

ITEM NO.6**COMMITTEE DATE:**

08/02/2016

APPLICATION NO:

15/1275/03

FULL PLANNING PERMISSION**APPLICANT:**

Yelverton Properties Developments Limited and Yeo & Davey (Properties) Limited

PROPOSAL:

Demolition of existing structures and erection of new three storey building comprising ground floor retail use and student accommodation for 9 studio flats with associated vehicular/cycle parking and bin storage.

LOCATION:

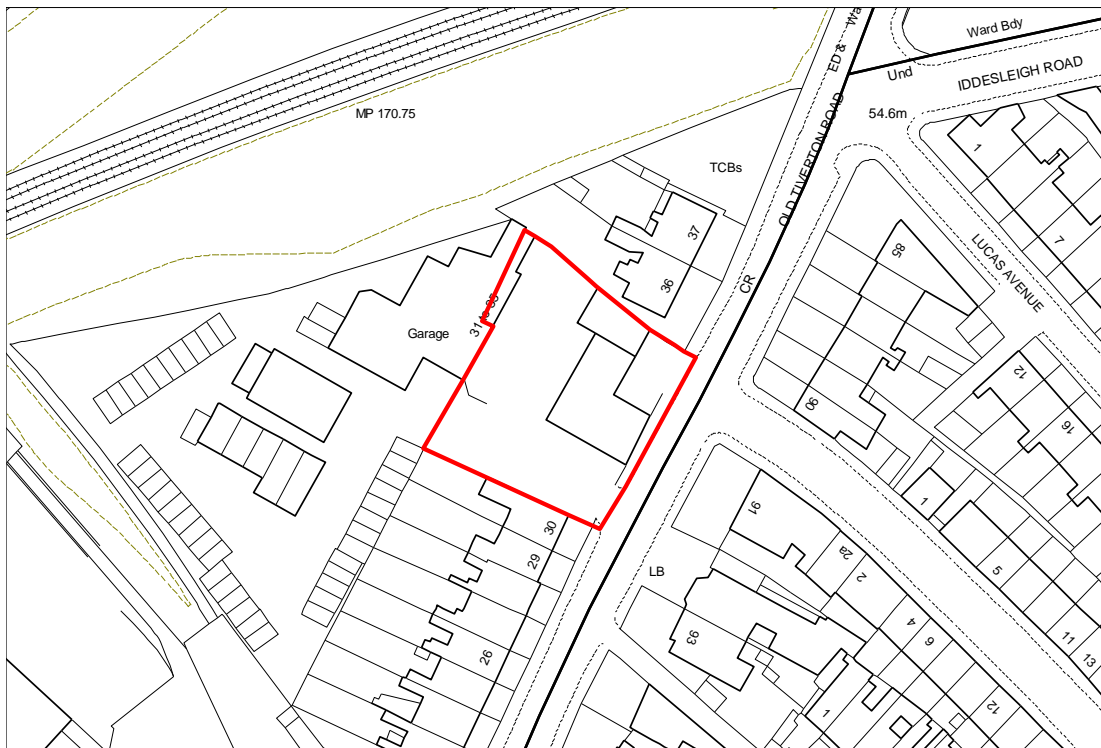
31-35 Old Tiverton Road, Exeter, EX4 6LG

REGISTRATION DATE:

16/11/2015

EXPIRY DATE:

11/01/2016



Scale 1:1250

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HISTORY OF SITE

The most recent planning application for the site was in 2004 for the change of use from petrol filling station/ancillary shop to shop (Use Class A1) including an extension to the retail area and provision of additional parking. More recently the site has been used in connection with a car wash facility.

