

# Planning Committee Report (22/1454/RES)

## 1.0 Application information

Number:	22/1454/RES
Applicant Name:	Mr Tim Martin,
Proposal:	Reserved Matters application seeking permission for 182 dwellings and associated infrastructure, layout, scale, appearance and landscaping relating to the Residential development approved under application 15/0641/OUT (Revised plans).
Site Address:	Land At Aldens Farm West Shillingford Road Exeter
Registration Date:	17 October 2022
Link to Documentation:	<a href="#">22/1454/RES   Reserved Matters application seeking permission for 182 dwellings and associated infrastructure, layout, scale, appearance and landscaping relating to the Residential development approved under application 15/0641/OUT (Revised plans).   Land At Aldens Farm West Shillingford Road Exeter Devon</a>
Case Officer:	Christopher Cummings
Ward Member(s):	Cllr Atkinson, Cllr Foale, Cllr Warwick

This application is going to Planning Committee due to significant public interest.

## 2.0 Summary of recommendation

Approve subject to conditions set out below.

## 3.0 Reason for the recommendation:

Following revisions to the submitted information the proposal is considered to be acceptable in accordance with local and national policy.

No density level was set out Outline stage, and this increased number of dwellings has addressed the material considerations set out in this report whilst providing a mix of housing that includes 1, 2 and 3-bed dwellings that are needed. This site is allocated and forms a connection from Alphington to the South West Exeter Development currently under construction.

There is permeability through the site, including a connection to 3<sup>rd</sup> party land to the east, as well as retention and enhancement of biodiversity features.

The height of buildings has been reduced, and parking locations adjusted to limit dominance of the primary route through the site. There is an existing S106 agreement for 30% Affordable Housing, as well as contributions to education, medical and highway improvements in the surrounding area.

#### 4.0 Table of key planning issues

Issue	Conclusion
Principle of development	The principle of development has been set out in Outline permission <a href="#">15/0641/OUT</a> , with all matters reserved apart from Access.
Requirements of <a href="#">15/0641/OUT</a>	A S106 agreement and conditions set out requirements for the Reserved Matters. These aspects have been met in this application where required, or remain in situ as conditions requiring discharge/compliance on the Outline planning decision.
Quantum of Development	<p>The Outline consent set no level on the number of dwellings for this development, however the Transport Assessment relating to Access referred to 116 dwellings. A revised Transport Assessment was submitted with this proposal and Highways confirmed that the access was still considered to be suitable and the roads have sufficient capacity to accommodate the increased density.</p> <p>A density of 44.75dph is proposed, which is similar to that of developments to south. The Alphington Design Brief sets out that a minimum level of 30dph is required, however sets no expected or maximum levels.</p> <p>This level of density is therefore acceptable subject to the development meeting all other material considerations.</p>

Issue	Conclusion
Site Layout	<p>The layout follows principles set out in the Outline Framework plan. Documents have been submitted setting out reference to local material palette and revisions have occurred to improve details of the site, such as reducing parking dominance on primary roads.</p>
Amenity	<p>The development meets the Nationally Described Space Standards and provides an acceptable level of amenity for occupants.</p> <p>Neighbouring properties to the north are set away from the site, with the majority of dwellings positioned away from this boundary. There are not considered to be any significant amenity impacts to neighbours generated by this proposal.</p>
Highway Considerations	<p>The access is already approved and even with the increased density is considered to be acceptable.</p> <p>There is suitable vehicle and cycle parking proposed and cycle/pedestrian links through the site to allow permeability.</p> <p>There is an existing S106 for improvements to the highway network, as well as conditions requiring delivery of pavement along Shillingford Road and the main road up to the site boundary for a future connection to Chudleigh Road.</p>
Biodiversity	<p>The proposal will see existing hedgerow retained in situ, with access points created for the new roads. The central hedgerow will form a dark corridor to encourage bats.</p> <p>The hedgerow on the borders will be retained and improved where possible. Within the site there are trees and planting proposed, with the full details of this being dealt with at condition stage.</p>

Issue	Conclusion
Drainage	It is proposed to create a drainage ditch at the northern part of the site, alongside a storage tank. These measures are considered acceptable by the Lead Local Flood Authority to create infiltration drainage for surface water.
Archaeology	An existing condition relates to a written scheme of archaeological work prior to commencement on site and this will remain in situ.
Sustainable Construction and Energy Conservation	There are existing conditions relating to energy efficiency and a Waste Audit Statement. These conditions remain and will require discharging at a later date.

## 5.0 Description of site

The site comprises an area of land of 4.1 hectares in total comprising two open fields to the south of existing residential properties located in Veitch Gardens and Royal Close. The site slopes, increasing in height to the south. The boundaries of the individual fields are demarcated by existing hedgerows with some mature trees.

The eastern boundary consists of an existing hedgerow that borders third party land that separates this site from Chudleigh Road. The western edge of the site is adjacent to Shillingford Road and consists of existing hedgerow and trees and a grassed area running alongside the road.

The southern boundary of the site is an existing hedgerow bordering Markham Lane, with the land on the opposite side of the lane forming part of the large South West Exeter Development for approximately 2500 homes and employment land, including a school, shops and a community centre. The area immediately adjacent to this application site is for two phases of this wider development for 264 dwellings granted in 2019.

To the north of the site are existing detached dwellings, separated from this site by hedgerow and trees.

The application site is located adjacent to the built up urban area of Alphington and therefore there are a number of existing services and facilities within close proximity to the site, as well as new infrastructure coming forward as part of the South West Exeter Development. The site is served by the existing road network, a number of bus services and is located adjacent to an existing pedestrian and cycle path network.

## 6.0 Description of development

Reserved Matters application seeking permission for 182 dwellings and associated infrastructure, layout, scale, appearance and landscaping relating to the Residential development approved under application [15/0641/OUT](#) (Revised plans).

The housing is a mix of 1 and 2-bed flats and 1, 2, 3 and 4-bed dwellings with open space, drainage area and a play park.

Access to the site is via Shillingford Road (approved at Outline stage), with an oval highway through the site with small cul-de-sacs coming off it. The primary road leads to the eastern boundary of the site to allow for future connections.

To the north of the site is a drainage basin and play park with pedestrian/cycle connections to the north-west, onto Shillingford Road, and the north-east, onto Veitch Gardens. There is a proposed cycle-pedestrian link in the south-west connecting to Markham Lane.

