, comprehensive development is to be defined as that which encompasses not less than 70% of Area f as defined in the approved

Newcourt Masterplan (November 2010).

The applicant states that this wording would prevent the submission of a 'reserved matters' application until the expiration of two years or approval of (at least) outline planning permission on the adjoining land.

Response to proposed condition

It is not considered that a condition of this sort would be sufficiently precise. 'Key principles' and 'substantially accord', for example, are undefined.

Moreover, the planning application is for precisely 50 dwellings. A condition of this sort would provide no certainty that the number of dwellings proposed could be delivered.

Highways and transport

Additional information has been submitted by the applicant to the County Council as Highway Authority for their comments. No comments have been provided to Exeter City Council but the County's Highway Development Management Officer has confirmed that the submitted details will not address issues associated with safe and suitable access to public transport facilities for all users.

The County Council officer has also suggested that proposed refusal reasons 1 and 3 could be combined.

Response to highways and transport issues

It is considered that the rationale for refusing planning permission on highways and transport grounds stands. If Members support the recommendation for refusal it is proposed that authority should be delegated to the Assistant Director City Development to combine proposed conditions 1 and 3 if it would be feasible to do so.

Statement from adjoining land owners

The applicants for up to 450 dwellings on the remaining undeveloped land south of Old Rydon Lane and East of the railway (reference 14/1451/01) have submitted an addendum statement that sets out the benefits of a 'masterplanned' approach to the area. The statement is relevant to the application at Bricknells Bungalow and the Executive Summary reads as follows:

'2. Executive Summary

Wider Newcourt Masterplanned Approach:

- Effective and well-designed public access connectivity within the Masterplan for future residents to access Newcourt Station, bus services and the wider area;
- A co-ordinated approach to access which presents the opportunity to significantly improve general safety along Old Rydon Lane and Exeter Chiefs spectator safety when travelling to/from matches;
- Potential to retain existing trees of value;
- An integrated Green Infrastructure, Open Space and Biodiversity Enhancement Strategy that provides high quality open space for all future residents, in the most suitable parts of the site, taking advantage of views and topography;

- A co-ordinated Sustainable Drainage Strategy that takes advantage of topography to develop an integrated SUDs scheme;
- A co-ordinated strategy for addressing motorway noise by implementing a bund thus avoiding the need for high fencing around small gardens or other individual 'on-plot' measures;
- Delivery of 442 dwellings, in a sustainable development framework to meet Exeter's housing needs;
- Meets the requirements of Exeter's Residential Design SPD.

Bricknells Scheme:

- Poor multi modal connections to existing and proposed rail and bus services adversely affects the sustainability credentials of the scheme. (The isolated approach would ensure that the site would fail to link effectively with existing and proposed multimodal networks).
- Inefficient use of land, our most finite resource, adversely affects the sustainability credentials of the scheme. (The isolated approach would not maximise the amount of housing the land could take).
- Increased safety risk for users of Old Rydon Lane (including Chiefs spectators on matchdays) due to substandard access proposals at odds with the progressive "green lane" approach required by the adopted Newcourt Masterplan.
- Unacceptable amenity levels for future occupiers. (The isolated approach proposes 3m high fences in small gardens which would adversely affect the amenities of future occupiers.)
- Negative character and appearance impacts. (The isolated approach would lead to the loss of trees of value.)
- Haphazard approach to flood risk and drainage (the isolated approach means: the site is less capable of treating the predicted exceedance flows, more land take for SUDs and the potential for foul sewer requisition (all adversely affecting housing numbers).
- Inadequate, disconnected open /green space.

Response to statement from adjoining land owners

It is considered that many of these issues are already addressed in the main Planning Committee report. In relation to those that are not, the following comments are made:

Public and rugby spectator access:

A 'masterplanned' approach appears likely to increase safety and convenience for existing local residents and visitors to Sandy Park. However, it is not considered that the proposed development at Bricknells Bungalow would prevent proposals for a new pedestrian and cycle link from Sandy Park to Newcourt Station and other transport facilities from being achieved.

This matter is different from the issue identified in the main Committee Report, which is whether all users (residents and visitors) would have safe and suitable access to and from Newcourt's transport facilities.

Old Rydon Lane as a Green lane

It is correct that the Newcourt Masterplan identifies that, 'Old Rydon Lane will be managed to make this route attractive to cyclists'. However, the County Council have confirmed that, whilst they object to the proposed development on the basis of the information submitted with the application, the principle of a further 50 dwellings being served via Old Rydon Lane is not unacceptable.