In accordance with Regulation 5 of the Environment Impact Assessment Regulation a screening opinion for the application was undertaken. It was concluded that the proposal would not give rise to significant environmental impact such that would trigger the need for an Environmental Statement to accompany an application. This conclusion is reached in accordance with advice as stated in National Planning Policy Guidance – Environmental Impact Assessment which states that ‘... *Local planning authorities have a well established general responsibility to consider the environmental implications of developments which are subject to planning control. The 2011 Regulations integrate Environmental Impact*

Assessment procedures into this framework and should only apply to those projects which are likely to have significant effects on the environment' Consequently specific impacts of the scheme can be assessed within the scope of stand-alone reports which will be submitted in support of any application for the development and any mitigation required could, in the Local Planning Authority's opinion, be secured through appropriate conditions and/or Section 106 Agreement. Therefore, the formal screening opinion of the LPA is that this scheme does not constitute EIA Development requiring an Environment Statement.

DESCRIPTION OF SITE/PROPOSAL

The application site (0.12ha) is located on the north western side of Old Tiverton Road opposite its junction with May Street. The site is currently used in connection with a car wash business and provides vehicular access to the Yeo & Davey site to the rear, which is proposed to be redeveloped for student use under planning application number 15/1283/03. The site lies between residential properties of 30 and 36 Old Tiverton Road, both Grade II listed buildings. To the south and east of the site is located Belmont Conservation Area.

The application seeks to demolish the existing structures on the site and replace with a three storey building to create a new retail unit on ground floor and two further floors for student accommodation above. The retail unit would occupy a total floor space of 375 sq metres. The three storey building would be 12.2 metres in height the same ridge height as the closest residential building at No 30 Old Tiverton Road located approximately 2.2 metres away. The new building would extend across the Old Tiverton Road frontage by 17 metres with a 16 metre gap retained to the two storey residential building at No. 36 Old Tiverton Road. The proposed building would extend back into the site a distance of 13.5 metres at three storeys and then reduced in height to 5.8 metres across the remainder of the site to its rear boundary a distance of 24 metres with a 2 metre gap retained to the rear. The three storey section of the building would approximately align with the three/two storey building at 30 Old Tiverton Road. The land to the west of the application proposed for the student accommodation scheme has a significant reduction in levels immediately adjacent the site of between 2 and 3 metres.

The building would principally be constructed of brick and glazing on the ground floor to create the retail frontage and render on the upper two floors with a pitched slate roof. The frontage elevation would also include a signage fascia area for the retail unit's future advertisement needs. The windows would include Juliette balconies on the first floor and dormer styled windows set within the slate roof at second floor level. The windows would be metal with a copper coloured surround. The side elevation facing toward the proposed car park and No. 36 Old Tiverton Road is brick at ground floor level with a rendered finish above. There are no windows proposed within this north facing elevation. The rear elevation is proposed to have a brick finish on the lower level with render and similar window patterns proposed as the front elevation on the upper levels. The rear flat roof section also includes an outdoor communal space which would occupy an area of approximately 85 sq metres to serve the student flats. Fencing is proposed around this area to prevent overlooking into existing and future residential properties.

The first floor layout would include 3 No. Studio flats and a two bedroom self contained flat with 5 No studio flats proposed for the second floor. These student units would be car free but residents would have access to secure cycle storage.

The parking area has a total of 9 car parking space (including one disabled space) to the north of the proposed new building to serve the retail use. To the front of the site are two cycle stands to serve customers of the retail unit and a secure cycle store of 10 bikes for student use is located to the rear of the site. Bin storage is provided to the rear of the site for both retail and student use. In addition, the car park provides access through the site to serve the proposed student accommodation block to the rear.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

The applicant has provided supporting statements and reports which cover both this site and the adjacent planning application 15/1283/03. A summary of these matters are included within the 15/1283/03 Committee report, which appears on this agenda. This application does also include specific reports in respect of a Design and Access Statement, Planning Statement, Townscape and Visual Impact Assessment, Transport Statement, Flood and Drainage Assessment, Air Quality Assessment, Heritage Statement, Site Contamination Report, Noise Assessment, Lighting Assessment, Site Waste Management Plan, Student Accommodation Management Framework for Mixed Scheme and Statement of Community Engagement.

In particular the Planning Statement concludes that:-

It is considered that the strategic policy to allow purpose-built student accommodation within Exeter City is a permissive policy and is complied with. The policy aims to meet the housing needs of all the community within the city including students. Location close to the campus are encouraged.