The existing site has hedgerow bordering it and running north/south through the centre and these are proposed to be retained where possible, with the exception to access routes through.

## 7.0 Supporting information provided by applicant

ALP:PS:001 Planning Statement

1031-AMS-MU Arboricultural Method Statement (February 2023)

06545 Rev E Transport Assessment (February 2023)

06545/FA/0001 Rev 4 Flood Risk Assessment And Drainage Strategy (February 2023)

0645-WE-A-P1 Silt Management Plan (February 2023)

06545-0130-P2-SWS Drainage Calculations (12 February 2023)

TI.CR.EX2 Energy Statement (09 September 2022)

Consultee Response Tracker (received 15 February 2023)

06545-A-0110-P3 Swept Path Analysis Fire Tender (10 February 2023)

06545-A-0111-P4 Swept Path Analysis Refuse (10 February 2023)

06545-A-0112-P3 Swept Path Analysis Private Car (10 February 2023)

06545-A-0113-P4 Swept Path Analysis Bus (10 February 2023)

## 8.0 Relevant planning history

Reference	Proposal	Decision	Decision Date
<a href="#">21/1913/NMA</a>	Amend wording of Condition 4 of application	PER	23.03.2022

15/0641/OUT to allow the timing for the delivery of pedestrian/ cycle links prior to the occupation of the 25th dwelling.

<a href="#">22/0178/RES</a>	Reserved matters approval of layout, scale, appearance and landscaping pursuant to Outline Planning Permission Ref. 15/0641/OUT.	WDN	01.07.2022
15/1089/SO	EIA Screening Opinion for residential development including new access onto Shillingford Road and associated infrastructure	SOI	02.11.2015
<a href="#">15/0641/OUT</a>	Residential development including new access onto Shillingford Road and associated infrastructure (All matters reserved for future consideration except access) [Revised scheme]	PER	24.11.2021

## 9.0 List of constraints

The site is in relatively close proximity to the Air Quality Management Area (AQMA) that runs north along Chudleigh Road from the junction with Shillingford Road.

To the north of the site is a tree under a Tree Preservation Order (no. 205) that sites across the road from numbers 18 and 20 Veitch Gardens adjacent to the application site boundary.

The site is noted as a potential contaminated land use and is within a Smoke Control Area.

## 10.0 Consultations

All consultee responses can be viewed in full on the Council's website.

Natural England – No objection to proposal subject to mitigation measures for increased recreational pressures on Exe Estuary Special Area of Conservation

Devon Wildlife Trust – Object to proposal. Hedgerow bordering and dissecting site are within Exeter Biodiversity Network and robust green space corridor through the site is needed. Surveys as part of the Outline application identified use of the site by dormice and light-sensitive bat species. A lighting strategy is required along with physical aspects to ensure light spill is controlled to dark corridor areas. Perimeter hedgerow forms garden boundaries and will be of very low value to wildlife. Report does not include assessment of biodiversity net gain.

Exeter Cycling Campaign – Object to proposal.

Footpath links to Veitch Close, Markham Lane and site to the east do not appear to be for adoption and show a ransom strip.

No details of proposed cycle storage and whether large enough to store bicycles.

Devon and Somerset Fire and Rescue – No objection to proposal. The scheme appears to satisfy the access criteria required under Building Regulations. Full comments will be made during the Building Regulations phase of development.

Designing Out Crime Officer – Comments received on proposal. LEAP recommended to have suitable boundary treatment and design to be secured at night if needed.

Rear service alleys to properties should be gated and ideally close to building line to reduce access to poorly overlooked areas.

Blank elevations facing public spaces should be avoided with a buffer to avoid damage, graffiti etc.

Communal gardens serving flats should have boundary treatment to define it as semi-private.

Ground floor windows of flats should have defensible space by them,

Rear gates should be lockable.

Parking spaces should be clearly marked where ownership is not obvious.

Lead Local Flood Authority – No objection to proposal. Originally requested additional information in relation to model outputs, design of the surface water strategy, maintenance details, exceedance routes and basin side slopes. Following submission this information the proposal was found to be acceptable.

DCC Highways – No objection to proposal on highway safety grounds. The access and level of vehicle movements was reassessed due to the increase in density and it was found that the existing access was still suitable and there is sufficient highway capacity.

Revisions were submitted in relation to vehicle tracking, materials and road widths and these were found to resolve previous issues. The general layout is acceptable, with no long straight sections that would encourage excess speeding.

DCC Waste Planning – Condition 9 of the Outline decision notice requires a waste audit statement prior to commencement of work on site. This requirements still stands.

ECC Ecologist – No objection to proposal. Original queries were raised in relation to dormice, biodiversity net gain and updated ecology information. Following receipt of additional information the objection was withdrawn subject to conditions relating to Dormice mitigation and a CEMP.

ECC Tree Manager – Objects to proposal due to poor spatial relationship between existing mature trees on the eastern boundary and the proposed site layout. The loss of on-site trees will require a significantly robust planting plan.

ECC Urban Designer – Raised objections to revised plans in relation to design of corner buildings, parking strategy, overlooking of SUDS basin, materials palette and reference to framework plan.

ECC Environmental Health – Advised no comments on the proposal.

Building Control – No objections raised. Noted that infrastructure will be required for electrical vehicle charging for each dwelling.

## **11.0 Representations**

74 objections have been received raising the following concerns:

- Increase in density from 28dph in previous scheme to 52dph
- Density increase goes against density agreed with Alphington Forum.
- Only one access point, Chudleigh Road access should also be used. This was a requirement of Condition 6 of the outline permission.
- Few pavements on hill leading to Chudleigh Road.
- Unaffordable dwellings
- Houses are too small.
- Gardens are too small.
- Insufficient parking for two vehicles.
- Overflow parking will impact on surrounding streets.
- Lack of space for refuse and bus movements.
- GP surgery is full to capacity.
- Increase in traffic through already congested Alphington Conservation Area
- Loss of village life
- Combined impact of neighbouring developments to the south not taken into account.



