

PLANNING

Date: Monday 21 May 2018
Time: 5.30 pm
Venue: Rennes Room - Civic Centre

Members are invited to attend the above meeting to consider the items of business.

If you have an enquiry regarding any items on this agenda, please contact Howard Bassett, Democratic Services Officer (Committees) on 01392 265107.

Entry to the Civic Centre can be gained through the Customer Service Centre, Paris Street.

Membership -

Councillors Sutton (Chair), Lyons (Deputy Chair), Bialyk, Denham, Edwards, Foale, Gottschalk, Harvey, Mrs Henson, Morse, Newby, Prowse and Vizard M

Agenda

Part I: Items suggested for discussion with the press and public present

1 Apologies

To receive apologies for absence from Committee members.

2 Minutes

To approve and sign the minutes of the meeting held on 23 April 2018

(Pages 5 -
14)

3 Declarations of Interest

Councillors are reminded of the need to declare any disclosable pecuniary interests that relate to business on the agenda and which have not already been included in the register of interests, before any discussion takes place on the item. Unless the interest is sensitive, you must also disclose the nature of the interest. In accordance with the Council's Code of Conduct, you must then leave the room and must not participate in any further discussion of the item.

Councillors requiring clarification should seek the advice of the Monitoring Officer prior to the day of the meeting.

4 **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985 EXCLUSION OF PRESS AND PUBLIC**

It is not considered that the Committee would be likely to exclude the press and public during the consideration of any of the items on this agenda but, if it should wish to do so, then the following resolution should be passed: -

RECOMMENDED that, under Section 100A (4) of the Local Government Act 1972, the press and public be excluded from the meeting for particular item(s) on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in the relevant paragraphs of Part I of Schedule 12A of the Act.

Public Speaking

Public speaking on planning applications and tree preservation orders is permitted at this Committee. Only one speaker in support and one opposed to the application may speak and the request must be made by 5pm on the Thursday before the meeting (full details available on request from the Democratic Services (Committees) Officer).

5 **Planning Application No. 17/1198/FUL - Glenthorne Road, Exeter**

To consider the report of the City Development Manager. (Pages 15 - 34)

6 **Planning Application No. 17/1914/FUL - Elizabeth House, Emperor Way, Exeter**

To consider the report of the City Development Manager. (Pages 35 - 44)

7 **Planning Application No. 18/0519/FUL - Land at Heavitree Pleasure Grounds, Whipton Lane**

To consider the report of the City Development Manager. (Pages 45 - 56)

8 **Planning Application No. 16/0313/FUL - 2 Oak Road, Exeter**

To consider the report of the City Development Manager. (Pages 57 - 62)

9 **List of Decisions Made and Withdrawn Applications**

To consider the report of the City Development Manager. (Pages 63 - 78)

10 **Appeals Report**

To consider the report of the City Development Manager. (Pages 79 - 80)

11 **Site Inspections - Rota for Visits**

To consider the report of the City Development Manager. (Pages 81 - 82)

12 **SITE INSPECTION PARTY**

To advise that the next Site Inspection Party will be held on Tuesday 12 June 2018 at 9.30 a.m. The Councillors attending to be advised.

Date of Next Meeting

The next scheduled meeting of the Planning Committee will be held on **Monday 25 June 2018** at 5.30 pm in the Civic Centre.

Find out more about Exeter City Council services by looking at our web site <http://www.exeter.gov.uk>. This will give you the dates of all future Committee meetings and tell you how you can ask a question at a Scrutiny Committee meeting. Alternatively, contact the Democratic Services Officer (Committees) on (01392) 265107 for further information.

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PLANNING COMMITTEE

Monday 23 April 2018

Present:

Councillor Sutton (Chair)
Councillors Lyons, Bialyk, Denham, Edwards, Harvey, Mrs Henson, Morse, Prowse and Vizard M

Apologies:

Councillors Foale, Gottschalk and Newby

Also Present:

Chief Executive & Growth Director, Assistant City Development Manager, Project Manager (Planning) and Democratic Services Officer

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MINUTES

Subject to the amendment of Min. Nos. 113, 115 and 117 to refer to Councillor Denham declaring personal rather than disclosable pecuniary interests, the minutes of the meeting held on 19 March 2018 were approved and signed by the Chair as correct.

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DECLARATIONS OF INTEREST

Councillor Harvey declared a personal interest in respect of Min. No. 126 and left the meeting during consideration of the issue.

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PLANNING APPLICATION NO. 17/1191/FUL - SOUTHBROOK SCHOOL, BISHOP WESTALL ROAD, EXETER

The Project Manager (Planning) (GM) presented the application for the construction of a building and associated landscaping for three classrooms and staff area.

Sport England had objected to the application as it was considered that it would lead to the loss of or prejudice the use of part of the playing field. Members noted that the playing field would be able to accommodate the same activities and that the development would not result in the loss of, or inability to make use of any playing pitch. Officers would discuss the issues with Sport England and Members supported consultation with the school on whether use could be made of the playing field, for example, by one of the local football clubs. It was noted that the additional capacity sought was not related to increased pupil numbers and that such numbers would fluctuate over time.

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

RESOLVED that, subject to the withdrawal of the current holding objection by Sport England or, consultation with the Secretary of State, and receipt of confirmation that the Secretary of State raises no objection to approval of the application, the City Development Manager be granted delegated authority to **APPROVE** planning permission for the construction of a building and associated landscaping for three classrooms and staff area subject to:-

- (a) demonstration to the satisfaction of the Local Planning Authority that the development can achieve BREEAM Excellent as required by Exeter Core Strategy policy CP15, or an equivalent level of sustainable design; and
- (b) the imposition of appropriate conditions, including conditions relating to the submission of a Green Travel Plan and a Construction Method Statement.

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PLANNING APPLICATION NO. 18/0128/FUL - 16-18 WREFORDS CLOSE, EXETER

The Assistant City Development Manager presented the application for the change of use from dwelling to supported living accommodation for six residents and staff facilities (sui generis use).

Members were circulated with an update sheet.

Councillor Mitchell, having given notice under Standing Order No. 44, spoke on the item. He raised the following points:-

- representing a large number of residents of Wrefords Close objecting to the application;
- application is in conflict with Policy H5 of the Local Plan which requires adequate community and service facilities for occupants with special needs with housing to be located close to local shops and services;
- application also conflicts with Policy CP5 of the Core Strategy which requires a facility of this nature to be easily accessible and close to local facilities;
- the proposal therefore conflicts with both policies;
- the only local shop is a farm shop which is some distance away and is a steep walk up Wrefords Lane;
- Stagecoach have recently reduced the H service in this area;
- the lower part of Wrefords Close is a cul-de-sac and the windows of this development will look directly into the bedroom window of a lower ground floor flat opposite;
- this is an inappropriate location on the edge of Exeter which lacks community facilities, limited shops and a reduced public transport link; and
- the proposal would be a disservice to both the future occupants and the residents of Wrefords Close.

Councillor Owen, having given notice under Standing Order No. 44, spoke on the item. He raised the following points:-

- speaking on behalf of Wrefords Close residents;
- the Close is a narrow cul-de-sac and when cars are parked it effectively becomes a one way street;
- the extra traffic generated by the proposal will compromise pedestrian safety and the safety of children using the nearby childrens' play area;
- the proposal will generate additional parking and clarification is required on the exact number of parking spaces being generated;
- the proposal is contrary to Policy H5 of the Local Plan as there is a lack of community facilities in the area, the Policy requiring such a facility to be close to local shops and services;
- a location on the edge of Exeter is unsuitable for social integration and will not be close to the thriving deaf community referred to;

- a further supporting letter refers to full use being made of local facilities but it is unclear what these are;
- Cowley Bridge Road is dangerous to cyclists which will discourage staff from using this mode of transport;
- the farm shop, accessed by a footpath, is some 320 yards away up a steep hill;
- the Local H bus service has been reduced; and
- the windows of 34 Wrefords Close, where children live, will be overlooked and the distance from the proposed development will be 18.5 metres which is below the minimum recommendation of 22 metres. The development does not meet the residential design guidance within Supplementary Planning Guidance.

Mrs Ellis spoke against the application. She raised the following points:-

- have valid and substantial reasons why this development should not go ahead in this particular area;
- photo provided of the development is out of date as a side extension has been built;
- the Farm Shop has limited provisions;
- policy H5 was brought in to safeguard vulnerable people. This is a group of adults with complex care needs. The policy clearly states that they need the highest level of accessibility to local amenities, facilities and services. It also states that it must not change the character of the neighbourhood and this development is in clear breach of those principles;
- having a bus route meets policy criteria. However the H bus has been cut and the only buses that run are from Tiverton and Crediton to the bus station, which is now moving. The residents, who have complex needs, might need to get multiple buses?. They could be completely isolated;
- proposal might not be sustainable in the long run;
- the property has already been extended, is larger than any other in the Close making it even bigger by converting the lower ground into yet more living space and would have an overbearing nature to the surrounding properties. The lower ground conversion would look directly into the bedrooms of two houses. This would be a direct breach of their privacy;
- traffic to the area would increase. Six individuals being taken out and having deliveries would generate more traffic. Online shopping would mean six or possibly more deliveries weekly. Six independent people are not the same as two families;
- six adults in one property would increase noise and disturbance to an otherwise quiet neighbourhood;
- it is a narrow cul-de-sac where children play out quite safely with bikes scooter and footballs;
- it is an unsustainable location for the proposed use due to lack of public transport and poor connectivity to services and facilities, which is highlighted by the inability of the proposal to meet Policy H5 criteria and is contrary to this policy and therefore should be refused;
- the quiet residential character of the area would be undermined by the proposed use and associated parking and vehicle movements are above and beyond those required for the existing residential use of the building;
- the proposed physical alterations will result in unneighbourly development, reducing current levels of privacy enjoyed by neighbouring residents. There are just 18.5 metres between the proposed basement accommodation and existing habitable rooms in properties opposite; and

- the alleged benefits of meeting an identified housing need do not outweigh the negative impacts the proposal will have upon the amenities of neighbouring residents or justification to ignore sustainability.

Mrs Lawn spoke in support of the application. She raised the following points:-

- representative of Sense and the views of the six vulnerable people who are hoping to move to the property. Sense supports adults, children and families of people with disabilities live ordinary lives alongside and within their communities;
- the proposal will help to enhance the surrounding environment as the proposed works will ensure that the property, which is currently empty and has undergone a number of ad hoc changes, will be developed to an excellent level of build with the outward features enhanced and the works remain within the current foot print of the existing building;
- the current parking is for four cars and this will remain. Staff are aware of the need to only park in these spaces and will be encouraged to seek alternatives to parking, for example, public transport;
- the six people have all lived in more short term accommodation and wish to make Wrefords Close their longer term home. Currently they live in small shared homes, this means that they don't have their own front doors and have to share a communal bathroom and kitchen. The flats will enable them to live with others they know but have more independence to live their life as they wish. Having lived in shared accommodation with all its limits they now want to have some small space that is their own and by living in a small residential area they will be able to contribute and support the local area;
- with the proximity to the City Centre they can also continue to build on their local social networks, for example, there is a thriving vibrant deaf community in Exeter that is well established;
- other services such as a care home in Exeter do not cause issues for neighbours with their parking, staff and visitors making use of public transport, car share and use pay and display parking;
- aware of concerns not least parking which will not be an issue;
- staff training and other meetings will be carried out in another office in Exeter and so this will not impact on the parking within the local area of Wrefords Close.

She responded to Members' queries:-

- of the six residents two will be deaf and blind and, as with the other residents, will require the help of the support staff. The staff use British Sign Language and work across seven days a week. There will be one person staying in the property overnight in case of emergencies. At other times staff work in ways that support the individuals to have access to work like opportunities, educational classes and attend medical appointments. However; staff are not constantly coming and going but usually would work a full day with an individual;
- the thriving deaf community in the City Centre includes the Deaf Academy;
- the residents will not use mobility scooters and, although staff will provide some help with transport and the residents will also be using public transport. There is no intention to transport the residents by minibus; and
- Sense support independent living and the residents, who will be between 25 and 35 years of age, will have their own front door as opposed to living in shared accommodation. This will help develop their independence together with mutual support between the residents. They will be good neighbours and will not be

noisy with late night parties etc. Wider social interaction will be with the thriving deaf community in the City Centre.

The Assistant City Development Manager advised that Council policy required a distance of 22 metres between the windows of back to back properties but this did not apply to front to front. Regarding parking provision, he confirmed that the three parking spaces at the front and the drop off space to the rear were regarded as four parking spaces in total. He confirmed that planning permission had been granted in 2013 for a side extension but that this had not been shown on the displayed photograph.

Members were supportive of the application and felt that the proposed use of the building would be of mutual benefit to the residents themselves, who possessed varying needs, and the wider community. The occupants would benefit from the independent living offered and it was considered that the concerns raised regarding the number of new residents, parking and privacy issues had been addressed.

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

RESOLVED that, planning permission for the change of use from dwelling to supported living accommodation for six residents and staff facilities (sui generis use) be **APPROVED**, subject to the following conditions:-

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.
Reason: To ensure compliance with sections 91 and 92 of the Town and Country Planning Act 1990.
- (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 20 February 2018 (including dwg. nos FP1385-002 PL1) as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
- (3) The development hereby approved shall not be occupied until details of secure cycle parking provision have been submitted to and agreed in writing by the Local Planning Authority, and the cycle parking has been provided in accordance with the submitted details.
Reason: To provide adequate facilities for sustainable transport and to reduce reliance on the private car.

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PLANNING APPLICATION NO. 17/1972/FUL - 6 APPLE LANE, EXETER

Councillor Harvey declared a personal interest and left the meeting during consideration of this item.

The Assistant City Development Manager presented the application for the change of use from commercial building (Use Class B1/B2/B8) to Trampoline Academy (D2).

Mrs Johns spoke in support of the application. She raised the following points:-

- Exeter Trampoline Academy (ETA), a British Gymnastics affiliated club, had been running for 18 months. A mobile club was not sustainable, due to the

one hour set up and pack down time, the size and amount of equipment required and price and availability of hall hire. A permanent base was required to develop;

- the project was in a position to move into a full time facility and offer Exeter an extraordinary facility to provide a service that was in demand to better the mental and physical health of the community whether pre-school tots and mums, disabilities to access rebound therapy or home education groups to have P.E lessons. ETA is inclusive to all;
- a suitable height (minimum of 8m) was required with enough parking, an easily accessed location and suitable price. Unit 6 Apple Lane ticked all boxes. The unit had been empty for two years, Haarer Goss having actively marketed it and it had attracted enquiries from many D2 users but not for B uses. The location of the unit meant that the use of public transport could be promoted as the unit was close to bus, rail and cycle networks. It was not a trampoline park but a safe, educational sporting environment for over 300 ETA members;
- the recommendation of refusal had been based on the retention of employment premises. The club employed 11 part-time coaches, apprentices and administrators. Full-time jobs would automatically be available and a coaching team of 15-20, full-time administration team, cleaners and more apprentices would be required which would only increase employment of the business, the building and Exeter. This was greater than most B employment uses could generate. There were other examples in the other 'employment protected areas' that had been allowed a change of use due to exceptional circumstances;
- there were exceptional circumstances for this sport previously not available in Exeter at this capacity;
- to demonstrate long term protection, a temporary change of use would be acceptable in case the market changed in the future and the demand for B uses returned. A five year lease and change of use was a fair short term period of time to develop as a club and to work with the City Council to find a permanent facility; and
- there would be a huge benefit to people's lives and for the city and community of Exeter. It would be an inclusive sport and help promote health and wellbeing with specialist training in trampolining.

Responding to Members, she stated that she had been searching for a suitable premises for some three years and that, although the Riverside area would have been a suitable location, there were no available buildings of sufficient height. A height of eight metres was the minimum requirement which was met by the proposed unit. She confirmed that a letter of support had been obtained from British Gymnastics who were affiliated to Sport England.

