

**PLANNING COMMITTEE
27 OCTOBER 2014**

ADDITIONAL INFORMATION

Correspondence received and matters arising following preparation of the Agenda

**Item 5. Pages 5-20. Ref: 14/1451/01
Land east of Exmouth Branch Line
Newcourt
Old Rydon Lane
Exeter**

Planning Condition Drawing Numbers

The proposed planning conditions have been updated to reflect the most up to date drawing numbers.

Footway on Old Rydon Lane

In discussion with the County Council as Highway Authority, the applicant had submitted updated highway drawings including a new drawing proposing a pedestrian footpath along Old Rydon Lane between the proposed site pedestrian access and the steps to the west of the rail branch line (14401/SKT07RevC). It is understood that the primary purpose of this footpath (in addressing the proposed development) is to accommodate trips to the north west along Old Rydon Close, over the A379 and into the Digby area.

Those that had already commented on the application were notified of these proposals and three further objections have been received with the following (summary) comments:

- The footpath would narrow the vehicular carriageway so that it would be difficult for cars to pass one another and not possible for lorries to pass other vehicles where narrowed.
- Old Rydon Lane should be restricted to 20mph, large vehicles banned and signage installed stating that Old Rydon Lane is effectively a single carriageway.
- Mobility scooters and prams will not be able to mount the pavement when travelling from existing properties to the north of Old Rydon Lane.
- In principle support for a pavement.

Analysis and response

The carriageway would be narrowed for approximately 115m. The County Council Highway Development Management Officer has confirmed that the proposed solution is acceptable. Carriageway narrowing will reduce speeds as a result of a change in perspective and wheelchair/pram users will be able to mount the pavement at the various dropped kerb locations proposed (which broadly correspond with existing dwelling access points to the north).

Permeability Conditions

The applicant's agent has commented on planning conditions 24 and 25 as follows. These conditions require permeability between the application site and the adjoining Bricknells Bungalow site:

1. On condition 24, the need to deliver a pedestrian/cycle link early in the development is clear and reference should also be made to points D, E and F in this condition. Also, we see no need for "Areas 1 and 2" etc.
2. On condition 25, we take it that there is a typing error in this condition and that it should say 150th dwelling to reflect condition 29.

Analysis and response

The proposed amendment to condition 24 would secure the pedestrian and cyclist permeability sought through the Core Strategy. It is proposed that draft condition 24 should read as follows and an updated drawing (14038/ L01_04 RevD) has been submitted to make it clearer where points A - F are:

Condition 24:

The following shall be achieved within 3 years of the commencement of development or prior to occupation of the 50th dwelling hereby approved:

- a) the specification of a pedestrian and cyclist link to the pedestrian and cycling crossing at Point C

approved through Devon County Council planning permission reference DCC/3513/2013 shall be agreed in writing with the Local Planning Authority and the link shall be made available for free and unrestricted public pedestrian and cyclist access to all occupied dwellings. Free and uninterrupted public pedestrian and cyclist access between the link and all dwellings occupied thereafter shall be provided prior to their occupation.

b) the specification of the following pedestrian and cyclist links shall be agreed in writing with the Local Planning Authority and the links shall be made available for free and unrestricted public pedestrian and cyclist access at all times:

- (i) between points A and B and the connection with the pedestrian and cyclist crossing at Point C (shown on drawing number 14038 L01_04 rev D);
- (ii) between points D and E and the connection with Old Rydon Lane at Point F (shown on drawing number 14038 L01_04 rev D).

The connections at Points A, B, D and E shall be provided up to and contiguous with the boundary of Bricknells Bungalow that is shown on drawing number 161/2013/102 dated January 2014 in support of the planning application with reference number 14/2007/01. The course of the routes shall not be altered unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of permeability and safe and suitable access to high quality public transport and other facilities.

With these changes to condition 24, the proposed amendment to condition 25 is considered acceptable. The original draft was not a typing error but with pedestrian and cyclist permeability secured through condition 24 and on the basis that adjoining Bricknells Bungalow can be accessed independently off Old Rydon Lane (the principle of which the County Council has previously confirmed) it is not considered necessary for condition 25 to require vehicular permeability until occupation of the 150th dwelling. It is proposed that condition 25 should now read as follows:

Condition 25:

Prior to commencement of the 150th dwelling hereby approved the specification of a direct highway link between points D and E and the access to the public highway hereby approved at point F (shown on drawing number 14038 L01_04 rev D) shall be agreed in writing with the Local Planning Authority and the link shall be made available for free and unrestricted public access at all times. Both highway connections at points D and E shall be provided up to and contiguous with the eastern boundary of Bricknells Bungalow that is shown on drawing number 161/2013/102 dated January 2014 in support of the planning application with reference number 14/2007/01.

Reason: In the interests of permeability and safe and suitable access to all new development in the area.

Section 106 Obligations

For clarity, the recommendation of approval is made subject to the draft planning conditions identified and section 106 planning obligations that include the following:

- Affordable housing;
- Proportionate costs of pedestrian and cyclist rail line crossing;
- Proportionate costs of the link to the A379;
- Costs of match day traffic orders on site;
- Travel planning and travel plan implementation costs.

Item 6. Pages 21-28. Ref: 14/1714/02

**Land at Sandrock
Pinn Lane
Exeter**

Amend Condition 1 to reflect revised drawings received that clarified the design of the Wheelchair Accessible Bungalow and the flats in the north eastern corner of the site.

1. 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 23rd October 2014 as modified by other

conditions of this consent.

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

Following the receipt of revised plans suggested Condition 4 is no longer required.

Preliminary results of a geophysical survey of the site have now been received, and as a result the Council's PPM (Heritage) confirms that a) it does not identify any major remains on the site and therefore there are no archaeological constraints upon the proposed layout, and b) the survey does not, due to site conditions and its nature, preclude some remains being present however, and therefore further archaeological work will be necessary under the planning condition on the outline consent.

Item 7. Pages 29-34. Ref: 14/1993/03

The Old City Library

Castle Street

Exeter

Five additional Conditions to be added:

- (i) Further details of the bin (residential and commercial) storage areas, including details of type, number and size of bins, routes and locations for bin collection shall be submitted to and approved in writing by the LPA prior to occupation of the development.

Reason: To ensure that the bin storage areas are of sufficient size and located in a convenient position to allow for easy access.

- (ii) Further details of the bike storage areas, including any proposed covers for those located outside the building, shall be submitted to an approved in writing prior to the occupation of the development.

Reason: Insufficient information submitted with the application.

- (iii) No part of the development hereby approved shall be occupied until cycle parking facilities have been provided in accordance with details that shall previously have been submitted to agreed and approved in writing by the Local Planning Authority and maintained for that purpose at all times.

Reason: To encourage travel by sustainable modes in accordance with Paragraph 32 of the NPPF and Local Plan Policy T3.

- (iv) Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:

(a) the timetable of the works;

(b) any road closure;

(c) hours during which delivery and construction traffic will travel to and from the site;

(d) the number and sizes of vehicles visiting the site;

(e) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored;

(f) confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;

(g) the proposed route of all construction traffic exceeding 7.5 tonnes;

(h) 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 if necessary meets with, the 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.

- (v) Travel Plan measures including the provision of sustainable transport welcome packs, shall be provided in accordance with details agreed in writing by the Local Planning Authority and Local Highway Authority in advance of occupation of the development.

Reason: To promote the use of sustainable transport modes, in accordance with paragraphs 32 and 36 of the NPPF.