It is considered that the St James Neighbourhood Plan policies on purpose-built student accommodation have to follow this strategic policy to remain in conformity with the development plan. The policy does allow for purpose-built student accommodation but not increasing numbers of HMOs.

Moreover the scheme clearly is part of a comprehensive approach which will allow overall visual improvements near to the ECFC ground. This is an acknowledged local benefit supported by policy SD1.

The scheme is not for HMO development and therefore does not offend policy C1.

Whilst the applicants do not consider that the strategic and non-strategic policies are offended, it may be that the LPA does not agree that all the various criteria are met and therefore the LPA can, in line with Section 38(6) of the Act, move on to consider if 'other material considerations' indicate that despite not conforming totally with policy, these are sufficient to outweigh any harm to policy and therefore to allow the development to go forward.

These other material considerations that the LPA would use are the local community benefits created by the improvement to the visual appearance of the area and the design of the new building, plus the improved local retail offer.

It is a material consideration that the very many supporters of the ECFC want improved facilities and this redevelopment near the ground would provide a new facility for the users of the ground. Equally, it is a material consideration that the community of St James support the policy to maintain the ward's vitality and viability, whilst desiring due weight to be given to maintaining a balanced community.

REPRESENTATIONS

269 letters of support received. These are mainly correspondence which support the scheme by association with the development proposed within the remainder of the Yeo & Davey site and the redevelopment works proposed at the football club (planning application 15/1283/03). However specific comments were made which welcomed the proposed visual improvements for this part of Old Tiverton Road and supports the retail use, subject to concerns about hours of opening and delivery timings.

24 objections received many of which were combined responses to both this scheme and application 15/1283/03. Principal issues raised:-

1. Loss of outlook for existing residents living opposite the site;
2. Potential for overlooking and loss of privacy;
3. Increased late night noise/litter/unsociable behaviour/potential vandalism from students;

4. Proposed building out of proportion with the existing Victorian Terrace;
5. Poor location of the proposed cycle parking. *This has been subsequently addressed in a revised layout*
6. Contrary/disregards the principles of the St James Neighbourhood Plan particularly in regard to the need for a balanced community;
7. Scheme with little/no evidence that purpose-built student accommodation will reduce the number of Houses of Multiple Occupation (HMOs) in the area and return existing houses back into family homes;
8. Already disproportionate high number of students in the St James area, danger of St James becoming a student ghetto;
9. Density of scheme out of character with area given an existing student population in the St James area of over 55%;
10. Lack of financial appraisal submitted to determine whether other residential options are available to provide sufficient money to fund club's redevelopment needs;
11. Already too many students living in the city;
12. Increased traffic generation in the area.

2 letters of comment stating that:-

1. The shop could create noise and disturbance late at night;
2. Additional student accommodation should be located at the University;
3. The Football club should more carefully consider the long term plans of the ground and site improvements.

St James Forum comment that:-

The site is currently part of the Yeo & Davey site and therefore, comes within Neighbourhood Policy SD1. Although a small retail/convenience store would qualify as mixed use, the 9 student flats would not. They fail the requirement in SD1(d) to *take account of the need to improve the balance of the community*.

We consider this application to be an opportunity to provide a small number of flats for open market rental or other non-student use. It is disappointing to note that there appears to have no attempt to propose a residential use which would comply with Policy SD1 and the overarching aim of the Neighbourhood Plan.

The proposed elevation facing Old Tiverton Road is well-designed and shows welcome consideration for the character of the area and neighbouring properties. We have one comment on the design. The windows at first and second floor are out of line with those of neighbouring properties. We appreciate that there could be internal structural reasons, but, should there be changes to the external elevation, ask our comment be considered.

Should this application be given consent or be brought forward in the future, we ask to be consulted on detailed matters.