Members, whilst recognising the importance of retaining Class B employment uses and encouraging the establishment of long-term businesses, noted that this unit had remained vacant partly as a result of cheaper units outside Exeter and that businesses seeking premises to occupy were frequently price sensitive and sought lower rents. They felt that the proposed use was suitable and noted the additional employment opportunities the occupation by a trampolining academy as cited by the applicant would bring. They felt that the specific circumstances in this case made approval acceptable but that it should not set a precedent when similar circumstances were being looked at in respect of the same Class Use. In respect of the offer of a five year lease, Members did not feel that a time restriction was appropriate.

The recommendation was for refusal for the reasons as set out in the report.

RESOLVED that the City Development Manager, subject to prior consultation with Chair of this Committee, be granted delegated authority to **APPROVE** planning permission for the change of use from commercial building (Use Class B1/B2/B8) to Trampoline Academy (D2), subject to its use being specific to the trampoline academy and not for any other use within Use Class D2 and the following conditions:-

- (1) the permission not being time limited; and
- (2) the imposition of appropriate conditions, including conditions relating to the standard hours of occupation and appropriate parking.

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**PLANNING APPLICATION NO. 18/0137/FUL - 15-16 RICHMOND ROAD,
EXETER**

The Assistant City Development Manager presented the application for the demolition of an existing garage building to be replaced with two residential units.

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

- the scheme has been developed over the past six months with collaboration from the Council's Planning Officer, the result being a scheme which complied with all planning policies and provided new quality family homes for the city.;
- the Bendene Hotel has been in operation for many years and the current owners were looking to invest in the facilities to ensure that the listed building was well maintained and the hotel could continue to operate. Developing the land at the rear of the site provided income for the hotel and an opportunity for investment;
- the new houses were designed to be built on the same footprint of the existing garage building. The ground floor was the same area as the existing building with the angle squared off at the front to make it slightly smaller, there was no increase in the built footprint. It replaced a post-war building that the planning and conservation team agreed had no historic or Architectural merit. The argument that the approval of this scheme would set a precedent for future development to the rear of Richmond Road was not valid as the other sites did not have existing buildings to be replaced;
- there were some objections by local residents mostly relating to maintaining access to the rear car parks during the construction period. The suggested condition would involve the submission of a construction methodology statement to show how the works would be carried out whilst maintaining access to the other car parks;
- wealth of experience and a track record in designing in sensitive conservation areas, and on difficult urban sites such as this. Have successfully managed and delivered projects in far more difficult city centre locations than this and are very confident that the construction work involved when building this site would not impact the neighbours ability to use this access road;
- the applicant had met with the neighbours on site since the objections were raised. The issue of access was explained and it was also requested by a number of the neighbours that the side windows from the proposed building were removed. This has been done at their request;
- proposing a car free development which is supported by the Highways Officer and the Planning Officer. This approach is perfect for locations such as this, there would be no option for the residents to apply for parking

permits and the central location would not create a need for them to own a car. By removing a garage and replacing it with houses which do not have parking the traffic situation on this road has been removed; and

- no planning reasons to refuse this application.

Responding to Members, he stated that there was limited outdoor space of approximately 15 square metres and that, accordingly, every effort had been made to ensure that the design respected the setting of the hotel which was a Listed Building and its curtilage, the listed terrace as a whole and the Conservation Area.

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

RESOLVED that planning permission for the demolition of an existing garage building to be replaced with two residential units be **APPROVED**, subject to the following conditions;-

- (1) The development to which this permission relates must be begun before 3 years from the date of this consent.
Reason: To ensure compliance with sections 91-92 of the Town and Country Planning Act 1990.
- (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 24 January 2018 (dwg no. 2184(11) 000 and 23 March 2018 (dwg nos 2184 (21) 000 rev C, 2184 (21) 001 rev C & 2184 (31) 002 rev A) as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
- (3) 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 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.
- (4) No development related works shall take place within the site until a written scheme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include on-site work, and off-site work such as the analysis, publication, and archiving of the results, together with a timetable for completion of each element. All works shall be carried out and completed in accordance with the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To ensure the appropriate identification, recording and publication of archaeological and historic remains affected by the development.
- (5) No development shall take place, including any works of demolition, until a Construction and Environment Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. Notwithstanding the details and wording of the CEMP the following restrictions shall be adhered to:
 - a) the parking of vehicles of site operative and visitors
 - b) loading and unloading of plant and material;
 - c) storage of plant and materials used in the constructing the development;

- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works
- h) construction 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 the occupants of nearby buildings.

- (6) Prior to occupation of any dwelling hereby approved, details of provision for nesting swifts shall be submitted to and approved in writing by the Local Planning Authority in consultation with the RSPB. Upon written approval of the details, the scheme shall be fully implemented as part of the development and retained thereafter.

Reason: In the interests of preservation and enhancement of biodiversity in the locality.

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LIST OF DECISIONS MADE AND WITHDRAWN APPLICATIONS

The report of the City Development Manager submitted.

RESOLVED that the report be noted.

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APPEALS REPORT

The schedule of appeal decisions and appeals lodged was submitted.

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 8 May 2018 at 9.30 a.m.

(The meeting commenced at 5.30 pm and closed at 7.30 pm)

Chair

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COMMITTEE DATE: 21/05/2018

APPLICATION NO: 17/1198/FUL
APPLICANT:
PROPOSAL: Construction of student accommodation including the creation of access and associated infrastructure
LOCATION: Land At Glenthorne Road, Exeter, Devon

REGISTRATION DATE: 28/07/2017
EXPIRY DATE:

DESCRIPTION OF SITE/PROPOSAL

The steeply sloping application site (0.5 ha) is located on the eastern side of Glenthorne Road. The land is steeply sloping from Clydesdale Road down to Glenthorne Road bordered to the north by the Dennyshill Care Home and two dwellings, Clydesdale Road west of the site and to south by a number of large mature trees and Birks Hall of Residence. The site adjoins the Exeter University Campus and has its pedestrian connection to the campus via Clydesdale Road in the southeast corner where the main entrance also is situated. The vehicular access to the site is from Glenthorne Road. The proposal is to accommodate up to 244 students and occupy an overall floor space of 7,294 sq. metres divided into four blocks.

Dennyshill Care Home and the detached dwelling of 3 Cowley View are the closest properties and located to the north. The bungalow of 2 Clydesdale Road is on the opposite side of Clydesdale Road. To the south opposite Glenthorne Road is a row of two storey detached dwellings at 5 -10 Glenthorne Road. The boundary of the site is defined by a number of former hedgerows which are now unmanaged and neglected. Two substantial oak trees are located on land to the south of the application site.

Blocks A, B and D would be set into the slope and therefore the east elevation of the buildings will be one storey lower than the west elevation. Block A would extend along the site's eastern boundary. It would provide the main access into the scheme for occupants, with the Reception located within this block. Block A would also provide the main communal facilities for the scheme with a common room, lounge/TV room and laundry all located within this building.

The scheme is designed to be lower near neighbouring dwellings and increase in height further away. This means that the highest building blocks, 6 storeys high including the rooftop units, are to the south of the site. The building height is lower, 2 ½ - 3 storeys high, to the north and along Glenthorne Road. The buildings along Clydesdale Road are even lower if measured from the level of the road.

The main vehicular entrance would be off Glenthorne Road and serve four parking bays with two specified for disabled parking. The pedestrian link and main entrance is from Clydesdale Road.

The building is proposed to be constructed of brick with grey metal cladding which would contrast with the heavy brick and articulate the elevation. The façade of the building is further

broken up with the use of glazing and metal cladding to emphasize rooftop units and kitchen/living areas. Natural slate tiles are used as roofing materials except the green roof over the main entrance.

The scheme is fully accessible and has two external lifts that create access routes connecting the buildings on the site. It is possible for a wheelchair user to reach all seating areas and freely move between buildings. The scheme has been designed to meet BREEAM 'excellent' rating and a Sustainable Drainage System will be ensured by a condition. The submitted plans also include designated areas for refuse disposal and cycle parking storage.

DESIGN REVIEW PANEL

The proposal was reviewed twice by the Design Review Panel as part of the pre-application with the Council before the submissions of the application. The sessions were held at Exeter City Council 24 February and 27 April 2017. As a result all the comments from the Panel were addressed and resulted in a proposal that was supported by the Panel.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

Planning Statement
Design and Access Statement
Transport Statement with supplementary Technical Notes including Road Safety Review
Geotechnical & Geo-Environmental Investigation Report
Ecological Impact Assessment
Arboricultural Impact Assessment Report with Tree Protection plan
Student Demand Report
Fire Safety Strategy
Construction Management Plan
Student Management Plan
Ecological Impact Assessment
Flood Risk Assessment
Statement of Community Involvement
Sustainability and Energy Strategy
Site Accessibility Plan
Additional illustrative material (Computer Generated Images)
Daylight Assessment

REPRESENTATIONS

42 representations has been received, 41 being objections including the objections from Duryard Trust, University of Exeter and separately an objection on the behalf of residents at Glenthorne Road.

University of Exeter

The University object to this application because they will not grant permission to use their roads for vehicular access either for construction or by occupants. They would not allow Clydesdale Avenue (the part of Clydesdale Road owned by the University) to be altered in any way to facilitate access to the proposed development, that would include any use of bollards or changed ground levels. They have also concerns regarding health, safety and traffic management issues.

Duryard Trust

The Trust objects to the development and has serious concerns regarding the safety and management of traffic caused by development during construction and occupation. They are concerned with the safe use and maintenance of the roads and paths particular the suitability of Glenthorne Road as an access road because of its physical limits. They argue therefore that the capacity of Glenthorne Road is fairly fixed and not suitable for the number vehicles from a development of this size. They especially draw attention to the conflict between pedestrian and vehicles.

Generally, The Trust is positive to the new turning area on Glenthorne Road and the location of the main entrance, although they draw attention to the absence of an agreement of accessing the University grounds via Clydesdale Road. They mention that other development in the area has contributed through s106 agreement towards maintenance and improvement of surrounding roads and paths and they would like to see such an agreement to include themselves and the University.

The Trust is critical of the Transport Statement and the Construction Management Plan. In their view the documents are unclear and the underlying data of these documents cannot be relied on. They requested that consideration of this proposal be delayed until the planned Road Safety Audit is published and consulted on, including any consequential improvements incorporated in the proposal. After the re-consultation which included the revised Transport Statement with a Technical Note, the Duryard Trust consider that the Transport Statement cannot be relied on.

Residents at Glenthorne Road

A Highway and Traffic Assessment has been prepared on behalf concerned residents. It was submitted together on the behalf of the residents at Glenthorne Road. The Traffic Assessment draws attention to the insufficient junction separation, and substandard visibility splay where Glenthorne Road meets Coplestone Drive. It also mention that Glenthorne Road is not capable of accommodating two way traffic, or forward visibility along its first section and lack of footway provision. The assessment also raised several questions regarding construction management and the impact and management of traffic.

Following principal planning issues was raised by the objectors:-

Amenity

1. Overlooking
2. Overbearing
3. Loss of privacy
4. Shade from development
5. Close to adjoining properties
6. Students in residential area
7. Impact on business and residents at the Dennyshill Care Home

Traffic or Highways

1. Inadequate parking provision
2. Inadequate vehicle access
3. Impact from construction traffic
4. Increase in traffic
5. Increased pedestrian movements
6. Concerns regarding traffic safety along Glenthorne Road
7. Unwanted traffic and parking on adjacent roads

8. Unsustainable location

Overdevelopment

1. Massing and density
2. Development too high
3. More open space needed on development
4. Larger buildings than surrounding area
5. Out of keeping with character of the area
6. Student numbers already too great for the area

Natural Environment and Health

1. Affect wildlife and local ecology
2. Flood Risk
3. Increased light pollution
4. Potentially contaminated land
5. Noise nuisance
6. Noise and dust during construction
7. Increase of pollution

Design

1. Appearance
2. Daylight
3. Geotechnical and structural matters

Other

1. No need for purpose built student accommodation in Exeter

CONSULTATIONS

DCC Transportation

The County Head of Planning Transportation and Environment comments that from a transportation perspective, the provision of student flats on Campus represents a highly sustainable development that is unlikely to create any significant highway issues.

Streatham Campus is within walking distance - the main pedestrian / student entrance is located to the east of the site, providing a direct, convenient access to the University area, via the existing linkages i.e. Clydesdale Avenue and/or Grafton Road.

To the south of the site (via Grafton Road), there is footpath connection towards the city centre along Cowley Bridge Road/New North Road which is approximately 1.2km in length, a walkable distance. Although there is a footway in place, the guard rails protecting pedestrians from the road below are, in places, substandard in height. This concern was raised by ECC Members at Planning Committee for the student accommodation unit at Moberly House (Planning application number 17/0724/03). The Committee resolution stated that a £25,000 contribution was to be sought and such money could be used to improve the barriers located adjacent to Cowley Bridge Road. Therefore, for consistency, the applicant is to provide a monetary sum of £30,000 (which has been worked out on a pro-rata basis) or required to carry out the works, which then could be used to replace the barriers to a suitable standard. As with any new infrastructure on the highway, and approved by DCC's structure team. In addition, the applicant

has also committed to improving the existing footpath along Grafton Road (albeit on private ground) which is also welcomed.

Vehicular access will be provided to the development (as per existing) via Glenthorne Road/ Coplestone Drive. The visibility splays for the informal junction are 2m x 23m and have been shown on figure 0403-PHL-1001 Rev A. The current informal junction arrangement has no road markings creating an area of uncertainty, reducing driver confidence – these conditions are conducive to a low speed environment and hence the existing visibility splays are acceptable. There have been no accidents attributed to vehicles coming in and out of this access in the past 5 years. These views are reflected by a road safety officer at DCC.

The student accommodation block is being promoted as car free, which for a sustainably located student development is acceptable. There will be a drop off zone at the end of Glenthorne Road with two disabled spaces and two staff spaces. Students will not be entitled to park on site or receive a Residential Permit under existing Council policy. This should be enforced by the applicant through a Management Plan.

Deliveries to the site can be accommodated on site. The site has sufficient space to enable the turning of delivery vehicles, enabling a delivery lorry to exit the site in forward gear. Although, the submitted drawings seem to show that vehicles reverse into Grafton Road (where pedestrians may be present) this does raise concerns as to how delivery vehicles turn around safely. However, this arrangement is off the public highway, and it is for the developer to resolve how they see fit. Nevertheless, the applicant has stated that the turning head would be available for use at all times, by all users. Given that there is not an existing turning head on Glenthorne Road such a facility is welcomed.

The Transport Statement also includes a section which outlines the probability of two vehicles meeting along Glenthorne Road. Studies have been carried out from adjacent student accommodation units to understand the level of traffic associated with delivery movements. The resultant analysis has shown that the proposed development is expected to generate 6 extra vehicle movements per hour, totalling 13 trips per hour with existing traffic movements. Although the level of traffic associated with deliveries is not desirable, it is not significant and is not enough to form a reason for refusal – especially as these conflicts will take place on a private road, rather than an adopted highway.

To help mitigate the possibility of a conflict, a passing place along the frontage of the site has been proposed, providing enough space for two OGV's (Ordinary Goods Vehicles) to get past one another (5.5m in width). Furthermore, the applicant has proposed to include service vehicle management measures within the Travel Plan which will require drivers of larger vehicles to contact the site operator prior to arrival. This should eliminate the chances for two service vehicles to meeting on Glenthorne Road, alleviating some of the concerns raised. It should be noted that the submitted Road Safety Audit has not raised a conflict as a safety issue.

There have been some comments from residents that there will also be pedestrian/service vehicle conflict along Glenthorne Road. The level of traffic associated with the proposal is low especially as most students will head east towards the University. For those who wish to head west, a shared space philosophy is used, which is acceptable given the size of this application. Students who do wish to head towards Lower Argyll Road, the approved scheme at Moberly House includes a new steps, providing a cut through, segregating vehicles and pedestrians. The shared space philosophy is deemed to be acceptable in the submitted Road Safety Audit.

Management

The applicant is advised that the peak periods of student drop off and collection should be carefully managed to make best use of the designated spaces. These arrangements can be agreed through either a Travel Plan or a Management Plan as part of any legal agreements attached to the site. The applicant should make sure that the student arrival/ departure is managed appropriately minimising the impact on Glenthorne Road. A robust method of traffic management should be implemented so that residents are aware of the times of student move in/move out.