- Loss of green space
- Not possible to create the infrastructure needed for the proposal.
- Increase in air pollution from cars
- Shillingford Road cannot cope with extra traffic
- Layout is more suited to an urban area.
- Overlooking of neighbouring properties.
- Not in keeping with style of dwellings in surrounding area
- Wrong type of housing proposed, should be bungalows
- Lower height dwellings would reduce impact on the skyline position of the site.
- Need more affordable smaller homes.
- Larger gardens required
- Lack of pre-application consultation
- No visitor parking proposed
- Out of character with Shillingford Road fronting development where currently 8 dwellings facing street and this proposes 20.
- Increased demands on school
- Loss of site boundary hedgerow and associated wildlife impacts
- Loss of hedgerow to north of proposed LEAP.
- Play area should be in centre of the development for safety
- Impact of privacy and noise play area on neighbouring properties to the north
- Increase in difficulties for vehicles exiting dwellings on Shillingford Road.
- Lack of public transport in the area.
- Facilities needed, such as play areas and activities for teenagers.
- Block of flats is out of character with the surrounding area.
- Existing area is rural in nature and this is out of character.
- Lack of off-street parking.
- Lack of disabled accessible dwellings.
- Large tree on Markham Lane boundary should have a TPO placed on it.
- Risk of flooding to dwellings to the north.
- Lack of biodiversity net gain
- Harm to bats
- Does not comply with NPPF paragraphs 112, 126, 130,
- Does not make contribution and character of Alphington
- Lack of EV charging points
- Under-provision of cycle storage facilities
- Lack of detail on cycle storage provision
- Transport Assessment should include details of the Vistry development to the south.
- Lack of allocated parking serving the flats.
- Car parking for flats is rear parking court to rear of property, contrary to SPD.
- Uneven distribution of unallocated parking spaces.
- Car parking dominates the streets.
- Play area is too small.
- Eastern tree line on site boundary should be protected during construction.
- Proposal does not meet aspirations of Garden City Principles.

- Cycle/pedestrian link to Veitch Gardens is in poor corner location to connect onwards to the network.
- Dwellings facing public space have rear of the properties facing this area.
- Comments and recommendations in the Outline Officer Report have not been taken into account.
- Restrictions are needed on surrounding roads to stop parking on them.
- Bus swept path analysis should use Stagecoach guidance on bus sizes.
- Sufficient pavement width for bus stops required.
- Objection to tandem parking.
- Vehicles in off-street parking should enter carriage way in a forward gear. This is not possible in current layout.
- No demonstration of carbon emissions being reduced during the development.
- No evidence of energy and water efficient design.
- For terraced dwellings unallocated on-street parking should be main option.
- Unclear if garages meet requirement for cycle parking.
- No details of renewable energy provision.
- Cycle stores should not be in rear gardens.
- Little space for residents to walk around the site.
- Should not be Reserved Matters application due to change in scale to Outline.
- Conflict with South West Alphington Development Brief.
- Alphington is a village not a suburb of Exeter.
- Loss of property value to neighbouring dwellings.
- Construction noise impacts.
- Lack of green space in development.
- Footpath to Veitch Gardens will impact on privacy of existing dwellings.
- Dwellings should face Markham Lane to improve safety for pedestrians using the lane.
- Highway impacts on double roundabout by Chantry Meadow to the north.
- Impact of construction traffic.
- Impact on water provision and sewer services.
- Significant change to the landscape of the area.
- Materials not appropriate.
- Does not accord with ECC Liveable Exeter Project in terms of place-making.
- Markhams lane unsuited for vehicle movements and may become 'rat run'.
- Impacts on birds.
- Increased traffic density will lead to road kill of cats, hedgehogs and other small animals.
- Existing drains do not cope with torrential rain and proposed build will make this worse.
- Loss of arable land.
- Maximum property should be 2 storey.
- Access to gardens should be direct for each property and not through passageways.
- New planting should be a high priority.
- Poor emphasis on pedestrian and cycle movements.

- Planning statement does not take into account context of the site, relationship with neighbouring areas and permeability.
- Development should be built to Passivhaus standard.
- Need to ensure local electricity supply can accommodate additional demands.
- Awkward back alleys should be removed.
- Fibre-optic cables should be provided to each dwelling.
- More homes are created each year than there are new households
- Light spill impact on local wildlife
- Dormice refuges should be in central hedge
- Hedgerow buffer does not extend around the entire site.
- Appears to be a badger sett in the hedgeline.
- Queries on information within the Arboricultural report.
- Reptile mitigation is required due to grass kept above 50mm over the winter.
- Proposed trees being squashed into small spaces.
- Proposed trees will be removed by residents
- The revised plans do not respond to objections raised by residents and previous points still stand.

## 12.0 Relevant policies

### National Planning Policy and Guidance

National Planning Policy Framework (NPPF) (2021) – in particular sections:

- 2. Achieving sustainable development
- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

Planning Practice Guidance (PPG):

- Air quality
- Appropriate assessment
- Climate change
- Community Infrastructure Levy
- Design: process and tools
- Effective use of land
- First homes

Flood risk and coastal change  
Healthy and safe communities  
Historic environment  
Housing for older and disabled people  
Housing: optional technical standards  
Housing supply and delivery  
Land affected by contamination  
Natural environment  
Noise  
Planning obligations  
Renewable and low carbon energy  
Transport evidence bases in plan making and decision taking  
Travel Plans, Transport Assessment and Statements  
Use of planning conditions  
Viability  
Waste  
Water supply, wastewater and water quality

National Design Guide (October 2019)

National Model Design Code (MHCLG, 2021)

Manual for Streets (CLG/TfT, 2007)

Cycle Infrastructure Design Local Transport Note 1/20 (DfT, July 2020)

Protected species and development: advice for local planning authorities (Natural England and DEFRA, 7 January 2021)

Protected sites and areas: how to review planning applications (DEFRA and Natural England, 5 August 2016)

Biodiversity duty: public authority duty to have regard to conserving biodiversity (Natural England and DEFRA, 13 October 2014)

Guidance for Outdoor Sport and Play Beyond the Six Acre Standard England (Fields in Trust, 2020)

## Development Plan

Core Strategy (Adopted 21 February 2012)

CP1 – Spatial strategy

CP4 – Density

CP5 – Mixed Housing

CP7 – Affordable Housing

CP9 – Transport

CP11 – Pollution

- CP12 – Flood Risk
- CP13 – Decentralised energy networks
- CP14 – Renewable and Low Carbon Energy
- CP15 – Sustainable Construction
- CP16 – Green Infrastructure, Landscape and Biodiversity
- CP17 – Design and Local Distinctiveness
- CP18 – Infrastructure
- CP19 – Strategic allocations