CONSULTATIONS

County Head of Planning, Transport and Environment comments that the most significant element in terms of both travel demand and works affecting the highway is the retail use. In respect of the retail use the transport statement considers a standard TRICS trip rate approach to identify that the proposed retail unit will generate up to 60 peak hour movements (30 in & 30 out). Many of these will be "pass-by" of existing highway trips, rather than new trips on the network. When also considering that the TRICS sites used include edge of town and suburban sites (where vehicular trip rates would be expected to be higher than at this site) and that there are already some movements associated with the existing land use the additional traffic created by this development is expected to be low and is considered acceptable.

To accommodate the travel demand, nine (8+1disabled) vehicular parking spaces are proposed on site. Considering the high density population within walking distance of the site, this is felt to be ample.

Sheffield Stands for staff and customers are also proposed. There has been discussion regarding the appropriate location for this. The applicant has now shown two Sheffield Stands at the front of the site providing convenient access. Although this is below the SPD standard, the preferable location is attractive site and considering the site size and comparable sites this is felt to be acceptable and should be secured by condition.

Loading is proposed on site, adjacent to the retail store on the highway frontage with access via a dropped kerb from Old Tiverton Road. This arrangement is acceptable in principle and the exact specifications, including a construction that is suitable for accommodating heavy vehicles, will need to be agreed with the Highway Authority. The applicant must apply for and get permission to work on the highway before undertaking any such works and they are advised that the provisions of Sections 133 (Damage to streets by excavations), 171 (Control of deposits of building material and the making of excavations in streets) and 184 (Vehicles over footways and verges and New Road and Street Works Act 1991) of the Highways Act 1980 may be relevant. They will also need to comply with the provisions of Section 163 of the Highways Act 1980 by providing appropriate drainage to ensure that surface water does not flow from the site over the adjacent highway footways. A condition to secure the appropriate arrangements is therefore recommended.

The 9 student flats are proposed as car free which considering the central and sustainable location is considered appropriate. Given there are only 9 units, student pick up/drop off at beginning/end of terms could comfortably be accommodated in the on-site parking area or adjacent on-street limited waiting. To cater for travel demand a secure and sheltered cycle store for up to 10 bikes is proposed and provision of this should be secured by condition. A Travel Plan statement has also been submitted with the application and given the number of units, it is agreed that the primary aim of this would be to disseminate information. It is recommended that this is secured through the student management agreement, set out in the submitted S106 heads of terms.

Old Tiverton Road is served by a number of city bus services and is key walking route into town from St James and Pennsylvania. Is it therefore essential that the construction work is carefully managed, including ensuring that adequate space be made on site to accommodate operatives plant, vehicles and materials, to minimise any detrimental impacts on the footways and operation of Old Tiverton Road. A condition to ensure this is recommended and the applicant is strongly advised to meet with the highway authority to agree a suitable means of progress prior to undertaking any works.

It is acknowledged that the student residential portion is proposed as car free and that no request for resident parking. Therefore, for completeness only, the applicant is advised that in accordance with current policy the site will not be eligible for on-street resident parking permits.

In summary, the impact of the development is acceptable in highway terms and suitable vehicular and cycle parking facilities are proposed for the traffic attracted to the site. Conditions as part of any planning approval are therefore recommended to ensure adequate on site facilities, secure cycle parking facilities, appropriate footway on Old Tiverton Road and to agree construction management arrangements.

Historic England comments that the proposed scheme reflects the scale and proportions of the terrace and the conservation area and will help to screen the new student accommodation behind, further limiting the visual impact of the backland development. English Heritage would prefer to see the window levels run through from the existing terrace, providing greater consistency in the overall visual appearance as well as setting back the

new building's front facade, so that they do not project forward from the listed structure. Subject to further consideration of these issues Historic England recommend that the application should be determined in accordance with national and local policy guidance and on the basis of the Council's specialist conservation advice.

Environmental Health Officer raises no objection subject to the imposition of conditions in respect of a Construction and Environment Management Plan, contamination and noise.

South West Water raise no objection.

Police Architectural Liaison Officer views are awaited.

County Flood Risk Officer raises no objection to the proposed surface water strategy but advises that the applicant should explore the use of permeable surfacing within the car parking area in conjunction to the proposed attenuation system.