On-site facilities

It is essential that the secure cycle parking, in accordance with the standards set out in the Exeter City Council Sustainable Transport Supplementary Planning Document, are achieved. The applicant proposes 132 cycle spaces, meeting the SPD and will be secured by condition.

Construction

It is anticipated that construction (and demolition) will be over a long period and therefore it needs to be carefully managed to ensure the impact on the public highway is minimised. It is therefore recommended that a condition for a Construction Management Plan is attached in the granting of any permission and the applicant is advised to liaise with the Highway Authority prior to commencement.

The LPA may want to ask for a before and after survey to indicate/prove whether construction traffic has changed the road surface/construction in any way. It is once again flagged that Glenthorne Road is private and the Highway Authority is not responsible for the maintenance of the road.

Subject to the above conditions regarding on site facilities, turning head, passing place, management/travel plan improvements to the footway on Grafton Road, S106 contributions towards pedestrian/cycling improvements at Cowley Bridge Road and CMP being attached in the granting of any planning permission, **no objection**.

Natural England

Natural England does not object to the development. In their initial response they asked that a thorough evidence based Habitat Regulation Assessment be carried out to justify why the recreational impacts of students can be exempt from paying mitigation contributions. The Council has provided more information aligned with previous answers on requests of Habitat Regulation Assessment for purpose built student accommodation. The Council has also met Natural England regarding this matter and no further observations have been received.

Devon and Somerset Fire & Rescue Service

The Fire Service does not object to the development. It has advised that the access is poor for emergency and long reach vehicles but that this is not a reason for refusal of the application. Additional technical requirements under the Building Regulations will be necessary to comply too. The Fire Service has confirmed that they will address these matters with the developer and Building Control if the application is approved.

South West Water

SWW has no objection subject to foul and surface water drainage being managed in accordance with the Flood Risk Assessment contained in the application.

Environmental Health

No objection to the development subject to conditions regarding noise, air quality, Construction Environmental Management Plan and contaminated land.

Wales & West Utilities

Wales and West Utilities have no objections to the proposal. However, apparatus may be at risk during construction works and should the application be approved then it will be necessary for the promoter of these works to contact Wales and West Utilities directly to discuss requirements in detail. Should diversion works be required these will be fully chargeable.

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance - National Planning Policy Framework

4. Promoting sustainable transport
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment

Exeter Local Development Framework Core Strategy

- CP1 - Spatial Approach
- CP4 – Housing density
- CP5 – Meeting housing needs
- CP9 – Strategic transport measures to accommodate development
- CP11 – Pollution and air quality
- CP15 – Sustainable design and construction
- CP17 - Design and Local Distinctiveness

Exeter Local Plan First Review 1995-2011 Saved Policies

- AP1 - Design and Location of Development
- AP2 - Sequential Approach
- E4 – Exeter University Campus
- H1 – Housing land search sequence
- H5 - Diversity of Housing
- H7 – Housing for disabled people

- T1 - Hierarchy of Modes
- T2 - Accessibility Criteria
- T3 - Encouraging Use of Sustainable Modes
- T9 – Access to building by people with disabilities
- T10 - Car Parking Standards
- C5 – Archaeology
- EN2 - Contaminated Land
- EN3 - Air and Water Quality
- EN4 - Flood Risk
- EN5 - Noise
- DG1 - Objectives of Urban Design
- DG2 - Energy Conservation
- DG4 - Residential Layout and Amenity
- DG6 Vehicular Circulation and Car Parking in Residential Development
- DG7 - Crime Prevention and Safety

Exeter Development Delivery Document – Publication Version 2015

DD1 – Sustainable Development

DD7 – Allocated Housing Sites

DD9 – Accessible, Adoptable and Wheelchair User Dwellings

DD12 – Purpose Built Student Accommodation

DD13 – Residential Amenity

DD20 – Sustainable Movement

DD21 – Parking

DD25 – Design Principles

DD26 – Designing out Crime

DD31 – Biodiversity

DD33 – Flood Risk

DD34 – Pollution

Exeter City Council Supplementary Planning Documents:-

Sustainable Transport March 2013

Trees in relation to Development September 2009

Residential Design Guide September 2010

University SPG 2007

University of Exeter Streatham Campus Masterplan Framework SPD 2010

Devon Waste Plan

Policy W4: Waste Prevention

Policy W10: Protection of Waste Management Capacity

Devon County Council Supplementary Planning Document

Waste Management and Infrastructure

OBSERVATIONS

The proposal will have an impact on the surrounding area and the amenity including the view and outlook from existing dwellings. It will change the character of the area because of its fundamental change of use from unused land with low vegetation to a development housing up to 244 students. It will also increase the traffic and pedestrian movements.

This development for purpose-built student accommodation development is highly sustainable because the site adjoins Streatham Campus. In accordance to the development plan priority for purpose built student accommodation should be given to locations which are close to the University. Core Strategy Policy CP5 supports the provision of additional student numbers in appropriate locations. As is the case for conventional housing there is no requirement for the applicant to prove the need for student accommodation. The application must be considered on its merits.

Amenity

The development will not cause any detrimental overlooking or unacceptable decrease in privacy to neighbouring dwellings and the Dennyshill Care Home. The distances to habitable rooms in neighbouring dwellings conform to the 22 metres specified in the Residential Design SPD or, if closer, obscured or designed to mitigate overlooking. The distance between habitable

rooms within in the scheme are closer but deemed acceptable for a purpose-built student accommodation in this location.

The development although consisting of four large building blocks is deemed not be overbearing and conforms to the Residential Design SPD because the heights decrease towards the existing dwellings and the care home. The highest building blocks, 6 storeys high including the rooftop units, are to the south of the site. The buildings are lower, 2 ½ - 3 storeys high, to the north and along Glenthorne Road. The buildings along Clydesdale Road are even lower if measured from the level of the road.

The shading from the development will have insignificant impact on daylight and a minor impact on sunlight in neighbouring gardens. The impact has been considered with regard to the existing trees along the north boundary and Clydesdale Road.

The surrounding area includes both residential and student accommodation. Any noise caused by students will therefore not be a new experience to the area. Both Clydesdale Road and Glenthorne Road are already used by students walking to and from the University. This development will not significantly increase this pedestrian traffic to the University having the main entrance adjacent to the University Campus. Pedestrian traffic to other destinations than the University will increase but is deemed not to increase noise nuisance significantly. The noise nuisance from students within the site is also deemed not to have a significant impact on neighbours.

The change of amenity when this unused site is developed will change the setting of the care home. This change would occur for any new development on the site. Even if a change of setting has an impact on the business for the care home it is not reason for refusal. The design of the scheme has considered the setting of the care home and proposed a landscaping scheme that mitigates the impact from the development.

Some correspondents argue that the approval of the scheme will lead to the future conversion of residential properties in the area to HMOs. This is of course possible although it could equally be argued that the further provision of purpose-built accommodation will reduce pressure on the existing housing stock. Either way the application before Members needs to be considered on its merits and not the on the basis of speculation.

Traffic/Highways

The development is proposed as a car free scheme. This is suitable for purpose-built student accommodation that adjoins the University Campus. That it is car free means that there are no parking places for the occupiers of this development except for service vehicles and disabled parking. The proposed number of parking bays has not raised any objection from DCC Highways. The management plan also includes car and parking restrictions for students living in the proposed development. Promotion of the use of other means of transportation and for developments to be car free is supported in NPPF, Council policies and in the Sustainable Transport SPD.

The vehicle access to site via Glenthorne Road is deemed adequate with the proposed turning head and passing place. These works are improvements to the existing road situation that serve 24 dwellings and the care home; and are beneficial for existing users of Glenthorne Road. Furthermore, the applicant has proposed to include service vehicle management measures within the Travel Plan. The development will increase traffic on Glenthorne Road but weighed with the proposed improvements the traffic situation as a whole is deemed not significantly

worse or better than existing conditions. The increased traffic at the junction between Glenthorne Road and Lower Argyll Road is deemed acceptable with the existing road layout.

Neighbours and The Duryard Trust have raised concerns regarding traffic safety along Glenthorne Road. The concerns are mainly based on the conflict between vehicles and pedestrians made worse by increased vehicle and pedestrian traffic caused by the new development and a general increase of student numbers in the area. The Transport Statement with the Road Safety Audit has not raised any significant traffic issues caused by the proposed development.

Via Grafton Road to the south of the site is a footpath that connects the development with the city centre along Cowley Bridge Road and New North Road - a distance less than a mile. The applicant is willing to contribute to an upgrade of the fence along this footpath as part of a s106 agreement and in addition also improving the existing footpath along Grafton Road. Both the footpath along Cowley Bridge Road and the improvement of Grafton Road will improve the standard and safety of the pedestrian links adjacent to the development.

Neighbours, The Duryard Trust and the University have raised concerns that not all vehicles visiting the proposed development will use Glenthorne Road. In particular the University opposes any vehicle use of their roads to access the development. The development has been entirely designed to receive all vehicle access to and from Glenthorne Road. The site is fully accessible and includes a designated area for delivery and pick up from Glenthorne Road. There are no major short cuts from the development through the University campus to the City Centre or the Quay. Therefore it is deemed that the scheme is not dependent on any vehicles using Clydesdale Avenue and therefore cannot, from a planning perspective, be responsible for traffic using university roads. Consequently it cannot be refused for that reason.

This is a highly sustainable development that is unlikely to create any significant highway issues, which is a view that is shared with DCC Highways. Subject to conditions regarding proposed on-site facilities, turning head, passing place, management/travel plan improvements to the footway on Grafton Road, S106 contributions towards pedestrian/cycling improvements at Cowley Bridge Road and a Construction Management Plan being attached in the granting of any planning permission, DCC Highways have no objection. These conditions and agreements will be added to the planning permission.

Overdevelopment

The proposed density of this development is high and with a massing that has considered both the lower residential development and correspond in height with other purpose-built student accommodation in the area. The development has gone through several stages of improvement during pre-application including two sessions with the Design Review Panel. After public consultations in response to objections by neighbours the massing and height have been further decreased. A scheme for student accommodation in a suitable location adjacent to the University Campus should, like any residential development, seek the highest appropriate density in accordance to Core Strategy Policy CP4. The development has achieved this. With regard to the proposed use considering the constraints of the site the massing and density is acceptable. The design and landscape is of high quality and is architecturally considerate towards neighbours and future occupants. The open space within the scheme is sufficient for the future occupants of this development.

As previously mentioned with regard to the amenity of the neighbouring properties, the shading from the development will have insignificant impact on daylight and a minor impact on sunlight

in neighbouring gardens. Internally both the individual student units and common rooms are well-lit by daylight, the daylight for some student units on the ground floor facing north the north is worse off but sufficient because of the design of the student units.

The student numbers are high in the area and this development will further increase the student population in this location. To increase the student population in this area on the door step of the University is both positive and expected, the alternative would be to increase the student population further away from the University which is less favourable and not as sustainable.

There are no apparent geotechnical problems other than the sloping site, therefore any geotechnical matters that arrive during the construction phase will be dealt with through building regulations.

Natural Environment and Health

The development will have an impact on the existing wildlife on the site. The proposed landscape scheme will create new opportunities for wildlife which will also be followed up in a planning condition for a wildlife plan. The submitted ecology report does not show any presence of protected species or habitats. The focus in such a wildlife plan is therefore to enhance the biodiversity and create new habitats. There will also be conditions regarding lighting and pollution to avoid and minimize negative impact. A condition for a Construction and Environment Management Plan (CEMP) will be added to handle the matters of noise and dust during construction. The development will not increase the flood risk because the runoff is deemed not to increase the surface water runoff compared with the existing condition for site.

Student accommodation in Exeter

There is a need to build student housing in Exeter. The need of student housing is especially important in the proximity of the University. The applicant has submitted a study showing the need for student accommodation, Glenthorne Road Student Demand Report - June 2017.

CIL and s106 agreement

The applicant agrees to provide the sum of £30,000 towards the cost of upgrading the railings along the Cowley Bridge Road footpath between the Birks Grange access road and Grafton Road; or to undertake the works themselves subject to consultation with DCC, which will be included within the Section 106 Agreement.

The submitted Student Management Plan and Transport Statement are dealing with matters such as disturbance, noise nuisance, traffic safety, deliveries and parking. It is essential that the principles in these documents are secured.

The creation of 7294 sq. metres of student accommodation will equate to £407661.66 of CIL based on the 2018 figure of £55.89 per sq. metre. In addition, the development will receive New Homes Bonus.

DELEGATION BRIEFING 20 OCTOBER 2017

Members were advised of the details of the proposal and the objections received confirmed that the access was a crucial planning matter. Another very important issue was the relationship with surrounding properties including the Care Home. It was noted that accessibility and provision for disabled students is a central part of this scheme. It was felt that units for the disabled should be ground floor only.

Members were concerned about fire safety, cladding and use of sprinklers. A Fire Safety Report has been submitted in the application and the Devon and Somerset Fire and Rescue Service have no objection to the development but want to be contacted at an early stage of construction. Cladding, sprinklers and insulation are matters for Building Control but the building material proposed is not highly flammable.

Members requested an update on the University's vision and information on its future expansion plans, the current and intended student numbers, how many would require accommodation in Exeter, what the current accommodation supply was and whether there was a shortfall.

Members requested the application be considered by the Planning Committee.

RECOMMENDATION

Subject to the completion of a Section 106 Agreement securing a Student Management Plan, a Traffic Management Plan and a financial contributions towards pedestrian/cycling improvements along Cowley Bridge Road **APPROVE** the application subject to the following conditions:-

CONDITIONS

1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

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

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 28 July 2017 (including dwg. nos 01001 Rev PL04, 01004 Rev PL04, 01005 Rev PL04, 01006 Rev PL04, 01050 Rev PL04, 01051 Rev PL04, 01052 Rev PL04, 01053 Rev PL04, 01056 Rev PL04, 01057 Rev PL04, 01058 Rev PL04, 01059 Rev PL04, 02004 Rev PL04, 02006 Rev PL04, 02007 Rev PL04, 02008 Rev PL04, 02009 Rev PL04, 02011 Rev PL04, 02012 Rev PL04, 03001 Rev PL04, 03002 Rev PL04, 03003 Rev PL04), on 25 October 2017 (including dwg. nos 02001 Rev PL05, 02002 Rev PL05, 02003 Rev PL05, 02005 Rev PL05, 02013 Rev PL05, 01002 Rev PL05, 01003 Rev PL05, 01070 Rev PL05, 01054 Rev PL05, 01055 Rev PL05, RF17-392-D01 Rev B, RF17-392-D02) , on 30 November 2017 (including dwg. nos 0403-PHL-1101, 00004 Rev PL07, 02010 Rev PL05, RF17-392-L02 Rev F, RF17-392-L03 Rev F), on 5 December 2017 (including dwg. nos 00005 Rev PL07, 02013 Rev PL06, RF17-392-L01 Rev G, RF16-000-X01 Rev B) as modified by other conditions of this consent.

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

3) **Pre-commencement condition:** If not otherwise agreed with Local Planning Authority in writing samples of the materials that are intended to use externally in the construction of the development shall be submitted to the Local Planning Authority and 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 for pre-commencement condition: To ensure that the materials conform with the visual amenity requirements of the area.

4) **Pre-commencement condition:** A Construction Environmental Management Plan shall be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development on site and adhered to during the construction period.

The Statement shall provide for:

- a) The parking of vehicles of site operatives and visitors.
- b) Loading and unloading of plant and materials.
- c) Storage of plant and materials used in constructing the development.
- d) The erection and maintenance of securing hoarding, if appropriate, which shall be kept clear of graffiti and fly-posting.
- e) Wheel washing facilities.
- f) Measures to control the emission of dust and dirt during construction.
- g) A scheme for recycling/disposing of waste resulting from construction works, with priority given to reuse of building materials on site wherever practicable.
- h) No burning on site during construction or site preparation works
- i) Measures to minimise noise nuisance to neighbours from plant and machinery.
- j) Construction working hours and deliveries from 8:00 to 18:00 Monday to Friday, 8:00 to 13:00 on Saturdays and at no time on Sundays or Bank Holidays.