Exeter Local Plan First Review 1995-2011 (Adopted 31 March 2005)

- AP1 – Design and location of development
- AP2 – Sequential approach
- E3 – Retention of employment land or premises
- H1 – Search sequence
- H2 – Location priorities
- H3 – Housing sites
- H7 – Housing for disabled people
- L4 – Provision of playing fields
- T1 – Hierarchy of modes
- T2 – Accessibility criteria
- T3 – Encouraging use of sustainable modes
- T5 – Cycle route network
- C5 – Archaeology
- LS2 – Ramsar/Special Protection Area
- LS3 – Sites of Special Scientific Interest
- LS4 – Nature Conservation
- EN2 – Contaminated land
- EN3 – Air and water quality
- EN4 – Flood risk
- EN5 – Noise
- DG1 – Objectives of urban design
- DG5 – Provision of open space and children’s play areas

Devon Waste Plan 2011 – 2031 (Adopted 11 December 2014) (Devon County Council)

- W4 – Waste Prevention
- W21 – Making Provision for Waste Management

Other Material Considerations

The Exeter Plan – Outline Draft Plan (September 2022)

S1 – Spatial Strategy  
S2 – Liveable Exeter delivery principles  
CE1 – Net Zero Exeter  
CE2 – Local Energy Networks  
CE3 – Flood Risk  
H1 – Housing Requirement  
H2 – Housing Allocations (Site 83)  
EJ2 – Retention of Employment Land  
STC1 – Sustainable Movement  
STC2 – Active and Sustainable Travel in New Developments  
STC3 – Active Travel Proposals  
STC4 – Public Transport Proposals  
STC5 – Digital Communications  
NE3 – Biodiversity  
NE4 – Green Infrastructure  
HH1 – Conserving and Enhancing Heritage Assets  
D1 – Design Principles  
H1 – Health and Wellbeing  
IC1 – Delivery of Infrastructure  
IC2 – Community Facilities

Exeter City Council Supplementary Planning Documents:

Affordable Housing SPD (April 2014)  
Sustainable Transport SPD (March 2013)  
Planning Obligations SPD (April 2014)  
Public Open Space SPD (Sept 2005)  
Residential Design Guide SPD (Sept 2010)  
Trees and Development SPD (Sept 2009)

Devon County Council Supplementary Planning Documents:

Minerals and Waste – not just County Matters Part 1: Waste Management and Infrastructure SPD (July 2015)

Exeter City Council First Homes Planning Policy Statement (June 2021)  
Exeter City Council Annual Infrastructure Funding Statement 2021/22 Report  
Net Zero Exeter 2030 Plan (Exeter City Futures, April 2020)  
Development Brief for South West Alphington (June 2014)  
Archaeology and Development SPG (November 2004)

### **13.0 Human rights**

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property

The consideration of the application in accordance with Council procedures will ensure that views of all those interested are considered. All comments from interested parties have been considered and reported within this report in summary with full text available via the Council's website.

It is acknowledged that there are certain properties where they may be some impact (this can be mitigated by conditions – if relevant) However, any interference with the right to a private and family life and home arising from the scheme as a result of impact on residential amenity is considered necessary in a democratic society in the interests of the economic well-being of the city and wider area and is proportionate given the overall benefits of the scheme in terms of provision of delivery of new dwellings, including affordable housing.

Any interference with property rights is in the public interest and in accordance with the Town and Country planning Act 1990 regime for controlling the development of land. This recommendation is based on the consideration of the proposal against adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

### **14.0 Public sector equalities duty**

As set out in the Equality Act 2010, all public bodies, in discharging their functions must have “due regard” to the need to:

- a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard in particular to the need to:

- a) removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

- b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of other persons who do not share it
- c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove OR minimise disadvantage and in considering the merits of this planning application the planning authority has had due regard to the matters set out in section 149 of the Equality Act 2010.

## **15.0 Financial issues**

The requirements to set out the financial benefits arising from a planning application is set out in s155 of the Housing and Planning Act 2016. This requires that local planning authorities include financial benefits in each report which is:-

- a) made by an officer or agent of the authority for the purposes of a non-delegated determination of an application for planning permission; and
- b) contains a recommendation as to how the authority should determine the application in accordance with section 70(2) of the Town and Country Planning Act 1990.

The information on financial benefits must include a list of local financial considerations or benefits of a development which officers consider are likely to be obtained by the authority if the development is carried out including their value if known and should include whether the officer considers these to be material or not material.

### Material considerations

A S106 Agreement formed part of the Outline consent [15/0641/OUT](#) with the following requirements:

- 30% Affordable housing, creating a total of 54 units.
- £1,104 per dwelling towards pedestrian and cycle bridge works over the A379.
- £3,798 per dwelling towards costs of improvements to Chudeligh Road/A379.
- £1,100 per dwelling towards provision of Alphington public realm.
- £375 per dwelling towards Loram Way Cycle Link.
- £1,750 per dwelling towards update/extension of bus services.
- £132 per dwelling as a Car Club contribution.
- £500 per dwelling towards the Travel Plan implementation.
- £11,000 towards the works for a final connection between the development and Veitch Gardens.



£12,000 towards the cost of works for the improvements to Markham Lane necessary due to the development.

£312.97 per dwelling with 2 or more bedrooms towards early years education provision.

£5,013.47 per dwelling with 2 or more bedrooms towards primary school education provision.

£2,537.35 per dwelling with 2 or more bedrooms towards secondary school education provision.

£385 per dwelling towards GP facilities.

10% of the site to be Open Space.

Connection to District Heating Facility if viable and feasible.

Job creation during construction phase

### Non material considerations

CIL contributions – The adopted CIL charging schedule applies a levy on proposals that create additional new floor space over and above what is already on site. This proposal is CIL liable. The rate at which CIL is charged for this development is £80 per sq metre plus new index linking. Confirmation of the final CIL charge will be provided to the applicant in a CIL liability notice issued prior to the commencement of the development. All liability notices will be adjusted in accordance with the national All-in-Tender Price Index of construction costs published by the Building Cost Information Service (BCIS) of the Royal Institute of Chartered Surveyors for the year when planning permission is granted for the development. Full details of current charges are on the Council's website. The rate per sq m for residential development in 2023 is £126.79.

The proposal will generate Council Tax.

## **16.0 Planning assessment**

The key issues are:

1. Principle of Development
2. Requirements of 15/0641/OUT
3. Quantum of Development
4. Site Layout
5. Amenity
6. Highway Considerations
7. Biodiversity
8. Drainage
9. Archaeology
10. Sustainable Construction and Energy Conservation

### 1. Principle of Development

This proposal is a Reserved Matters application following Outline approval [15/0641/OUT](#). The Outline permission was for 'Residential development including new access onto Shillingford Road and associated infrastructure (All matters reserved for future consideration except access) [Revised scheme]'. It is therefore considered that the principle of residential development on this site has been established alongside the access point onto Shillingford Road. This outline permission was subject to conditions and a S106 agreement and those requirements are set out in the next section of this report.

An Environmental Impact Assessment screening opinion (15/1089/SO) was undertaken prior to submission of the Outline application. This screening opinion concluded that the proposal fell with Schedule 2 of the EIA Regulations, however the development would not give rise to significant adverse impacts to trigger the need for an Environmental Impact Assessment. This scheme has seen an increase in density, however the impacts generated by this are not significant enough in EIA terms to now require an Environmental Statement.

## 2. Requirements of [15/0641/OUT](#)

### *S106*

The S106 agreement included the following requirements that are relevant to this Reserved Matters application:

1. 30% of dwellings to be Affordable Housing with a minimum 70% of the Affordable Housing to be Social Rented and the remainder to be intermediate dwellings.  
This will include 5% (rounded up or down) as wheelchair accessible dwellings.
2. 10% of the development shall be provided and maintained as Open Space.
3. Provision of District Heating Facility connections unless it can be demonstrated that the relevant District Heating Facility is not funded and the City Council confirms that this is the case.

In relation to these obligations it has been confirmed that 30% affordable housing is being provided, spread through the development in accordance with the requirements.

A level of 10% open space being provided for site, and this is also a requirement of Condition 15 of the Outline consent.

In relation to District Heating, in line with the withdrawn Reserved Matters application [22/0178/RES](#) for this site the connection of each dwelling to a District Heating Facility would be deemed to cause unreasonable delay in construction and there is therefore no requirement to comply with this part of the S106 Agreement or Condition 18 of the Outline approval.

### Conditions

The conditions on Outline approval [15/0641/OUT](#) are set out below, with comments on the assessment of them in relation to this Reserved Matters:

1	Layout, Scale, Appearance and Landscaping at RES	Have been submitted
2	Submit RES within 3 years from date of permission	<a href="#">15/0641/OUT</a> was approved 24/11/2021 and this application submitted 17/10/2022.
3	In accordance with approved access scheme.	Access to Shillingford Road is as permitted in the Outline proposal.
4	Development not to be occupied until pedestrian/cycle links to Shillingford Road/Markham Lane provided.	Details submitted with this app and North/South pedestrian and cycle links are shown on plans.
5	No occupation until 2m pavement adjacent to Shillingford Road provided in accordance with details to be submitted to the LPA.	This requirement remains, with revised plans showing the Shillingford Road pavements.
6	No more than 75 dwellings to be occupied until vehicular route capable of accommodating two-way bus flow through the site has been provided and agreed.	The design has been found acceptable and this condition will remain as a requirement on the Outline consent.
7	Reporting of unexpected contamination	Compliance condition, no action needed at this stage
8	Submit scheme of archaeological works prior to commencing on site.	Will require separate discharge. Aspects of this are currently under discussion.

9	Submit a Waste Audit Statement prior to commencing on site.	Will require separate discharge. Aspects of this are currently under discussion.
10	Submit a Biodiversity Mitigation and Enhancement Plan prior to commencing on site	Will require separate discharge. Aspects of this are currently under discussion.
11	Submit a Construction Environment Management Plan prior to commencing on site	No action at this stage, will remain as pre-commencement requirement.
12	Submit a Noise Quality Assessment prior to commencement on site.	Will require separate discharge. Aspects of this are currently under discussion.
13	Drainage system details to be submitted at Reserved Matters	A flood risk assessment has been submitted as part of this application and found to be acceptable.
14	Air Quality Report to be submitted prior to commencement on site	Will require separate discharge. Aspects of this are currently under discussion.
15	Open space provision (10% minimum) details including childrens play area equipment detail to be submitted prior to commencement on site.	This has been demonstrated as part of this application but remains as a separate condition on the Outline consent.
16	With the exception of the access point no tree or hedges shall be felled, lopped or removed without written consent	This application includes details of all tree/hedge aspects that will be altered, including mitigation measures.
17	Erection of fencing to protect retained trees prior to work commencing on site in accordance with arboricultural survey	Will require separate discharge. Aspects of this are currently under discussion.
18	Buildings to be constructed in accordance with CIBSE Heat Networks Code of	In line with the withdrawn Reserved Matters application <a href="#">22/0178/RES</a> for this site the connection of each dwelling to a District Heating Facility would be deemed to cause unreasonable delay in construction and there is therefore no

	Practice to allow future connections to District Heat Network	requirement to comply with this part of the S106 Agreement or Condition 18 of the Outline approval.
19	Development shall achieve 19% reduction in CO2 emissions over that required to meet 2013 Building Regulations	This will require SAP calculations and will be submitted during the development construction phase.

### 3. Quantum of Development

This application relates to approval [15/0641/OUT](#), which was originally envisaged for approximately 116 dwellings, with this application for 182 dwellings. It should be noted that the overall level of dwellings was not set out in the description of [15/0641/OUT](#) or via any condition and as such an increase in density can be considered for this site.

As set out above no dwelling numbers were set within the Outline permission, with permission granted with only access details approved.

The access details at Outline were based upon approximately 116 residential dwellings and this development is an increase upon these to 182 dwellings. A revised Transport Assessment was submitted and the Highway Authority consulted on this matter and whether the increase in dwellings would make the approved access unsafe.