The CEMPs 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 works, in order to discuss forthcoming work and its environmental impact.

Reason for pre-commencement condition: In the interest of the environment of the site and surrounding areas. This information is required before development commences to ensure that the impacts of the development works are properly considered and addressed at the earliest possible stage.

5) **Pre-commencement condition:** No development (including ground works) or vegetation clearance works shall take place until a Waste Audit Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall cover construction and operational stages.

Reason for pre-commencement condition: To ensure that the proposal complies with DCC Policy W4, W10 and W21 of Devon Waste Plan and Waste Management and Infrastructure SPD, in the interests of delivering sustainable development.

6) Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until part (a) has been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until part (b) has been complied with in relation to that contamination.

(a) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(b) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary an updated remediation scheme must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved updated remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with part (a). This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

7) **Pre-commencement condition:** Before the commencement of any development here by approved, an updated Habitat Survey (under The Conservation of Habitats and Species Regulations) shall have been submitted to the Local Planning Authority, to establish the absence of reptiles, badgers and other protected species.

Reason for pre-commencement condition: In the interest of conservation of habitats and species.

8) **Pre-commencement condition:** Unless otherwise agreed in writing by the Local Planning Authority the specify building hereby approved shall achieve a BREEAM excellent standard as a minimum. Prior to commencement of development of such a building the developer shall submit to the Local Planning Authority a BREEAM design stage assessment report to be written by a licensed BREEAM assessor which shall set out the BREEAM score expected to be achieved by the building and the equivalent BREEAM standard to which the score relates. Where this does not meet the BREEAM minimum standard required by this consent the developer shall provide prior to the commencement of development of the building details of what changes will be made to the building to achieve the minimum standard, for the approval of the Local Planning Authority to be given in writing. The building must be completed fully in accordance with any approval given. A BREEAM post completion report of the building is to be carried out by a licensed BREEAM assessor within three months of substantial completion of the building and shall set out the BREEAM score achieved by the building and the equivalent BREEAM standard to which such score relates.

Reason for pre commencement condition: To ensure that the proposal complies with Policy CP15 of Council's Adopted Core Strategy and in the interests of delivering sustainable development. The design stage assessment must be completed prior to commencement of development because the findings may influence the design for all stages of construction.

9) **Pre-commencement condition:** A detailed scheme for landscaping in accordance with dwg. no RF17-392-L02 Rev F, including the planting of trees and or shrubs, the use of surface materials and boundary screen walls and fences shall be submitted prior to commencement of the development to the Local Planning Authority and no building shall be occupied until the Local Planning Authority have approved a scheme; such scheme shall specify materials, species, tree and plant sizes, numbers and planting densities, and any earthworks required together with the timing of the implementation of the scheme. The landscaping shall thereafter be implemented in accordance with the approved scheme in accordance with the agreed programme.

Reason for pre-commencement condition: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

10) **Pre-commencement condition:** The development shall not commence until an Arboricultural Method Statements have been submitted to, and approved by, the Local Planning Authority. The Arboricultural Method Statements shall comply with the Tree Protection Plan (dwg. no 04498 TPP RevC), the Arboricultural Impact Assessment Report - received 24 July 2017 and with BS 5837:2012 - Trees in Relation to Design, demolition and construction. The development shall thereafter be carried out in accordance with the Tree Protection Plan and the approved Arboricultural Method Statements.

Reason for pre-commencement condition: To ensure the protection of the trees during the carrying out of the development. This information is required before development commences to protect trees during all stages of the construction process.

11) **Pre-commencement condition:** No materials shall be brought onto the site or any development commenced, until the developer has erected tree protective fencing around all trees or shrubs to be retained, in accordance with the Tree Protection Plan (dwg. no 04498 TPP RevC). The developer shall maintain such fences to the satisfaction of the Local Planning Authority until all development the subject of this permission is completed. The level of the land within the fenced areas shall not be altered without the prior written consent of the Local Planning Authority. No materials shall be stored within the fenced area, nor shall trenches for service runs or any other excavations take place within the fenced area except by written permission of the Local Planning Authority. Where such permission is granted, soil shall be removed manually, without powered equipment.

Reason for pre-commencement condition: To ensure the protection of the trees during the carrying out of the development. This information is required before development commences to protect trees during all stages of the construction process.

12) **Pre-commencement condition:** No part of the development hereby approved shall be occupied until provision for nesting swifts and roosting bats in accordance with details that shall have been submitted prior to commencement of the development to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

Reason for pre-commencement condition: In the interests of preservation and enhancement of biodiversity in the locality.

13) **Pre-commencement condition:** No building hereby permitted shall be occupied until sustainable surface water drainage works (SuDS) have been implemented in accordance with details that have been submitted prior to commencement of the development to, and approved in writing by, the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, National Planning Policy Guidance and the Department for Environment, Food and Rural Affairs Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems, and the results of the assessment provided to the local planning authority.

The submitted details for the sustainable drainage scheme shall:

- i. show how the rainwater falling on roofs and other surfaces are managed to restrict both the flow rate and the volume surface runoff;
- ii. show how the SuDS scheme is achieving a flow rate and a volume surface runoff approximate to the site greenfield response;

- iii. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- iv. show how the SuDS scheme is integrated in the landscape scheme and contributes to biodiversity;
- iii. include a timetable for its implementation; and
- iv. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason for pre-commencement condition: To ensure the satisfactory sustainable drainage of the development.

14) **Pre-commencement condition:** Prior to commencement of the development hereby approved a Wildlife Plan which demonstrates how the proposed development has been designed to preserve and enhance the ecological interest of the site, and how it will be managed in perpetuity to enhance wildlife has been submitted to and approved by the Local Planning Authority. Thereafter the development shall be carried out and managed strictly in accordance with the approved measures and provisions of the Wildlife Plan.

Reason for pre-commencement condition: In the interests of protecting and improving existing, and creating new wildlife habitats in the area.

15) **Pre-commencement condition:** No part of the development hereby approved shall be occupied until pedestrian access to the main entrance, including works on Grafton Road and Clydesdale Road, have been provided and maintained in accordance with details, in compliance with dwg. nos RF17-392-L02 Rev F and RF16-392-D03 Rev A, that shall have been submitted prior to commencement of the development to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

Reason for pre-commencement condition: To ensure that adequate facilities are available for the traffic attracted to the site

16) **Pre-commencement condition:** No part of the development hereby approved shall be occupied until vehicle access to the development, including turning head and passing place on Glenthorne Road and improvements on Grafton Road and Clydesdale Road, have been provided and maintained in accordance with details, in compliance with dwg. nos RF17-392-L02 Rev F, that shall have been submitted prior to commencement of the development to, and approved in writing by, the Local Planning Authority and retained for that purpose at all times.

Reason for pre-commencement condition: To ensure that adequate facilities are available for the traffic attracted to the site

17) In the event of failure of any trees or shrubs, planted in accordance with any scheme approved by the Local Planning Authority, to become established and to prosper for a period of five years from the date of the completion of implementation of that scheme, such trees or shrubs shall be replaced with such live specimens of such species of such size and in such number as may be approved by the Local Planning Authority.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

18) A detailed scheme for lighting including fixtures and time of use shall be submitted to the Local Planning Authority and work shall not be carried out on this lighting scheme until the Local Planning Authority have approved the lighting scheme. The lighting scheme shall thereafter be

implemented in accordance with the approved scheme if not otherwise been agreed with the Local Planning Authority.

Reason: To safeguard the rights of control by the Local Planning Authority in these respects and in the interests of amenity.

19) No part of the development hereby approved shall be occupied until the on-site cycle and vehicular parking facilities (as indicated in the proposed site block plan) have been provided surfaced and marked out in accordance with details that shall be 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.

20) Prior to occupation of the development hereby permitted, a travel pack shall be provided informing all residents of walking and cycling routes and facilities, and public transport routes and timetables, car sharing schemes, and the location of local and central shopping and leisure facilities, the form and content of which shall have previously been approved in writing by the Local Planning Authority.

Reason: To ensure that all occupants of the development are aware of the available sustainable travel options

21) Each unit of the development hereby permitted shall be occupied only by a person engaging in a university.

Reason: The scheme is designed for a specific age group and is not suitable for unrestricted occupation.

22) Prior to the occupation of each unit hereby approved, ducting or equivalent service routes should be installed capable of accommodating at least 6 separate fibre-optic cables that enable electronic communications services network suppliers to freely connect between the boundary of the site and the inside of each dwelling for the purposes electronic communications. If not otherwise agreed in writing by the Local Planning Authority.

Reason: To contribute to the development of high speed broadband communication networks and to ensure that adequate provision is made to meet the needs of future occupants of the dwellings for high speed internet access in line with paragraph 42 of the National Planning Policy Framework.

23) No part of the development hereby approved shall be occupied until parking spaces have been provided and maintained in accordance with dwg. RF17-392-L02 Rev F and 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

24) Prior to the installation of any new plant on the site, details of the plant shall be submitted to and approved in writing by the Local Planning Authority. The details shall include location, design (including any compound) and noise specification. The plant shall not exceed 5dB below the existing background noise level at the site boundary. If the plant exceeds this level, mitigation measures shall be provided to achieve this in accordance with details to be submitted to and approved in writing by the Local Planning Authority. (All measurements shall be made in accordance with BS 4142:2014).

Reason: In the interests of the amenity of the area, especially nearby residential uses. These details are required pre-commencement as specified to ensure that the plant will not give rise to significant adverse impacts on the amenity of neighbouring receptors.

INFORMATIVE

Surface water runoff should be discharged as high up the hierarchy of discharge solutions as is practicable;

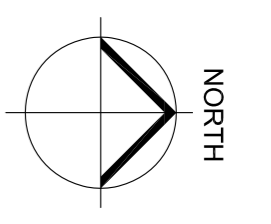
1. Discharge into the ground (infiltration);
2. Discharge to a surface water body (with written permission from the riparian owner);
3. Discharge to a surface water sewer, highway drain, or other drainage system (with written permission from South West Water Ltd., Devon County Council Highways, or the riparian owner, respectively);
4. Discharge to a combined sewer (with written permission from South West Water Ltd.).

What is practicable with regard to above discharge hierarchy includes the impact infiltration can have on the stability off the site. Although soakaways should be avoided as the only means to dispose surface water on this site the geo-technical constraints does not exclude the implementation of a SuDS scheme with infiltration and absorption into the soft landscape. Although overland flow routes and water storage shall be used in the SuDS scheme, underground storage and pumping to reach a suitable surface water sewer could be considered in a SuDS scheme for this location. In all other respects the SuDS scheme shall conform to Sustainable Drainage Systems: Guidance for Devon Version 1.6 (January 2017).

Local Government (Access to Information) 1985 (as amended),

Background papers used in compiling the report:

Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter. Telephone 01392 265223



Key:
 — Planning Application boundary
 — Including private road vehicular route to public highway

PL	PL03	28.06.17	Revised following comments received from the client on 27.06/17
PL	PL02	12.06.17	Revised following Pre-app Meeting 06 and comments received from Planning Officer on 02/06/17
STATUS	REV	DATE	DESCRIPTION

Hines
 REFUSED BY: MB
 CHECKED BY: TJ
 ORIGINATOR NO: 32439

CONSULTANT
STRIDE TREGLOWN
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PROJECT
 Proposed Student Accommodation
 Land at Glenthorpe Road
 Exeter

DRAWING TITLE
 Existing Site Plan

SCALE
 1:1250 @ A1

REVISION
 PLO3

PROJECT INFORMATION
 PROJECT ORIGINATOR: ZONE 1 | LEVEL 1 | TYPE 1 | ROAD CLASSIFICATION | NUMBER
 32439 - STL - XX-ZZ-DR-A-00001

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COMMITTEE DATE: 21/05/2018

APPLICATION NO: 17/1914/FUL
APPLICANT: Mr Marc Thornton
PROPOSAL: Change of use of premises from office (Use Class B1) to NHS Depression and Anxiety Service (DAS) (Use Class D1).
LOCATION: Elizabeth House
Emperor Way
Exeter
Devon
EX1 3QS

REGISTRATION DATE: 08/12/2017
EXPIRY DATE:

HISTORY OF SITE

There is no recent planning history for the premises, except for advertisement consent for signage and flagpoles granted in 2010.

DESCRIPTION OF SITE/PROPOSAL

The site comprises a two storey office building known as Elizabeth House and car park on the Exeter Business Park. The site is accessed off Emperor Way and is bounded by offices to the north, south and west. Landscaping separates the site from Ambassador Drive to the east. The Clare Milne Centre lies to the northwest, a charity providing learning and social support to disabled adults and children. There are two bus stops on Emperor Way and two more on Ambassador Drive. The former are served by the 56 and 56A, and the latter by 2B, 78 (Dartline Coaches), B and Red (P&R). The site is approximately 1.5km walking distance from Pinhoe Station.

The premises are currently vacant and extend to 278.5 sq m gross internal floorspace. The premises are currently being marketed to let as a detached office building by Alder King and are stated to be available from early 2018. It is understood that one of the neighbouring businesses has a lease to use the car park for its staff until the end of May. The car park has 14 spaces.

The site is unallocated in the Exeter Local Plan First Review. It is located within the Monkerton/Hill Barton strategic allocation in the Core Strategy. It is within an Existing Employment Area in the Exeter Employment Land Review (2009) (included in the monitoring and evidence base). The site is in Flood Zone 1. There are no above ground heritage assets within the vicinity.

The proposal is to change the use of the premises from Use Class B1a (office) to Use Class D1a (non-residential institutions for the provision of any medical or health services) in order to allow the premises to be occupied by the NHS Depression and Anxiety Service (DAS) for East and Mid Devon. The proposed floor plans show that the building will be sub-divided internally to provide a reception, office (11.7 sq m), meeting room (17.7 sq m) and five interview rooms on the ground floor, and a larger office (76.9 sq m), staff kitchen and two more interview rooms on the first floor. It's considered that the offices are ancillary to the overall use of the premises as

D1a, as opposed to forming a mixed B1a/D1a use, although this is finely balanced. The service will employ 30 people, providing a mix of telephone referral assistance from suitably trained mental health practitioners alongside face to face consultation from the proposed interview spaces. There will be around 18-20 people working in the building on a day to day basis, with the exception of monthly team meetings when the whole team will be in the building. The building will be used as a core hub for the service, but staff from the hub will also offer clinics/services within GP surgeries/other community locations across the East and Mid Devon area. The service is currently based in Tiverton, but the existing premises are considered to be unfit for purpose, which does not provide an equitable base to other DAS teams, creating a complex set up of clinical space within East and Mid Devon that has insecure tenure, is subject to unexpected financial costs and presents a high risk to continued business continuity. The NHS Depression and Anxiety Service (DAS) for Exeter that serves the general Exeter population is based in other premises closer to the City Centre (Compass House, 52 Magdalen Road), but are not considered capable of expansion. The information submitted with the application states that the East and Mid Devon team are engaged with local businesses in the eastern part of Exeter, including the Met Office and EDF. Therefore, the site will be more accessible for employees of these businesses.

Half the car parking spaces will be allocated to patients (7 spaces) and half to staff (7 spaces) on a rota basis. The premises will be open from 8am to 8pm. There will be gaps between appointments to ensure that spaces will be available.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

- Design Statement (Kirkham Board Associates, 2 December 2017)
- 2018-02-19 – End Users Statement re Parking, Staff Numbers and Use (Justine Curtis, Clinical Team Lead, Depression and Anxiety Service, East and Mid)
- Supplementary Information (Kirkham Board Associates, 8 March 2018)
- Further Supplementary Information (Kirkham Board Associates, 29 March 2018)
- 2018-03-30 – Travel info for planning application – Elizabeth House
- 2018-03-30 – Example of Employee Travel Plan
- 2018-05-02 – NHS South Devon & Torbay CCG email

REPRESENTATIONS

One objection was received from South West Builders Federation, the owners of Richmond Court opposite the site, due to a lack of parking for the proposed use. They state that the roadway to the cul-de-sac was not designed for the volume of traffic that the change of use would result in, particularly as it already suffers from very heavy on road parking, which could inhibit the safe and prompt access of a fire engine or ambulance to properties at the end of the roadway, including the Clare Milne Centre. There are no pavements to the cul-de-sac, which would mean that with current parking levels on the road, pedestrians having to walk in the line of traffic at great risk to themselves. They consider that the change of use would result in a serious increase in Health and Safety Risk to all users of the cul-de-sac.