The Highway Authority noted that whilst there would be an increase in vehicle movements from 58 movements in the AM/PM peaks to a maximum 95 movements the nature of Shillingford Road offers suitable visibility and there is adequate capacity on the network to accommodate this increase. The Transport Assessment also assessed surrounding junctions and the impact was found to be acceptable. It was therefore considered by the Highway Authority that although there was an increase it is not a severe impact and there is no overriding reason to recommend refusal on the increased density.

It is therefore considered the existing Outline consent and approved Access is still acceptable for this proposed development with increased density.

The Alphington Design Brief (2014) noted that the north and southern aspects of the site would require a lower density, with higher density development in the centre of the site. A minimum density of 30dph was set out in this document. This scheme proposes a gross level of 44.75dph, in accordance with the Design Brief minimum requirements. The Design Brief also notes a higher demand for 1 and 2-bed dwellings in Exeter (32% and 44% respectively of all demand) and this proposal has

a high number of this type of dwelling to meet this demand. As a general rule, smaller bedroom numbers result in a smaller building footprint and an increased density within developments.

In terms of density it is also of note that to the immediate south, on the other side of Markham Lane, there is an approved development for 264 dwellings split into two plots with density levels of 35.2dph and 40.4dph. These parcels form part of the large South West Exeter Development which consists of 2500 dwellings alongside a school, shops and employment land.

This development is of note, as it limits this application being seen as a more rural location, with it forming a connecting parcel between Alphington and the South West Exeter Development.

Core Strategy policy CP19 set out an approximate level of 500 new dwellings for Alphington (within the Exeter City Council boundary), with Plan 3 setting out an allocated developable area that includes this particular site, the land immediately to the east and a further site to the east of Chudleigh Road.

The site to the east of Chudleigh Road was approved under [15/0640/OUT](#) for 234 dwellings, which was then reduced to a lower level of 206 dwellings at Reserved Matters approval [21/0434/RES](#)

Whilst the site immediately to the east (adjoining this application site) has not come forward at this time, it is likely that even if it did there would be a shortfall of housing against the 500 proposed in the Core Strategy, with this bordering site being much smaller and constrained by existing dwellings and the need to create a vehicular access for two-way bus traffic through to Chudleigh Road.

On balance, taking into account the Highway assessment of the access approved at Outline stage, the policy allocation and wider site history it is considered that an increase in density on this site is acceptable, subject to the overall design of the scheme and other material considerations being acceptable.

#### 4. Site Layout

##### *Housing Mix*

The proposal is for 1, 2, 3 and 4-bed dwellings which is welcomed to provide a good mix of housing types within this site. As set out previously, the S106 agreement requires a 30% Affordable Housing level and this is being provided, with the units spread through the site and designed to be indistinguishable from open-market dwellings.

It is noted that this is below the 35% set out in Core Strategy policy CP7 and the Affordable Housing SPD, however as this was agreed at Outline stage and set out within the S106 Agreement it is not possible to increase it at this stage.

### *Layout*

The site has a single access point from Shillingford Road to the West, approved under the Outline consent, with a circular road through the site and a link to the eastern boundary. There are a series of private shared driveways leading from these primary roads. Existing hedgerows have been retained on site with the only breaks occurring to allow formation of new roads. The remaining will be improved where possible to protect biodiversity corridors.

The Outline approval included a regulating framework plan within the Design and Access Statement however it is of note that this was not an approved document and did not form a requirement of any condition on the Outline decision notice.

It has, however, been used as a basis to the Reserved Matters with the primary and secondary road layout mirrored, provision of a Green Lane, positioning of certain buildings and strategic footpath links.

Revisions to the proposals have seen dwellings on the southern boundary by Markham Lane repositioned. They were originally backing onto Markham Lane, which was considered to create an insular site layout, limit access to the hedgerow for maintenance and create visual impact from users of Markham Lane. These were repositioned to front towards Markham Lane, in a manner similar to that set out on the framework plan.

As set out previously, the density levels of the site have seen lower numbers at the north and south in line with the Alphington Development Brief.

Revisions on vehicle parking positioning have occurred to limit the visual dominance of vehicle parking on the primary road that will connect to the eastern boundary.

There is a preference for on-street parking for terraced dwellings set out in the Residential Design Guide SPD, however the Outline D&A did not specify any particular requirement in terms of design and in this instance it is considered that due to the number of dwellings and need to keep road widths narrower on the side streets the off-street parking is acceptable. Following discussions the level of unallocated visitor parking has been increased.

Comments were raised regarding 'car club' spaces, however this was not a requirement of the Outline consent conditions and is therefore not a required aspect. It is noted that the S106 includes a contribution towards a car-club per dwelling for facilities in the surrounding area.

In terms of pedestrian/cycle permeability there is a footpath/pedestrian access to Veitch Gardens, a further access to the north-west corner onto Shillingford Road and an access on the south-eastern area onto Markham Lane. It is considered that there is suitable permeability through the site, with a number of routes to navigate in and out.

The submitted plans do not show the north-east connection to Veitch Gardens, however this has been secured through a S106 contribution on the Outline consent. A drawing has been submitted showing where the connection point is and that a connection can be made to the public highway, rather than onto a private drive on Veitch Gardens.

The central aspect of the site consist of an existing hedgerow running north/south. This is proposed to be within public open space, however does not have any footpath or lighting on it. Comments were raised regarding the need for these aspects.

This hedgerow has been designed to be a dark corridor to promote wildlife use. A footpath would be likely to encourage anti-social behaviour in this area and would normally require a level of lighting for safe use. Due to the dark corridor it is not suitable to provide lighting immediately adjacent to this and as such a formal path was not considered a suitable aspect of this area.

A play park is proposed in the northern part of the site, in line with requirements of Condition 15 of the Outline, alongside a drainage area that will also operate as public green space. There is no connection between these two areas, which was noted by the Council's Urban Designer. This is due to the existing hedgerow running through the centre of the site which needs to be retained in this area for wildlife (such as dormice) connections to the northern boundary. There is a level of overlooking of the drainage area from the rear of Plots 74-83 and from the front of plots 72 and 73 which will assist in reducing anti-social behaviour and amenity impacts. The Police Architectural Liaison Officer raised no objections to this aspect.

### *Building Design*

The Alphington Development Brief sets out a recommended height level of 2 storeys for all development, with particular comment on development close to the ridgeline by Markham Lane.