CONSULTATIONS

The Local Highway Authority (DCC): The existing access onto Emperor Way meets the relevant visibility standards for the speed limit. There are no recorded accidents at the access in the last 5 years. The change of use is unlikely to have a significant impact on the highway and does not form a reason for refusal. The applicant is reminded that Emperor Way and

Ambassador Drive are public highway and have existing parking restrictions. The applicant should promote sustainable transport modes. A simple travel plan should be introduced (condition recommended). The plans do not show cycle parking provision, therefore the plans should either be amended to include this or a suitable condition added accordingly in line with the Sustainable Transport SPD. This will promote modal change, especially as the site is in close proximity to the E4 Strategic Cycle Route.

Living Options Devon: No comments on the suitability of the premises or the location for the proposed use. Questioned whether there will be Blue Badge parking (one space required as a minimum), power assisted entrance door, wheelchair accessible lift, and if the toilet on the ground floor will be accessible and compliant with Part M of the Building Regulations.

Delegation Briefing: Officers recommended refusal of the application, due to conflict with Policy CP2. Members decided that the application should be determined by the Planning Committee. Officers have since changed their recommendation to approval following a closer examination of the context of Policy CP2 in relation to the specific use.

Environmental Health (ECC): No comments received.

PLANNING POLICIES/POLICY GUIDANCE

Government Guidance

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

Core Strategy (Adopted February 2012)

Core Strategy Objectives
CP2 – Employment
CP10 – Meeting Community Needs
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
CS2 – Community Health Services
T1 – Hierarchy of Modes
T2 – Accessibility Criteria
T3 – Encouraging Use of Sustainable Modes

Development Delivery Development Plan Document (Publication Version, July 2015)

DD1 – Sustainable Development
DD3 – Retention of Employment Land
DD4 – Provision of Local Services in Employment Areas
DD5 – Access to Jobs
DD20 – Accessibility and Sustainable Movement

DD21 – Parking
DD23 – Other Community Facilities
DD25 – Design Principles

Exeter City Council Supplementary Planning Documents

Sustainable Transport SPD (March 2013)

OBSERVATIONS

The Principle of the Proposed Development / Retention of Employment Use

Policy E3 does not permit the loss of employment land or premises where it would harm business or employment opportunities in the area. This policy is generally consistent with Policy CP2, which states that Exeter Business Park together with other employment areas of the city will be retained in employment use, except where their loss would not cause harm to business or employment opportunities or where there are unacceptable amenity impacts for local residents. Paragraph 5.25 of the supporting text to this policy states that it is vital that existing employment sites, premises and allocations that are viable for continued employment use are safeguarded, and the release of viable employment sites or premises to other uses may only be made where their loss would not cause harm to business or employment opportunities, or where there are unacceptable amenity impacts for local residents.

A letter submitted in support of the application states that the Exeter office market continues to experience an acute shortage in supply, in particular in the City Centre. Whilst this was submitted to demonstrate the lack of available sites in the City Centre, it points out that there is an overall shortage. Therefore, it could be argued that the loss of any office in the city will cause harm to business and employment opportunities, contrary to Policies E3 and CP2. Furthermore, no evidence has been provided to demonstrate that the premises are not viable for continued use as offices.

However, the Core Strategy (and emerging Development Delivery DPD) defines Employment Land as all land and buildings within/designated Classes B1, B2 and B8, and other uses of employment character or which generate substantial employment or economic benefits and which may include sui generis uses such as car showrooms. The Local Plan First Review defines it as all land and buildings within/designated Classes B1, B2 and B8, and other uses of employment character which may include sui generis uses such as car showrooms. The 2009 Employment Land Review on the other hand only considers activities within the B Use Classes, although it states that the importance of other activities to the local economy is recognised. The NPPF is also an important material consideration. Whilst it does not include a definition of Employment Land, it defines Economic Development as development, including those within the B Use Classes, public and community uses and main town centre uses.

The proposed use is considered to fall within the definitions of Employment Land in the Core Strategy and Local Plan First Review, as a use of employment character. This takes into account the mixed character of the use, functioning partly as a clinic and partly as a health call centre. Therefore, whilst it could be argued that the proposal harms business opportunities (interpreting business as the B Use Classes only), due to the loss of an office, it's considered that the proposal accords with Policies CP2 and E3 as the site will be retained in employment use (applying the definitions of Employment Land above and taking into account the NPPF). Furthermore, it's considered the change of use will not cause harm to employment

opportunities, taking into account the nature of the employment that will be provided (partly office based) and that the number of staff will be comparable to the number of staff if the premises were retained as offices (21-35 people following the Employment Density Guide (HCA, 2015) depending on the type of office). It is also a positive material consideration that the premises can easily be converted back to office use.

Notwithstanding the above, Policy CP10 is also applicable as the proposal is for a community (health) use. This states that facilities that serve the city as a whole should be located in the City Centre or, if this is not feasible, at sustainable locations readily accessible by all modes of travel. Facilities which serve neighbourhood needs should, wherever possible, be located within or close to district or local centres or at locations easily accessible to the local community, particularly by foot or bicycle. According to the information provided, the service will serve East and Mid Devon, as well as East Exeter including local businesses. It's therefore difficult to determine in this case which of the above the facility falls into. However, as a number of sites in the City Centre have been looked at and alternative modes of transport to the car are available close to the site, the proposal is considered to accord with Policy CP10.

The proposed change of use is therefore considered to be acceptable in principle, subject to conditions restricting any change to other uses falling within Class D1 and permitted development rights allowing change of use from D1 to other Classes.

Parking / Impact on Local Highways

There are 7 interview rooms and 7 car parking spaces will be allocated to visitors/patients, which is considered to be acceptable given the information states that there will be gaps between appointments to ensure that there are spaces available. At least one of these spaces should be a disabled space. The NHS Trust will also encourage visitors/patients to utilise sustainable modes of transport.

This leaves 7 spaces for 30 staff. The information states that on average about half the team will be in the building on a day to day basis, although the whole team will meet in the building once a month. The indicative car parking standards in the Sustainable Transport SPD do not include a standard for D1a uses. There is a standard for Hospitals (Use Class C2) of 1 space per 4 staff and 1 space per 3 visitors (this would require 8 spaces for 30 staff, or 5 spaces for 20), however the standard for offices of 1 space per 30 sq m is considered more relevant to the proposed use, which would require 9 spaces. The standards are indicative, allowing for an element of flexibility. Therefore, officers do not consider that the application can be refused, due to a lack of car parking.

Whilst the double yellow lines (which are faded) are flouted on a daily basis, the Local Highway Authority has no concerns with regard to highway impacts (although it has reminded the applicant that parking restrictions exist). As confirmed by site visit, significant overspill parking is already occurring on Emperor Way (on the cul-de-sac – no overspill parking was observed on Emperor Way leading to the Met Office). However, there are no recorded accidents attributed to vehicles in the last 5 years. The tight bends in the cul-de-sac, together with the on-street parking, block paving, landscaping and lack of footways, mean that the cul-de-sac is functioning like a Home Zone, where motorists are forced to drive very slowly and carefully. Whilst pedestrians and disabled people visiting the Clare Milne Centre were observed sharing the highway with moving vehicles, the increase in daily vehicle movements to the premises from visitors/patients over the vehicle movements associated with continued use as offices is not considered to be significant enough to warrant refusal of the application. It is also apparent that

there is no space for further overspill parking, which should discourage staff from choosing to drive to the site and choose sustainable transport modes instead.

The Local Highway Authority has recommended conditions to secure a Travel Plan to encourage sustainable modes of transport and cycle parking in accordance with the Sustainable Transport SPD. These will be positive benefits of the proposal compared with continued use as offices.

CIL/S106

The development is not CIL liable and a s106 legal agreement is not considered necessary.

RECOMMENDATION

APPROVE with the following conditions:

1. Standard Time Limit – Full Planning Permission

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

Reason: To comply with Section 91(1)(a) of the Town and Country Planning Act 1990 (as amended).

2. Approved Plans

The development hereby permitted shall be carried out in complete accordance with the approved plans listed below, unless modified by the other conditions of this consent:

- Site Location Plan (Dwg No: 17062.01.01)
- Proposed Floor Plans (Dwg No: 17079.P02.11 Rev A)

Reason: In order to ensure compliance with the approved plans and for the avoidance of doubt.

3. Travel Plan

No part of the development shall be occupied until a travel plan (including recommendations and arrangements for monitoring and review) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the recommendations of the travel plan shall be implemented, monitored and reviewed in accordance with the approved document, or any amended document subsequently approved in writing by the Local Planning Authority.

Reason: To encourage travel by sustainable means in accordance with Policy T3 of the Exeter Local Plan First Review and the Sustainable Transport SPD.

4. Staff Cycle Parking

Prior to the occupation of the development hereby permitted, cycle parking for staff and access thereto shall be provided on the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The cycle parking and access thereto shall be maintained for the lifetime of the development.

Reason: To provide suitable cycle parking for staff in accordance with the Sustainable Transport SPD (Table 2 and Paragraph 5.3.1).

5. Visitor Cycle Parking

Prior to the occupation of the development hereby permitted, cycle parking for visitors and access thereto shall be provided on the site in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The cycle parking and access thereto shall be maintained for the lifetime of the development.

Reason: To provide suitable cycle parking for visitors in accordance with the Sustainable Transport SPD (Table 2 and Paragraph 5.4.1).

6. Disabled Parking Space

Prior to the occupation of the development hereby permitted, one disabled parking space shall be provided in the car park in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The disabled parking space shall be maintained for the lifetime of the development.

Reason: To provide suitable car parking for disabled users in accordance with the minimum standards set out in Table 4 of the Sustainable Transport SPD.

7. Restrict Use Classes Order

The premises shall be used for mental health consultation rooms and offices (to provide an NHS Depression and Anxiety Service) only and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To control the use in the interests of the amenity of the area and development plan policies.

8. Restrict GPDO

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any Order revoking, re-enacting or modifying that Order), no development of the types described in the following Classes of Schedule 2 shall be undertaken without the express consent in writing of the Local Planning Authority other than those expressly authorised by this permission:

Part 4, Class D – shops, financial, cafes, takeaways etc to temporary flexible use

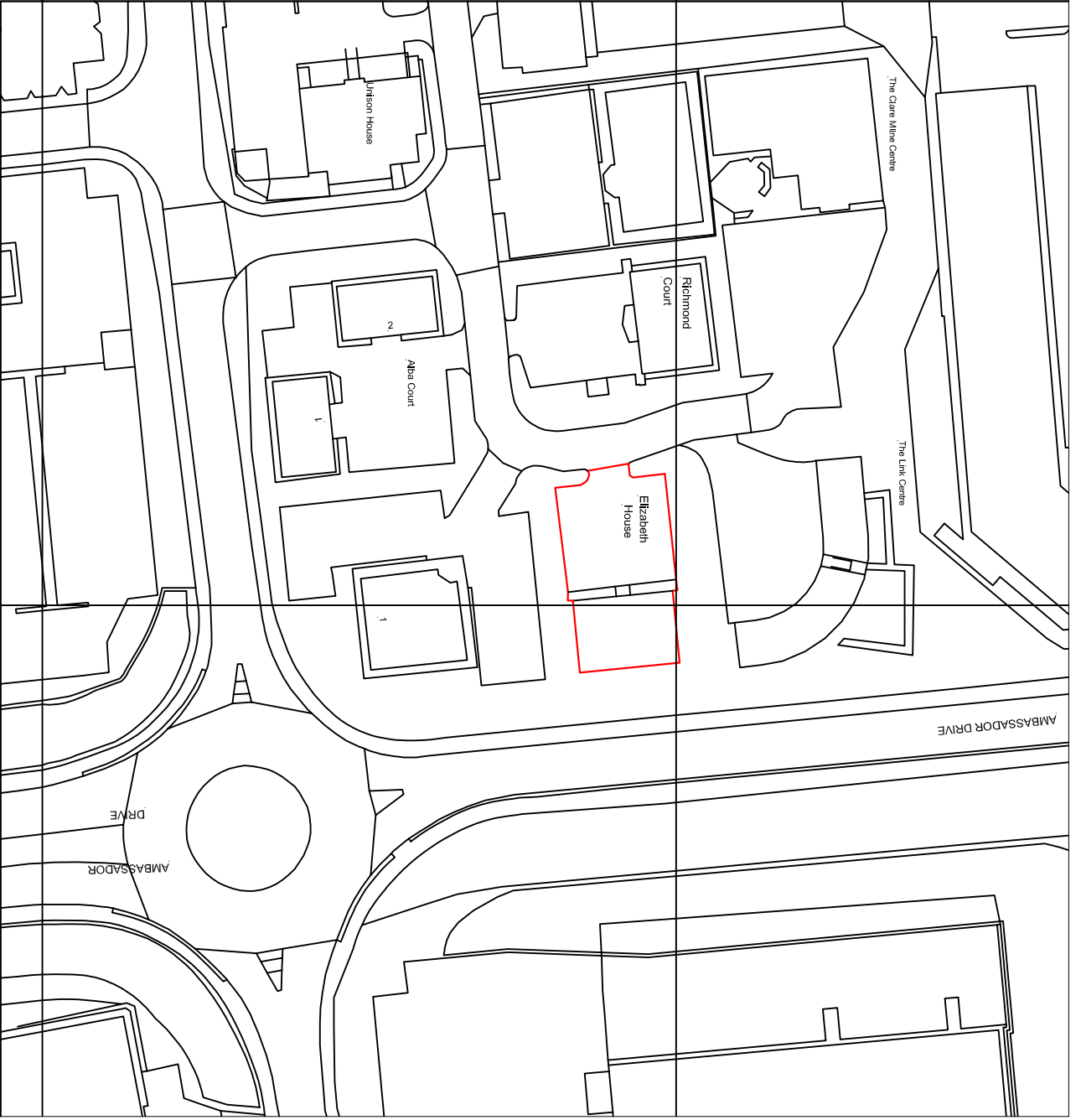
Reason: To control the use in the interests of the amenity of the area and development plan policies.


Local Government (Access to Information) 1985 (as amended),

Background papers used in compiling the report:

Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter. Telephone 01392 265223

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Kirkham Board Associates 3 RIVER COURT, PINES HILL, EX2 5HL Tel: 01392 448747 Fax: 01392 445054	
Rev No: 001 Date: 01/10/17 Description:	
Client: DEVON PARTNERSHIP NHS TRUST	
Title: SITE LOCATION PLAN	
Address: ELIZABETH HOUSE EMPEROR WAY, EXETER, EX1 2QS	
Date: DEC 2017	Scale: 1:25000
Dwg No: 17062.01.01	Drawn By: ST
	Rev: -

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COMMITTEE DATE: 21/05/2018

APPLICATION NO: 18/0519/FUL
APPLICANT: Mr Ben Hunt
PROPOSAL: Construction of single-storey cafe and community hub building;
replacement of BMX track in alternative location in park.
LOCATION: Land At Heavitree Pleasure Grounds, Whipton Lane, Exeter
REGISTRATION DATE: 27/03/2018
EXPIRY DATE:

APPLICATION SITE

Land at Heavitree Pleasure Grounds
Whipton Lane
Exeter

SITE HISTORY

There is no previous site history associated with this site.

DESCRIPTION OF SITE/PROPOSAL

The proposed site is located in the southeast corner of Heavitree Pleasure Grounds. A highly residential area, the site adjoins Roseland Avenue to the west and Whipton Lane to the South. This particular area of the park includes a sports court, bowling green, play area, paddling pools, skate park and tennis courts. The site is located less than 200 metres from Heavitree Fore Street, a district centre which benefits from regular bus services.

Permission is sought for a new community hub building including a hall, community café and associated facilities. The site of the community hub is currently used as a BMX track with a set of earth built humps on a concrete base. The current BMX, as part of the development is proposed to be relocated next to the existing skate park.

The building is single storey with maximum height of 6.2 metres. The building will be clad in vertical cedar boarding, the hall section of the building will have copper cladding on the south elevation and roof. On the east elevation serving the café will be a canopy area for seating and a glazed section through to the café.

The area outside of the building will be landscaped and planted to provide outdoor seating areas.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

- Design and Access Statement
- Planning Statement including Statement of Community Involvement
- Tree report
- Ecological Appraisal

REPRESENTATIONS

81 letters of support received, the comments are summarised below:

- Positive space for the community particularly in terms of mental and physical wellbeing;
- Create additional opportunities for leisure and exercise within the park;
- Need for a more permanent social hub within the community, particularly indoors venue, as Heavitree is not currently well served by such facilities;
- Benefit local community groups;
- Valued community amenity;

- Opportunity for training, employment and work experience;
- Exciting design will improve the area visually;
- Design proportionate and sympathetic to the surroundings;
- Low level building shielded by the existing trees means that the loss of view to properties on Whipton Lane will be minimal;
- BMX track improved as a result of the application;
- Not considered that there will be a significant increase in traffic as most users will not require vehicles to access the facilities.

12 letters of objection received. The comments are summarised below:

- Loss of open space contrary to policy L3, and will harm the open character and visual appearance of the park with no replacement to the loss of open space;
- Poor design;
- Size and height of the building inappropriate on the edge of the Victorian park. Smaller building purely for a café located on/near the bowls club more appropriate;
- Would be better to improve the existing buildings, such as the Bowling Club;
- Loss of view of park by properties in Whipton Lane;
- Concern that the trees are going to be felled;
- Lack of need for additional cafes in this area and will negatively impact the existing cafes in the area;
- Hours of use – problem of noise pollution and disturbance. Hours of use should be restricted to normal daytime hours;
- Additional entrance creates an additional road hazard for vehicles and pedestrians;
- Concern regarding parking in the area, particularly in the evening;
- Concern over delivery vehicles entering the park and conflict with pedestrians and dogs;
- New position of BMX track is unnecessary and will disturb other facilities in this area through the creation of dust in the summer months;
- Concern regarding the construction of the new BMX track, rebuilt track may not withstand use and the weather;
- Unnecessary disruption and cost associated with getting services to the site and the construction.

2 letters of comment received.

- Concern regarding impact on Whipton Lane residents in terms of security lights, CCTV and noise impact from the hours of use;
- Concern regarding the impact on parking as a result of the increased traffic.

CONSULTATIONS

Local Highway Authority, Devon County Council

Recommend approval with conditions for securing the cycle parking and approval of the new pedestrian access. The following comments were provided:

Whipton Lane is subject to a 20mph speed limit, has residents parking on the south side and pay & display on the north side. The development has no parking on site but considering that this site is a highly sustainable location; within walking/cycling distance of a large number of dwellings in the Heavitree area and within close proximity to bus services on Heavitree Road, a car free development would be acceptable.

There have been some concerns raised by residents regarding parking for the proposal. The site is promoted as car free and the applicant is advised that in accordance with current policy, additional on street resident parking permits will not be issued to serve this development. To cater for deliveries to the proposal, the applicant could utilise the Pay & Display parking area; nevertheless, the number of deliveries is likely to be small.

As part of the proposal, the applicant is providing a new pedestrian link from Whipton Lane to the site, which will require the partial removal of the existing wall. It is noted that if the removal of the wall requires excavation of highway land/and or alternation of the structure of the wall, the applicant should liaise with the highway authority (a S171 licence/and or technical approval from DCC structures team may be required).

The applicant is advised to encourage travel by sustainable modes, and in accordance with current policy, facilities for secure cycle parking should be provided on site. The plans show a facility for secure cycle spaces, however, given its sustainable location the number of cycle spaces should exceed the standard set out in the Sustainable Transport.

Finally, upon site visit, it was noted that “no cycling” was painted on the footway and given that this access leads up to the BMX track, the local planning authority may wish to review the signage within Heavitree Playing Grounds (on private ground).

Environmental Health, Exeter City Council

Recommend approval with conditions (operational management plan, kitchen extraction, submission of sound levels, CEMP and unsuspected contamination).

Sport England

Sport England has considered this application in light of the National Planning Policy Framework (particularly Para 74) and against its own playing fields policy, which protects playing fields from development. Sport England is satisfied that the proposed development meets exception 3 of their planning field's policy. Sport England, therefore does not wish to raise any objection to this application.

PLANNING POLICIES/POLICY GUIDANCE

National Planning Policy Framework

7. Having good design
8. Promoting healthy communities
11. Conserving and enhancing natural environment

Exeter Local Development Framework Core Strategy

Objective 6 Meet community needs

- CP10 Community facilities
- CP15 Sustainable design and construction
- CP17 Design and local distinctiveness

Exeter Local Plan First Review 1995-2011

- AP1 Design and location of development
- AP2 Sequential approach
- S5 Food and drink
- L3 Protection of open space
- L5 Loss of playing fields
- L7 Local sporting facilities
- CS6 Community halls
- T1 Hierarchy of modes of transport
- T2 Accessibility criteria
- T3 Encouraging use of sustainable modes of transport
- LS1 Landscape setting
- DG1 Objectives of urban design
- DG2 Energy conservation

Exeter City Council Supplementary Planning Document

- Public open space SPD 2005
- Trees and development SPD 2009

Exeter City Council Development Delivery DPD

- DD1 Sustainable development
- DD20 Sustainable movement
- DD21 Parking
- DD22 Open space
- DD23 Other community facilities
- DD25 Design principles
- DD26 Designing out crime

OBSERVATIONS

The introduction of a community hub building is supported by the development plan and therefore acceptable in principle.

Objective 6 of the Core Strategy is to meet the needs of communities to improve quality of life and reduce social exclusion. The proposed building is located close to where people live and easily accessible by foot this multi-use proposed facility presents an effective way to meet the needs of the community. The proposed development is to be entirely operated by the community, as a voluntary body.

The Exeter Local Plan Policy CS6 regards the availability of halls for public hire, such as the proposed, presents the opportunity for a variety of community uses which are an important factor in the potential strength and quality of community life.

The proposal therefore is considered a positive contribution to the community supported by Policy CP10 and Objective 6 of the Core Strategy and Policy CS6 of The Exeter Local Plan.

Access and Transport

A number objectors raised concerns that the proposed development would result in an increase in traffic with a potential for conflict with park users and delivery vehicles.

The application is promoted as a car free development. Heavitree Park is readily accessible by public transport, by foot and bicycle and is within 200 metres of Heavitree District centre. Policy CP10 of the Core Strategy states that facilities which serve neighbourhood needs should be located close to district or local centres or at locations easily accessible by the local community, particularly by foot or bicycle. The proposal therefore is considered by the officer and the Local Highways Officer to be in compliance with this policy and acceptable as a car free development. The proposal will further encourage travel by sustainable methods with the provision of an additional 12 secure cycle parking stands, this is compliant with the requirements of Policy T3 of the Local Plan. There will be no onsite parking associated with this site, minimising additional pressure onto the roads.

With regards the deliveries to the site, the Highways Officer has commented that the deliveries are likely to be small and suggests that the Pay & Display facilities could be utilised to serve the development. No further permits will be issued to serve the development. Impact on parking in the vicinity is therefore likely to be minimal.

Loss of open space

The Exeter Local Plan identifies that playing fields are under pressure for development. Proposals for development on sites such as this are therefore assessed to determine whether the loss would cause harm to recreation opportunities. Objectors raised concern that the development presented a loss of open space and therefore contrary to Policy L3 of the Exeter Local Plan.

The proposed building is located within Heavitree Pleasure Grounds on the site of the current BMX track, which is to be relocated as part of the application. The proposal does not affect land capable of forming part of a playing pitch, the BMX facility will be relocated to an alternative position within the park, and it is also considered that the site for the building does not fulfil a valuable amenity or ecological role. Furthermore, Sport England have raised no objection to the proposed development due to the relocation of the BMX facility, which meets exception 3 of their playing fields policy. To ensure that the BMX track facility is not compromised during the development, an appropriate condition will be applied to ensure the new track is constructed prior to the commencement of work on the community hub building.

On balance, it is considered that the loss of this area of land is outweighed by the additional benefit of the proposed community facility and the landscaping improvements included within the application. It is considered that the proposed development is in compliance with policies L3 and L5 of the Exeter Local Plan.

The Public & Greenspace Manager has suggested that there are better alternative locations and it is his view that the proposed location between the skate ramps and tennis courts is too small, leading to continuing existing conflict between other park users and BMX riders, and reducing options for any developments of the skate ramps. The applicant however, has not submitted any alternative proposals. The proposed relocation site is of a similar size to the existing location. The proposed site benefits from proximity to the other facilities within the park and is an area of comparatively high surveillance. On the basis that there is no clear reason for refusal of the application as a result of the proposed BMX track site, it is considered to be acceptable. If in the future it is necessary to locate the BMX track elsewhere a further planning application to vary the approved plans would be required.

Design

Objectors consider that the proposed development is of poor design and a size and height that is inappropriate on the edge of a Victorian Park. Concern was also raised about which trees are to be felled. Objectors also commented that there will be a loss of a view for Whipton Lane properties, this however, is not a material planning consideration.

The design of the building has been kept low to minimise the impact on neighbouring properties and the wider street scene, with the ridge height set 2 metres below the height of the properties on Whipton Lane, which is considered appropriate in this location. Impact on the properties on Whipton lane is also reduced through minimal windows on south elevation, only two glazed doorways a minimum of 35 metres distance between building and houses on Whipton Lane. The view is also screened by the mature trees along the park boundary, which are to be retained.

The external materials proposed are cedar board cladding and copper, which is considered the wood would reflect style of a park cabin and the natural material will reflect natural environment. It is considered that the design contributes positively to the amenity of the area.

Noise impact

Concerns have been raised regarding the impact of noise from the proposed development. It is anticipated that the opening hours of the café throughout March to October will be 0700-1900 Monday to Wednesday, 0700-2200 Thursday to Saturday and 0800-1700 on Sundays and Bank Holidays. November to February the anticipated hours of use are 0800-1600 Monday to Wednesday, 0800-2200 Thursday to Saturday and 0800-1600 Sundays and Bank Holidays. The Community hall is anticipated to have year round opening hours of 0800hrs to 2200hrs. It will be conditioned for the applicant to submit an Operational Management Plan to ensure that there is not a negative impact on the amenity of neighbouring residents. The main café outdoor area has been designed to be focused on the north elevation of the building, away from the nearby residents to reduce the noise impact. Consequently it is considered that there would be no undue noise associated with this development, with the implementation of suitable conditions to control the opening times, and is therefore acceptable.

Sustainable construction

Policy CP15 of the Core Strategy requires non-residential development to achieve a minimum BREEAM standard of Excellent increasing to zero carbon from 2019. The applicant has indicated in the planning statement that the design and future operation of the building will be carefully engineered to comply as close as possible with the requirements BREEAM excellent. A condition as part of the planning approval will be utilised to ensure that the building is constructed sustainably. This will be secured through an appropriate condition and therefore is considered acceptable.

Delegation Briefing

The application was presented to Members on 01 May 2018. In view of the high level of public interest. Members asked that the application be put to Planning Committee and that the issue of parking be covered in the report.

Due regard has been given to the relevant policies within the local plan when considering this application. The community hub will increase the range of facilities for users of the park vicinity is to be welcomed. Consequently it is considered that the application should be approved subject to the conditions outlined below.

RECOMMENDATION

APPROVE with the following conditions

1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.

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

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 27 March 2018 (including dwg. nos 000.010 Rev A; 000.011; 000.020; 100.001 Rev A; 100.002 Rev A; 200.001; 300.001 Rev A; 300.002 Rev A) as modified by other conditions of this consent.

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

3) No development should take place until a report has been submitted to and approved in writing by the Local Planning Authority which demonstrates that the development is resilient to climate change and optimises energy and water efficiency through appropriate design, insulation, layout, orientation, landscaping and materials, and by using technologies that reduce carbon emissions. The report will be expected to demonstrate BREEAM 'Excellent' standards wherever possible and where it is not possible, to explain the reasons why the standards cannot be met. The development should take place in accordance with the agreed details.

Reason: In the interests of promoting sustainable design and construction methods. It is necessary for this information to be submitted prior to the commencement of the development to ensure that sustainable construction methods are incorporated into the design.

4) Prior to the commencement of the use, the applicant shall submit for approval an operational management plan for the development. This should describe the steps that will be taken to ensure that the use and operation of the development does not have an adverse effect on local amenity. It should include, but not be limited to, the hours of use of the development, maintenance of kitchen extraction, control of noise and audible music, types of activities and external lighting. The approved plan shall be implemented whenever the development is in use and shall be reviewed as required on request of the LPA.

5) Prior to the commencement of the use hereby permitted, the kitchen ventilation system for the unit shall be installed in accordance with details previously submitted to and approved in writing by the Local Planning Authority. The details shall include drawings of the location and design of the system, and information on how odour emissions shall be controlled, including abatement if necessary, and how the system shall be maintained to ensure it does not adversely affect the amenity of surrounding uses.

6) Details of all building services plant, including sound power levels and predicted sound pressure levels at a specified location outside the building envelope, to be submitted to and approved in writing by the LPA. The predicted noise levels shall be submitted prior to commencement of the development and shall be demonstrated by measurement prior to occupation of the development.

7) No development shall take place until a Construction and Environment Management Plan (CEMP) has been submitted to, and approved in writing by, the Local Planning Authority. Notwithstanding the details and wording of the CEMP the following restrictions shall be adhered to:

- a) There shall be no burning on site during demolition, construction or site preparation works;
 - b) Unless otherwise agreed in writing, no construction or demolition works shall be carried out, or deliveries received, outside of the following hours: 0800 to 1800 hours Monday to Friday, 0800 to 1300 on Saturdays, and not at all on Sundays and Public Holidays;
 - c) Dust suppression measures shall be employed as required during construction in order to prevent off-site dust nuisance.
 - d) Site hoarding shall be kept clear of graffiti and fly-posting.
- The approved CEMP shall be adhered to throughout the construction period.

8) If, during demolition/ development, contamination not previously identified is found to be present at the site then the Local Authority shall be notified as soon as practicable and no further development (unless otherwise agreed in writing with the Local Planning Authority), shall be carried out until the developer has submitted an investigation and risk assessment, and where necessary a remediation strategy and verification plan, detailing how this unsuspected contamination shall be dealt with. Prior to occupation of any part of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy, shall be submitted to and approved by the Local Planning Authority.

9) Prior to commencement of the development, details shall be submitted to the Local Planning Authority of secure cycle parking provision for the development. Development shall not be commenced until such details have been agreed in writing by the Local Planning Authority, and prior to occupation the cycle parking shall be provided in accordance with the submitted details.
Reason: To provide adequate facilities for sustainable transport.

10) No part of the development hereby approved shall be brought into its intended use until the pedestrian access to the site from Whipton Lane as indicated on *Drawing number 000,010 Rev A* has been provided in accordance with details that shall have been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that a safe and suitable access is achieved in accordance with paragraphs 32 and 41 of the National Planning Policy Framework.

11) The use of the cafe hereby approved shall not be carried out other than between the hours of throughout March to October 0700 to 1900 Monday to Wednesday, 0700 to 2200 Thursday to Saturday and 0800 to 1700 on Sundays and Bank Holidays. November to February hours of use are 0800 to 1600 Monday to Wednesday, 0800 to 2200 Thursday to Saturday and 0800 to 1600 Sundays and Bank Holidays. The use of the community hall hereby approved shall not be carried out other than between the hours of 0800 to 2200.

Reason: So as not to detract from the amenities of the nearby residential property.

12) Prior to the commencement of the construction of the community hub building, the construction of the BMX track must be completed and available for use.

Reason: To ensure the continued use of the BMX track.

INFORMATIVES

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework the Council has worked in a positive and pro-active way and has imposed planning conditions to enable the grant of planning permission.