The original drawings included 3 storey elements in the two blocks of flats. These have since been reduced to 2.5 storey buildings. The houses are a mix of 2 storey and 2.5 storey dwellings, with the 2.5 storey elements within the centre of the site. This is, on balance, considered to be a suitable amendment keeping the massing in the centre of the site and ensuring that the ridgeline is not impacted by taller dwellings. The 2.5 element does not result in a significant increase in height compared to the 2 storey dwellings and is not a dominant feature of the site, with only 14 dwellings and the two blocks of flats being at this 2.5 storey level.

The primary street will see corner plots on key junctions of the primary road and revisions have been submitted to improve their elevations. The Council's Urban Designer has raised objections to these aspects on design grounds. The revisions have seen windows added to prevent blank elevations as well as arched window heads and quins and the introduction of hipped roofs. Whilst the Urban Design comments are noted, there is a level of visual interest on the corner plots and examples of similar design throughout recent approved development within the city. It



is therefore considered that the design of these corner plots is acceptable and not significantly detrimental to the street scene to warrant a refusal on those grounds.

The proposed materials are predominantly brick, with render on key corner locations to provide visual interest and assist with wayfinding. A mix of bricks, red and multi, are proposed to limit uniformity of dwellings throughout the site, which will also be assisted by the dwelling types being mixed throughout the development.

In terms of materials, the surrounding area has a vernacular mix consisting of predominantly brick, render, stone, brick arched heads and brick quoins. In response to Urban Design comments a document setting out local vernacular has been submitted with the application to demonstrate this and it is considered that the local material choice has been referenced in the design of the site. A condition is recommended on the decision notice for full details of final materials to ensure their quality and colouring is suitable.

The material pallet is considered, on balance, to be acceptable and makes reference to the surrounding area including that of the new developments occurring the south of the site.

## 5. Amenity

### *Occupant Amenity*

All new dwellings are required to meet the Nationally Described Space Standards (NDSS), which includes bedroom sizes and internal floor spaces measurements. All dwellings meet the NDSS requirements, with all habitable rooms served by windows to provide adequate lighting and will provide a suitable level of internal amenity for occupants.

All houses have private gardens for outdoor amenity space, with each block of flats having shared amenity space. The majority of dwellings and the flats meet the recommended garden sizes set out in the Residential Design Guide, with the dwellings failing to meet it considered a minority that, on balance, is not a strong enough reason for refusal.

In addition, in line with Condition 15 of the Outline consent, 10% of the site area is public open space which includes a play area to the north-east.

The site layout is not considered to create any significant overlooking of other properties within the development or give rise to any significant overshadowing or overheating impacts.

### *Neighbour Amenity*

Revisions have seen dwellings moved away from the northern boundary and rotation to reduce impact on neighbouring properties. Plots 66 and 72 (in the north-west corner) are approximately 12m away from neighbouring properties, however it should

be noted that there is retained hedgerow and tree boundary screening and no windows on the northern elevations.

Plot 100 on the north-east corner is 16m from the nearest property in Veitch Gardens, has no windows on the northern elevation and is screened by existing hedgerow.

The rest of the northern aspect of the site consists of the drainage swale and the playpark. Whilst there may be an element of noise from the playpark, this will be during daylight hours only and will have screening from the existing hedgerow. As such, there is not considered to be any significant impacts to neighbour amenity arising from this proposal.

#### *Air Quality*

The Outline application included an Air Quality Assessment that was found to be acceptable at that stage, as assessed against policies EN3 and CP11.

Condition 14 of the Outline consent requires an updated Air Quality Assessment to be submitted prior to commencement on site and this requirement remains in place and no further action is required in relation to this Reserved Matters application.

#### *Noise*

A revised Noise Quality Assessment is required as a pre-commencement condition on the Outline and will remain in situ to ensure any potential noise impacts are taken into account and mitigated against.

#### *Contaminated Land*

Policy EN2 of the Local Plan requires assessment of contamination risks to ensure the proposal is safe for the proposed use.

A Phase 1 Contamination Survey was submitted at Outline approval and found the risks to be acceptable and that no further action or surveys were required. A condition remains in place on the Outline decision notice in relation to handling of unexpected contamination discovered during the construction phase.

## 6. Highway Considerations

As set out previously the access matters have previously been approved as part of the Outline consent. Following a review of a revised Transport Assessment the Highway Authority confirmed that the increased density can be accommodated within this existing access and there is sufficient road capacity. As such the access, as approved, is still considered to be suitable for this development.

Initial concerns were raised regarding vehicle tracking, road widths and highway materials. Following the submission of revised plans the Highway Authority advised that they have no objection to the proposal. Further technical detailing of the

highways will be dealt with directly by the Highway Authority during the S38 Agreement.

In terms of parking, vehicle parking has been provided that meets the levels set out in the Residential Design Guide SPD. Detailed discussions were held with the agent and revised plans have been submitted that reduce the visual dominance of parking on the primary road through the site, as set out previously in this report.

Concerns were raised regarding overflow of parking into the existing development to the north. It is considered that suitable parking has been provided on-site and the layout of the site puts the majority of housing some distance from the Veitch Gardens access, which would discourage the use of this area for on-street parking due to the distance to dwellings.

The road layout consists of a main loop, with cul-de-sacs coming off it. This is considered to be a suitable design, allowing traffic flow through the site. In line with the requirements of Condition 6 of the Outline consent the primary road is capable of carrying two-way bus traffic through the site.

Objections received stated that Condition 6 required a road to be built through to Chudleigh Road as part of this development. The requirements of this condition require a link to be built to the eastern site boundary, where the site adjoins 3<sup>rd</sup> party land. This has been provided in the proposed plans and the requirements of this condition have been met. The condition requires this road to the boundary to be provided prior to occupation of the 75<sup>th</sup> dwelling. It is not possible to require the developer to go further with this road at this time, as the adjoining land is under 3<sup>rd</sup> party ownership and does not form part of this planning application.

In terms of pedestrian and cycle links, it is considered that there are suitable connecting routes through the site.

Condition 4 of the Outline consent requires pavements to be built on Shillingford Road prior to first occupation of any dwelling. These aspects have been shown on the approved plans and this condition will remain as a requirement.

There are proposed to be pedestrian/cycle links for the site in the north-west corner, in the north-east of the site (into Veitch Gardens) and in the south-west corner onto Markham Lane.