Health and Safety/Food Safety 1

Although not matters contained within the scope of this application, the applicant should be advised to contact the Commercial Section of Environmental Health Services (01392 265148) in order to ensure that the following items will comply with all relevant British Standards, Regulations and guidance:

- Food safety issues - design and layout of the kitchens including fixtures, fittings, storage and ventilation.
- Adequate provision of WCs.

Notes to Applicant

The applicant should be advised that further guidance on the required information is available in annex B of the DEFRA document 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. This guidance was recently withdrawn, however the information we require remains the same.

Local Government (Access to Information) 1985 (as amended),

Background papers used in compiling the report:

Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter. Telephone 01392 265223

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Notes:
 With the exception of Local Authority Planning Department for Town Planning purposes only, do not scale from this drawing.
 Report any discrepancies to the architect.
 All dimensions to be checked on site.
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Rev.:	Notes:	Date:
A	Notes amended.	13.03.18



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fairview architecture ltd

1 Fairview Terrace, Exeter
 EX1 3SQ

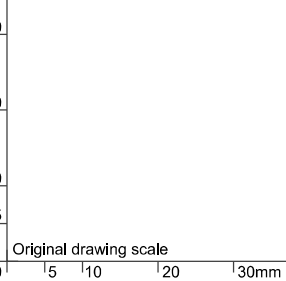
t: 01392 467 276
 e: design@fairviewarchitecture.co.uk
 www.fairviewarchitecture.co.uk

Project:
**PARKLIFE COMMUNITY HUB
 HEAVITREE PLEASURE GROUNDS**

Drawing Title:
SITE LOCATION PLAN

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APPLICATION NO: 16/0313/ECC EXETER CITY COUNCIL REGULATION 3
APPLICANT: Mr I Todd
PROPOSAL: Reconstruct dwelling along with 2 storey rear extension and front porch
LOCATION: 2 Oak Road, Exeter, EX4 1QB
REGISTRATION DATE: 07/03/2016
EXPIRY DATE: 28/02/2018

UPDATE FROM PLANNING COMMITTEE 31 OCTOBER 2016

The application was deferred at a previous Planning Committee to allow further consultation with neighbours. The objecting neighbour lives at 4 Oak Road which is the other half of the semi-detached house that is proposed to be demolished and reconstructed. Although the works were planned to be carried during normal working hours, the objecting neighbour would have had their sleep disturbed as a result of night time working and the need to sleep during the day. A planning condition restricting works outside normal working hours would not have been enough to avoid disturbance. The neighbour also objected to other disturbances and reduced privacy in the garden.

During talks with the neighbour it has been established that the current situation is the same as before and the neighbour will be disturbed by the proposed development. It is not possible, without refusing the application, to avoid the neighbour being disturbed due to their working pattern. The noise during demolition and construction during normal working hours is not a reason for refusal. Regarding other ways to reduce the negative impact of the development such as offering alternative sleeping accommodation, payment of dog walkers or economic compensation is a matter between the applicant and the objecting neighbour. The neighbour has shown an interest in selling their house to the Council to be able to move out before demolition and construction works start.

As the neighbour will be disturbed during normal working hours a planning condition is recommended obliging the applicant to submit a Construction and Environmental Management Plan (CEMP) that will ensure that the works will be carried out in a way that reduces the noise and dust during demolition and construction. The aim of the condition is to reduce the disturbance for the neighbour. The neighbour did not accept that a CEMP condition was enough to withdraw their objection. The officer recommendation is that a planning condition for a CEMP will be added to the previous recommended conditions and that the development should be granted permission.

The Planning Committee report as it was submitted on 31 October 2016 follows with the added condition for a CEMP.

HISTORY OF SITE

16/0313/16 - Application to reconstruct dwelling along with 2 storey rear extension and front porch.

DESCRIPTION OF SITE/PROPOSAL

The application relates to an existing two storey, semi-detached dwelling house which is owned and let by Exeter City Council.

The proposal is for demolition of the original dwelling and reconstruction to similar plan and footprint, but with a two storey extension to the rear.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

Design and Access Statement - this explains that the existing property has been structurally condemned. The new property will comply with modern day standards and is more thermally efficient.

REPRESENTATIONS

Objections: 1.

Principal planning material considerations raised:

1. Loss of light as a consequence of the proposed rear extension.
2. Overlooking and loss of privacy.

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance

National Planning Policy Framework 2012

Exeter Local Development Framework Core Strategy 2012

CP3 – Housing development

CP5 – Meeting housing needs

CP15 – Sustainable design and construction

CP17 – Design and local distinctiveness

Exeter Local Plan First Review 1995-2011 Saved Policies

H1 – Housing land search sequence

H2 – Housing location priorities

H3 – Housing sites

DG1 – Objectives of urban design

DG2 – Energy conservation

DG4 – Residential layout and amenity

Exeter City Council Supplementary Planning Documents

Residential Design SPD 2010

Technical housing standards – nationally described space standard (March 2015)

OBSERVATIONS

This is an application under Regulation 3 of the Town and Country Planning General Regulations 1992, Statutory Instrument 1492 (SI 1492), for development by the local authority (Exeter City Council) for the redevelopment of an existing dwelling, through the proposed demolition of that dwelling and erection of a replacement dwelling. The current application is one of a series of applications to demolish and rebuild many of the Council's dwelling houses and has been made as the property has been deemed structurally unsound. The proposal would slightly increase the footprint of the new building as compared to the existing through the

inclusion of a two-storey rear extension. The proposal would also alter the internal arrangements to site the bathroom upstairs and create a downstairs toilet adjacent to the porch. The proposed dwelling would feature a larger kitchen/diner area than the existing and overall the new dwelling would have better insulation and be more energy efficient.

There would be no significant impacts on the street scene or upon visual amenity as the replacement dwelling would largely replicate the existing house. In terms of residential amenity whilst the proposed dwelling would slightly project beyond the existing rear building line it would not significantly impact on amenity. In terms of access and parking arrangements these would remain as per the existing dwelling.

The proposed development is exempt from the CIL charging scheme as it relates to development for the provision of social housing and the applicant has submitted the relevant completed CIL liability and CIL exemption forms.

RECOMMENDATION

Approve 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 25 April 2016 (dwg. no(s). AP(0)51 Rev.A) and on 1 July 2016 (dwg. no. AP(0)49 Rev.A), as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
- 3) C75 - Construction/demolition hours
- 4) Pre-commencement condition: 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 on site and adhered to during the construction period. This should include details of monitoring and mitigation measures to control the environmental impact of the development during the construction and demolition phases, including site traffic and traffic routing, the effects of piling, and emissions of noise and dust. 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 works, in order to discuss forthcoming work and its environmental impact.
Reason for pre-commencement condition: In the interest of the environment of the site and surrounding areas. This information is required before development commences to ensure that the impacts of the development works are properly considered and addressed at the earliest possible stage.

Local Government (Access to Information) 1985 (as amended),

Background papers used in compiling the report:

Files of planning applications available for inspection from the Customer Service Centre, Civic Centre, Paris Street, Exeter. Telephone 01392 265223

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REPORT TO: PLANNING COMMITTEE

Date of Meeting: 21 May 2018

Report of: City Development Manager

Title: Delegated Decisions

1 WHAT IS THE REPORT ABOUT

1.1 This report lists planning applications determined and applications that have been withdrawn between the date of finalising the agenda of the last Planning Committee and the date of finalising this agenda. Applications are listed by Ward.

2 RECOMMENDATION

2.1 Members are requested to advise the Asst City Development Manager Planning (Roger Clotworthy) or City Development Manager (Andy Robbins) of any questions on the schedule prior to Planning Committee meeting.

2.2 Members are asked to note the report.

3 PLANNING APPLICATION CODES

3.1 The latter part of the application reference number indicates the type of application:

OUT	Outline Planning Permission
RES	Approval of Reserved Matters
FUL	Full Planning Permission
TPO	Works to Tree(s) with Preservation Order
ADV	Advertisement Consent
CAT	Works to Tree(s) in Conservation Area
LBC	Listed Building Consent
ECC	Exeter City Council Regulation 3
LED	Lawfulness of Existing Use/Development
LPD	Certificate of Proposed Use/Development
TEL	Telecommunication Apparatus Determination
CMA	County Matter Application
CTY	Devon County Council Application
MDO	Modification and Discharge of Planning Obligation Regulations
NMA	Non Material Amendment
EXT	Extension to Extant Planning Consent
PD	Extension - Prior Approval
PDJ	Office to Dwelling - Prior Approval

3.2 The decision type uses the following codes:

DREF	Deemed Refusal
DTD	Declined To Determine
NLU	Was Not Lawful Use
PAN	Prior Approval Not Required
PAR	Prior Approval Required
PER	Permitted
REF	Refuse Planning Permission
RNO	Raise No Objection
ROB	Raise Objections
SPL	Split Decision
WDN	Withdrawn by Applicant
WLU	Was Lawful Use
WTD	Withdrawn - Appeal against non-determination

**ANDY ROBBINS
CITY DEVELOPMENT MANAGER**

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All Planning Decisions Made and Withdrawn Applications between 12/04/2018 and 10/05/2018

Alphington

Application Number: 14/0654/DIS Delegation Briefing:
Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision
Location: Matford Green Business Park Yeoford Way Marsh Barton Trading Estate Exeter EX2
Proposal: Discharge of Conditions 4 of Planning Permission Ref No 12/0889/02 granted 10 January 2013

Application Number: 16/0358/DIS Delegation Briefing:
Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision
Location: Land South Of Yeoford Way Marsh Barton Trading Estate Exeter EX2
Proposal: Discharge of condition 4 of planning permission 12/0889/02 granted 10 January 2013 in respect of highway construction including drainage details between phase 3 and 4

Application Number: 16/0400/DIS Delegation Briefing:
Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision
Location: Land South Of Yeoford Way Marsh Barton Trading Estate Exeter Ex
Proposal: Partial discharge of condition 13 for cycle path provision as required by outline planning permission 10/0200/01 granted on 18 March 2011.

Application Number: 18/0255/PD Delegation Briefing:
Decision Type: Prior Approval Not Required Decision Date: 17/04/2018 Delegated Decision
Location: 9 ParkwayExeterDevonEX2 9NE
Proposal: Single Storey Extension

Application Number: 18/0262/LPD Delegation Briefing:
Decision Type: Was lawful use Decision Date: 10/05/2018 Delegated Decision
Location: 64 Blenheim RoadExeterDevonEX2 8SE
Proposal: Loft conversion and rear flat roof dormer, single storey rear extension, and garage enlargement

Alphington

Application Number: 18/0263/FUL Delegation Briefing:

Decision Type: Withdrawn by Applicant Decision Date: 08/05/2018 Delegated Decision

Location: 64 Blenheim Road Exeter Devon EX2 8SE

Proposal: Single storey rear extension with mono pitch roof and replacement detached garage

Application Number: 18/0379/NMA Delegation Briefing:

Decision Type: Withdrawn by Applicant Decision Date: 16/04/2018 Delegated Decision

Location: Bindle Lodge Perridge Close Exeter Devon EX2 9PX

Proposal: Rob NMA for house works (Fee transferred onto app 18/0464/NMA)

Application Number: 18/0423/NMA Delegation Briefing:

Decision Type: Withdrawn by Applicant Decision Date: 16/04/2018 Delegated Decision

Location: Bindle Lodge Perridge Close Exeter Devon EX2 9PX

Proposal: Rob NMA for garage (Fee transferred onto app 18/0465/NMA)

Application Number: 18/0464/NMA Delegation Briefing:

Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision

Location: Bindle Lodge Perridge Close Exeter Devon EX2 9PX

Proposal: Non-material amendments sought to planning approval ref. 15/1338/FUL to (1) install 2no Velux roof lights facing rear garden; (2) install 1no fixed shut and obscure-glazed roof light facing neighbouring garden; (3) change colour of external cladding on part elevations from anthracite grey to light brown, and; (4) change the colour of the garage door and window frames from white to anthracite grey.

Application Number: 18/0465/NMA Delegation Briefing:

Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision

Location: Bindle Lodge Perridge Close Exeter Devon EX2 9PX

Proposal: Non-material amendments sought to planning approval ref. 16/1546/FUL to (1) recess position of front access gates; (2) change the colour of external cladding from anthracite grey to light brown; (3) Change of door and window frame colour from white to anthracite grey; (4) replace single door and window with 1no smaller window in ground floor rear elevation, and; (5) change the size of 1no vertical ground floor rear elevation window for a smaller unit.

Alphington

Application Number: 18/0547/TPO Delegation Briefing:

Decision Type: Permitted Decision Date: 09/05/2018 Delegated Decision

Location: 19 Saint Hill CloseExeterDevonEX2 9JE

Proposal: T1 One Holm Oak (Quercus ilex) - Reduction of the 1 stem to the right as you look from the property by circa 5 metres
T2 One Common Sycamore (Acer pseudoplatanus) - Pollard to a height of circa 6 metres from ground level to where the tree naturally forks
T3 One Lawson Cypress (Chamaecyparis lawsoniana) - Reduction in height to circa the level of the laurel
T4 One Portuguese Laurel - Removal of the one single branch
T5 One Common Sycamore (Acer pseudoplatanus) - Reduction in height by 4 metres
T6 One Holm Oak (Quercus ilex) - Re-Pollarding of tree
T7 One Common Holly (Ilex aquifolium) - Reduction in height by 4 metres
Reduce Ash tree to 4 metres. Trees are now increasing in height and shading out the property

Duryard And St James

Application Number: 17/0750/FUL Delegation Briefing: 01/06/2017

Decision Type: Permitted Decision Date: 27/04/2018 Committee Decision

Location: The King Billy26-28 Longbrook StreetExeterEX4 6AE

Proposal: Demolition of the King Billy pub to build a mixed-use development scheme comprising of ground floor commercial units (Use classes A1, A3 and A4) with 108 bed space student accommodation above over 6 and 7 storeys

Application Number: 18/0086/FUL Delegation Briefing: 12/04/2018

Decision Type: Permitted Decision Date: 08/05/2018 Delegated Decision

Location: 35 Well StreetExeterDevonEX4 6QQ

Proposal: Rear extension to form first floor bedroom

Application Number: 18/0128/FUL Delegation Briefing: 08/03/2018

Decision Type: Permitted Decision Date: 26/04/2018 Committee Decision

Location: 16-18 Wrefords CloseExeterDevonEX4 5AY

Proposal: Change of use from dwelling to supported living accommodation for six residents and staff facilities (sui generis use)

Duryard And St James

Application Number: 18/0159/FUL Delegation Briefing: 15/03/2018
Decision Type: Permitted Decision Date: 17/04/2018 Delegated Decision
Location: 60 Wrefords Lane Exeter Devon EX4 5BS
Proposal: Summer room to replace conservatory at rear and landscaping works

Application Number: 18/0322/ADV Delegation Briefing:
Decision Type: Permitted Decision Date: 24/04/2018 Delegated Decision
Location: 84A Longbrook Street Exeter Devon EX4 6AP
Proposal: 2 Non illuminated signs

Application Number: 18/0361/DIS Delegation Briefing:
Decision Type: Permitted Decision Date: 19/04/2018 Delegated Decision
Location: 31-35 Old Tiverton Road Exeter Devon
Proposal: Discharge of conditions 8 (contamination), 9 (CEMP) and 11 (archaeology) of planning application 15/1275/03 granted on 13.05.2016

Application Number: 18/0367/FUL Delegation Briefing: 22/03/2018
Decision Type: Refuse Planning Permission Decision Date: 08/05/2018 Delegated Decision
Location: Kingfisher Cottage Kingfisher Drive Exeter Devon EX4 4SN
Proposal: Hip to a gable roof extension on front elevation

Application Number: 18/0407/LBC Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 13/04/2018 Delegated Decision
Location: 10 Elm Grove Road St James Exeter Devon EX4 4LL
Proposal: Re-roof property, repointing chimney, replacement of roof lights and various repairs and replacements of guttering, roll top ridge line and to the porch.

Heavitree

Heavitree

Application Number: 17/1970/FUL Delegation Briefing: 18/01/2018
Decision Type: Refuse Planning Permission Decision Date: 16/04/2018 Delegated Decision
Location: Mowbray Cottage Butts Road Exeter Devon EX2 5BE
Proposal: 1 single storey dwelling with 3 bedrooms

Application Number: 18/0133/FUL Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 13/04/2018 Delegated Decision
Location: 25 Whiteway Drive Exeter Devon EX1 3AL
Proposal: Convert existing garage into ancillary habitable space and link extension to attach garage building to main dwelling

Application Number: 18/0219/LBC Delegation Briefing: 29/03/2018
Decision Type: Permitted Decision Date: 02/05/2018 Delegated Decision
Location: 3 Regents Park Exeter Devon EX1 2NT
Proposal: Two storey rear extension, basement refurbishment, and alterations to boundary wall. Removal of landing extension and outhouse.

Application Number: 18/0456/FUL Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 13/04/2018 Delegated Decision
Location: 25 Carlyon Gardens Exeter Devon EX1 3AG
Proposal: Single storey side extension.

Mincinglake And Whipton

Application Number: 18/0458/FUL Delegation Briefing: 05/04/2018
Decision Type: Permitted Decision Date: 27/04/2018 Delegated Decision
Location: 17 Hamlin Lane Exeter Devon EX1 2SB
Proposal: Single storey rear and side extension

Newtown And St Leonards

Newtown And St Leonards

Application Number: 18/0233/LBC Delegation Briefing: 01/03/2018
Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision
Location: Devon County Council County Hall Topsham Road Exeter Devon EX2 4QD
Proposal: Alterations relating to the upgrade of heating system including replacement boiler plant and new covered access yard

Application Number: 18/0384/FUL Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision
Location: 51 Marlborough Road Exeter Devon EX2 4LN
Proposal: Conversion of garage and porch, and front extension, to form new study and utility rooms

Application Number: 18/0422/FUL Delegation Briefing:
Decision Type: Withdrawn by Applicant Decision Date: 16/04/2018 Delegated Decision
Location: 1 Gordon Road Exeter Devon EX1 2DH
Proposal: Single Storey rear Extension

Application Number: 18/0471/FUL Delegation Briefing: 05/04/2018
Decision Type: Permitted Decision Date: 27/04/2018 Delegated Decision
Location: 13A Lyndhurst Road Exeter Devon EX2 4PA
Proposal: Change of Use from Class D1 (Kindergarten with Residential Use) to Class C3 (Dwelling house)

Application Number: 18/0643/LPD Delegation Briefing:
Decision Type: Permission not required Decision Date: 10/05/2018 Delegated Decision
Location: John Lewis 1 Sidwell Street Exeter Devon EX4 6NW
Proposal: Removal of existing Rainscreen Cladding Panels (Carex Ardel Riven 'Neve' panels) and replacement with Sto-Render Rainscreen Cladding System

Pennsylvania

Pennsylvania

Application Number: 17/1110/FUL Delegation Briefing: 27/07/2017
Decision Type: Refuse Planning Permission Decision Date: 23/04/2018 Delegated Decision
Location: 16 Higher Kings Avenue Exeter Devon EX4 6JP
Proposal: Single Storey Rear Extension

Application Number: 18/0065/FUL Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 17/04/2018 Delegated Decision
Location: 47 Sylvan Road Exeter Devon EX4 6EY
Proposal: Hip to gable loft conversion and construction of new porch

Application Number: 18/0246/FUL Delegation Briefing: 15/03/2018
Decision Type: Permitted Decision Date: 19/04/2018 Delegated Decision
Location: 5 Stoke Meadow Close Exeter Devon EX4 5EG
Proposal: First floor rear extension and rendering of dwelling

Application Number: 18/0424/FUL Delegation Briefing: 29/03/2018
Decision Type: Permitted Decision Date: 20/04/2018 Delegated Decision
Location: 1 Mayflower Avenue Exeter Devon EX4 5DS
Proposal: Two storey side extension

Application Number: 18/0505/PD Delegation Briefing:
Decision Type: Prior Approval Not Required Decision Date: 19/04/2018 Delegated Decision
Location: 89 Monks Road Exeter Devon EX4 7BE
Proposal: Rear extension, extending a maximum of 5.995m from rear elevation, height to eaves 2.65m and max. overall height 3.6m.

Pinhoe

Pinhoe

Application Number: 18/0291/FUL Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 17/04/2018 Delegated Decision
Location: Lakeside HouseEmperor WayExeterDevonEX1 3FD
Proposal: Entrance lobby on front elevation of building and provision of additional covered cycle storage

Application Number: 18/0414/FUL Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 01/05/2018 Delegated Decision
Location: 44 Park LaneExeterDevonEX4 9HP
Proposal: Formation of new garage in front garden.

Priory

Application Number: 17/1915/FUL Delegation Briefing: 22/02/2018
Decision Type: Permitted Decision Date: 16/04/2018 Delegated Decision
Location: Royal Devon And Exeter HospitalBarrack RoadExeterDevon
Proposal: Extension to create single storey linear accelerator bunker with ancillary works including alteration to car park layout, installation of generator and laying of new high voltage cable

Application Number: 18/0319/FUL Delegation Briefing: 15/03/2018
Decision Type: Permitted Decision Date: 04/05/2018 Delegated Decision
Location: Royal Devon And Exeter HospitalBarrack RoadExeterDevon
Proposal: Replacement helicopter landing site (HLS) at the RD&E Hospital, on the same site as the existing HLS. It will be larger than the existing HLS to meet the current guidelines. It will cater for larger helicopters with a Helicopter Emergency Medical Services (HEMS) role and will be night capable.

Application Number: 18/0430/FUL Delegation Briefing: 22/03/2018
Decision Type: Permitted Decision Date: 20/04/2018 Delegated Decision
Location: Royal Devon And Exeter HospitalBarrack RoadExeterDevonEX2 5DW
Proposal: Re-design of Snake Car Park (increasing parking provision).

St Davids

St Davids

Application Number: 18/0136/ADV Delegation Briefing:
Decision Type: Permitted Decision Date: 03/05/2018 Delegated Decision
Location: 81-82 Fore StreetSt DavidsExeterDevonEX4 3HR
Proposal: Two new fascia signs; one new amenity board

Application Number: 18/0194/FUL Delegation Briefing: 05/04/2018
Decision Type: Permitted Decision Date: 04/05/2018 Delegated Decision
Location: 59 High StreetExeterDevonEX4 3DL
Proposal: Air conditioning units

Application Number: 18/0195/LBC Delegation Briefing: 05/04/2018
Decision Type: Permitted Decision Date: 04/05/2018 Delegated Decision
Location: 59 High StreetExeterDevonEX4 3DL
Proposal: Air conditioning units, and internal alterations

Application Number: 18/0390/ADV Delegation Briefing:
Decision Type: Permitted Decision Date: 08/05/2018 Delegated Decision
Location: Renslade HouseBonhay RoadExeterDevonEX4 3AY
Proposal: Advertisements for student show flat, including 7 dibond hoarding signs and 1 vinyl banner sign.

Application Number: 18/0412/LPD Delegation Briefing:
Decision Type: Permitted Decision Date: 20/04/2018 Delegated Decision
Location: 4 Rivermead RoadExeterDevonEX2 4RL
Proposal: Re-building of single storey rear extension

Application Number: 18/0507/FUL Delegation Briefing: 12/04/2018
Decision Type: Permitted Decision Date: 08/05/2018 Delegated Decision
Location: 10 Colleton MewsExeterDevonEX2 4AH
Proposal: Three storey rear extension

St Leonards

Application Number:	18/0614/CAT	Delegation Briefing:		
Decision Type:	Permitted	Decision Date:	10/05/2018	Delegated Decision
Location:	45 Victoria Park RoadExeterDevonEX2 4NU			
Proposal:	T1 - Birch - Carefully sever approximately 3 metre portion of roots. Maximum diameter of cuts estimated to be 25mm.			

St Loyes

Application Number:	17/1972/FUL	Delegation Briefing:	15/03/2018	
Decision Type:	Permitted	Decision Date:	01/05/2018	Committee Decision
Location:	6 Apple LaneExeterDevonEX2 5GL			
Proposal:	Change of use from commercial building (Use Class B1/B2/B8) to Trampoline Academy			

Application Number:	18/0054/FUL	Delegation Briefing:	08/03/2018	
Decision Type:	Permitted	Decision Date:	17/04/2018	Delegated Decision
Location:	4 Birkett CloseExeterDevonEX2 5PG			
Proposal:	Proposed first floor rear extension and alterations, including the change of external wall materials on the existing single storey rear extension.			

Application Number:	18/0056/FUL	Delegation Briefing:	29/03/2018	
Decision Type:	Permitted	Decision Date:	20/04/2018	Delegated Decision
Location:	Land In The Grounds Of LansdowneWoodwater LaneExeter			
Proposal:	Widen 70m stretch of driveway by 1m and excavate bank to create additional car parking spaces			

St Thomas

Application Number:	18/0081/FUL	Delegation Briefing:	08/03/2018	
Decision Type:	Permitted	Decision Date:	18/04/2018	Delegated Decision
Location:	3 Savile RoadExeterDevonEX4 1PR			
Proposal:	Construction of front porch			

St Thomas

Application Number:	18/0503/FUL	Delegation Briefing:	05/04/2018	
Decision Type:	Permitted	Decision Date:	02/05/2018	Delegated Decision
Location:	63 Buddle Lane Exeter Devon EX4 1JR			
Proposal:	Single storey side and rear extension			

Topsham

Application Number:	18/0152/FUL	Delegation Briefing:	05/04/2018	
Decision Type:	Permitted	Decision Date:	27/04/2018	Delegated Decision
Location:	Tranby Croft Old Rydon Lane Topsham Exeter Devon EX2 7JZ			
Proposal:	Two storey side, front and rear extension and detached double garage.			

Application Number:	18/0162/FUL	Delegation Briefing:	05/04/2018	
Decision Type:	Permitted	Decision Date:	01/05/2018	Delegated Decision
Location:	30 Victoria Road Topsham Exeter Devon EX3 0EU			
Proposal:	Replacement rear extensions and internal alterations			

Application Number:	18/0163/LBC	Delegation Briefing:	05/04/2018	
Decision Type:	Permitted	Decision Date:	01/05/2018	Delegated Decision
Location:	30 Victoria Road Topsham Exeter Devon EX3 0EU			
Proposal:	Replacement rear extensions and alterations.			

Application Number:	18/0400/FUL	Delegation Briefing:		
Decision Type:	Withdrawn by Applicant	Decision Date:	27/04/2018	Delegated Decision
Location:	Riversmeet House Bowling Green Road Riversmeet Topsham Exeter Devon EX3 0BE			
Proposal:	This application is to extend the approved schemes at Riversmeet Boathouse (Ref's: 14/1725/03 & 17/0845/FUL) by adding additional space to the rear allowing for an extra bedroom. Some minor alterations have been made to the windows and a partially enclosed porch has been added to protect the front door from the weather. The geometry of the balcony has also been changed to allow for more space in front of the building.			

Topsham

Application Number: 18/0401/LBC Delegation Briefing:
Decision Type: Withdrawn by Applicant Decision Date: 27/04/2018 Delegated Decision

Location: Riversmeet House Bowling Green Road Riversmeet Topsham Exeter Devon EX3 0BE

Proposal: This application is to extend the approved schemes at Riversmeet Boathouse (Ref's: 14/1725/03 & 17/0845/FUL) by adding additional space to the rear allowing for an extra bedroom. Some minor alterations have been made to the windows and a partially enclosed porch has been added to protect the front door from the weather. The geometry of the balcony has also been changed to allow for more space in front of the building.

Application Number: 18/0453/DIS Delegation Briefing:
Decision Type: Permitted Decision Date: 02/05/2018 Delegated Decision

Location: Exeter Golf And Country Club Practice Ground Land To The South Newcourt Drive Exeter

Proposal: Discharge of conditions 4 (archaeology), 7 (Tree Protection fencing), 8 (CEMP) and 10 (landscaping) to application 17/0006/FUL

Application Number: 18/0483/DIS Delegation Briefing:
Decision Type: Permitted Decision Date: 20/04/2018 Delegated Decision

Location: Land To The Rear Of Five Acres Exeter Road Topsham Exeter EX3

Proposal: Discharge of conditions 4 (Archaeology), 5 (Foundation/formation levels), 6 (Access details), 8 (Landscaping), 13 (Boundary netting), 14 (Percolation tests) and 15 (Surface Water drainage) to application ref 16/0081/03

Application Number: 18/0484/DIS Delegation Briefing:
Decision Type: Permitted Decision Date: 27/04/2018 Delegated Decision

Location: Exeter Golf And Country Club Practice Ground Land To The South Newcourt Drive Exeter

Proposal: Discharge of conditions 5 (foundations and formation levels) and 6 (land contamination) to application ref 17/0006/FUL

Application Number: 18/0568/CTY Delegation Briefing:
Decision Type: Raise No Objection Decision Date: 16/04/2018 Delegated Decision

Location: Countess Wear Combined School Glasshouse Lane Exeter Devon EX2 7BS

Proposal: Renewal of 2 double classrooms for a further 15 years

Topsham

Application Number:	18/0681/NMA	Delegation Briefing:	
Decision Type:	Permitted	Decision Date:	01/05/2018 Delegated Decision
Location:	The BoathouseRiversmeet HouseBowling Green RoadRiversmeetTopshamExeterDevonEX3 0B		
Proposal:	Non-material amendment sought (to approved scheme Ref. 17/0845/FUL) to increase roof height (0.4m), window alterations, porch alteration, change of section of external material.		

Total Number of Decisions Made

61

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REPORT TO: PLANNING COMMITTEE
Date of Meeting: 21 May 2018
Report of: City Development Manager
Title: Appeals Report

Is this a Key Decision? No

Is this an Executive or Council Function? No

1. What is the report about?

- 1.1 The report provides Members with information on latest decisions received and new appeals since the last report.

2. Recommendation:

- 2.1 Members are asked to note the report.

3. Summary of Decisions Received

3.1 Former Digby Mortuary (East) Clyst Heath, Exeter – Refs 17/0504/03 & 17/0505/07

These two applications sought the conversion of a disused former mortuary into a 1 bedroom dwelling. Both applications were dismissed. A summary of the decisions will follow.

4. New Appeals:

4.1 17/1650/FUL - 14 South Avenue

The application sought a single storey rear extension.

CITY DEVELOPMENT MANAGER

Local Government (Access to Information) Act 1985 (as amended)

Background papers used in compiling the report:

Letters, application files and appeal documents referred to in report are available for inspection from: City Development, Civic Centre, Paris Street, Exeter

Contact for enquiries: Democratic Services (Committees) - Room 2.3. Tel: 01392 265275

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REPORT TO: PLANNING COMMITTEE
DATE OF MEETING: 21 May 2018
REPORT OF: Corporate Manager Democratic and Civic Support
TITLE: Planning Site Inspections

Is this a Key Decision?

No

Is this an Executive or Council Function?

No

1. What is the report about?

1.1 To agree a schedule of dates and rota of Members for site inspection parties.

1.2 Normally inspections will commence at 9.30 a.m.

2. Recommendations:

2.1 that the schedule of dates be approved.

3. Reason for the recommendation:

3.1 To advice Members in advance of meeting dates

4. Report Details:

Proposed dates for site inspections are set out below.

The rota of Councillors will be circulated closer to the meeting:-

Tuesday 12 June 2018	Councillors
Tuesday 10 July 2018	Councillors
Tuesday 21 August 2018	Councillors
Tuesday 18 September 2018	Councillors
Tuesday 16 October 2018	Councillors
Tuesday 20 November 2018	Councillors
Tuesday 18 December 2018	Councillors
Tuesday 29 January 2019	Councillors
Tuesday 5 March 2019	Councillors
Tuesday 2 April 2019	Councillors
Tuesday 7 May 2019	Councillors

**Local Government (Access to Information) Act 1985 (as amended)
Background Documents**

None

**CORPORATE MANAGER DEMOCRATIC AND CIVIC SUPPORT
11 MAY 2018**