These links allow permeability of the site and connections away from the busier roads of Shillingford Road/Chudleigh Road towards Alphington to the north and the SW Exeter development to the south-east.

It is proposed to create pedestrian and cycle links through the site to the north and south, as well as the main roads through the site, with a future link from the eastern boundary. This will increase permeability and improve sustainable transport routes. It is noted that secure cycle parking is proposed for each dwelling and the full details of this will be required via condition to ensure it is adequate.

Concerns have been raised regarding safety in the wider Alphington road network for users from the site, with particular reference to cyclists exiting Veitch Gardens onto Chudleigh Road. This part of Chudleigh Road is a 20mph zone, with the access point relatively close to a set of mini-roundabouts. The Highway Authority has raised no objection on these grounds and it is noted that the S106 for this development includes, among other items, £3,798 per dwelling for Chudleigh Road/A379 improvements, £1,100 per dwelling towards public realm works in Alphington and £375 per dwelling towards the Loram Way Cycle Link.

The Loram Way Cycle Link refers to a link connecting Loram Way to Matford Park Road, which will create a safe and quicker cycle link to this employment area.

It is considered that these measures offer suitable mitigation towards improving the local road network and there are not considered to be any significant safety impacts from this development.

## 7. Biodiversity

An Ecological Appraisal was submitted with this application, taking into account the finalised site design and with further surveys due to the time since the Outline application was submitted.

It is noted that

The Ecological Appraisal sets out a number of aspects within it to promote biodiversity net gain, including bat boxes, bird boxes, planting of trees, improvement to existing hedgerow, dormouse boxes and wildlife friendly plant species. It notes that there has been an increase in dwellings, and has adapted the mitigation and compensation measures accordingly. Condition 10 of the Outline requires submission of a Biodiversity Management and Enhancement Plan as a pre-commencement condition and this remains as a requirement of that decision notice.

The Council's Ecologist raised no objections to this proposal, noting that the additional Dormouse surveys confirmed their presence on site. The licensing for relocation is a Natural England requirement, however it was noted by the Ecologist that their presence and the amount of hedgerow to be removed did not raise significant concerns that a license would not be granted. A condition was recommended in relation to the mitigation measures for the Dormice.

In terms of hedgerows and trees there will be areas cleared to create access points through the site. It is noted that there is a TPO to the north of the site, opposite 18-22 Veitch Gardens. This is outside the site boundary and no works are proposed to impact on these protected trees.

The proposed removals consists of hedgerow for the previously approved Shillingford Road access, hedgerow in the centre of the site to create two highway access points,

trees on the eastern boundary for the future access to 3<sup>rd</sup> party land and hedgerow on the south-west boundary for access to Markham Lane.

It is also noted that tree T7 is proposed to be removed, which is not proposed for an access point. This tree is classed as category 'C' and will be replaced with improved hedgerow facing Markham Lane. This loss is considered to be acceptable through the classification of the tree and improvements proposed, including wider site planting of trees.

The Council's Arboriculturalist raised objections to trees on the eastern boundary and their relationship with the development. Whilst this concern is noted it is considered that the trees will act as a gap between this site and the adjacent 3<sup>rd</sup> party land and will not be significantly impacted by this proposal. Development is primarily outside the root protection areas and measures for protection will be required via the existing CEMP condition on the Outline consent. It is therefore considered that, on balance, the impact on existing trees is acceptable. The previously mentioned Biodiversity Management and Enhancement Plan condition will ensure suitable mitigation for the lost trees and hedgerow features.

## 8. Drainage

Policy EN4 does not permit development at risk of flooding, while policy CP12 of the Core Strategy requires all developments to mitigate against flood risk utilising Sustainable Urban Drainage Systems (SUDS) where feasible.

The site is within Flood Zone 1 and is at low risk of flooding and therefore accords with policy EN4.

Condition 13 of the Outline approval required submission of the surface water details at Reserved Matters stage.

The scheme proposes to manage surface water with a retention basin and attenuation tanks. The Lead Local Flood Authority (LLFA) original raised objections to the proposal, requiring additional information and a surface water management strategy. Following submission of revised plans and additional documents the LLFA withdrew their objection and stated that they have no in-principle objections to the planning application.

Condition 13 of the Outline requires the development to be undertaken in accordance with these details and a compliance condition is therefore not needed on the Reserved Matters decision.

## 9. Archaeology

Archaeological surveys were submitted with the Outline approval that did not identify any buried remains of sufficient quality of survival that would affect the principle of development. A pre-commencement condition was placed on the Outline decision notice requiring a written scheme of archaeological work for the development and this

will remain in situ to ensure suitable measures are taken to identify, excavate and record any findings.

#### 10. Sustainable Construction and Energy Conservation

Condition 19 of the Outline consent sets out that the development shall achieve a 19% reduction in CO2 emissions above that required by the 2013 Building Regulations. This condition does not require discharging through the Reserved Matters and will remain in situ as a requirement of the Outline consent.

Policy CP13 requires new development with a floorspace of at least 1,000 sqm, or comprising 10 or more dwellings, to connect to any existing, or proposed, Decentralised Energy Network (DEN) in the locality. This was covered by Condition 18 of the Outline Consent and the S106 agreement. However the site is not located within an existing DEN or within one of the proposed DEN areas, as shown on the unadopted Development Delivery DPD Proposals Map, and it is would cause unnecessary delays to require this in this instance.

Policy W4 of the Devon Waste Plan requires planning applications for major development to include a Waste Audit Statement. A condition is in on the Outline consent relating to this and will remain in situ as a pre-commencement condition.

### **17.0 Conclusion**

Following revisions to the submitted information the proposal is considered to be acceptable in accordance with local and national policy.

No density level was set out Outline stage, and this increased number of dwellings has addressed the material considerations set out in this report whilst providing a mix of housing that includes 1, 2 and 3-bed dwellings that are needed. This site is allocated and forms a connection from Alphington to the South West Exeter Development currently under construction.

There is permeability through the site, including a connection to 3<sup>rd</sup> party land to the east, as well as retention and enhancement of biodiversity features.

The height of buildings has been reduced, and parking locations adjusted to limit dominance of the primary route through the site. There is an existing S106 agreement for 30% Affordable Housing, as well as contributions to education, medical and highway improvements in the surrounding area.

### **18.0 Recommendation**

APPROVE with the following conditions:

## Conditions