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
 - 11. Conserving and enhancing the natural environment
 - 12. Conserving and enhancing the historic environment
- Plan making
Decision making

Exeter Local Development Framework Core Strategy

CP5 - Student Accommodation

Relevant text states that:-

*The supply of housing should meet the needs of all members of the community such that:
-all major development (10 or more dwellings) should include a mix of housing informed by context, local housing need and the most up to date Housing Market Assessment;
-purpose built student accommodation should be provided to meet the housing need.*

CP10 - Meeting Community Needs

CP15 - Sustainable Construction

CP17 - Design and Local Distinctiveness

St James Neighbourhood Plan March 2013

D1 - Good Quality Design

D2 - Retail and Commercial Frontages

Relevant text:-

New or renovated shop frontage should be of a high quality design and where possible improve the character of their local environment. The design of frontages should complement the architectural design of the rest of the building where that building has historic or architectural merit...'

C1 - Houses in Multiple Occupation

C2 - Large Scale Purpose-Built Student Accommodation

SD1 – Football Club/Yeo & Davey Site

Proposals that secure the continued vitality and viability of the Football Club and encourage comprehensive well-designed mixed use development will be supported provided they would;

- a) result in positive, attractive and well-designed frontages of an appropriate scale to Well Street, St James Road, Old Tiverton Road and the railway corridor;*
- b) be of a scale, form, and character appropriate to the residential nature of St James;*
- c) adopt high standards of sustainable design;*
- d) take account of the need to improve the balance of the community;*
- e) adopt layout and arrangement of access and egress that minimise the impact of additional traffic on surrounding residential streets such as Oxford Road;*
- f) encourage a flexible and 'joined up plan' for both the Football Club and the Yeo & Davey site.*

H1 - Heritage

SD4 - Adapting to Climate Change

T1 - Sustainable Transport

E1 - Employment and Enterprise

Exeter Local Plan First Review 1995-2011

AP1 - Design and Location of Development

AP2 - Sequential Approach

H1 - Search Sequence

H2 - Location Priorities

H5 - Diversity of Housing

Relevant text- Student housing will be permitted provided that:

- a) the scale and intensity of use will not harm the character of the building and locality and will not cause an unacceptable reduction in the amenity of neighbouring occupiers or result in on-street parking problems;*
- b) the proposal will not create an overconcentration of the use in any one area of the city which would change the character or the neighbourhood or create an imbalance in the local community;*
- d) student accommodation is located so as to limit the need to travel to the campus by car*

T1 - Hierarchy of Modes

T2 - Accessibility Criteria

T3 - Encouraging Use of Sustainable Modes

C1 - Conservation Areas

C2 - Listed Buildings

C3 - Buildings of Local Importance

C5 - Archaeology

EN2 - Contaminated Land

EN5 - Noise

DG1 - Objectives of Urban Design

DG2 - Energy Conservation

DG7 - Crime Prevention and Safety

Development Delivery Development Plan Document (Publication Version) 2015

DD1 - Sustainable Development

DD7 - Allocated Housing Sites

DD12 - Purpose Built Student Accommodation

This policy seeks to protect residential amenity and to ensure that purpose built student accommodation is fit for purpose:

Purpose built student accommodation will be permitted provided the proposal:

- a) respects, and contributes positively towards, the character and appearance of the area;*
- b) does not result in unacceptable harm to the amenity of neighbouring residents;*
- c) provides sufficient internal and external space for future occupiers;*
- d) makes appropriate provision for refuse storage, operational and disabled persons parking, servicing and cycle parking;*
- e) reduces the need to travel and would not cause unacceptable transport impacts; and,*
- f) is accompanied by a suitable Management Plan secured by planning obligation to demonstrate how the property will be managed in the long term.*

DD13 - Residential Amenity
DD20 - Sustainable Movement
DD21 - Parking
DD25 - Design Principles
DD26 - Designing Out Crime
DD28 - Heritage Assets
DD34 - Pollution

Exeter City Council Supplementary Planning Documents:-

Sustainable Transport March 2013
Development Related to the University June 2007

Belmont Conservation Area Appraisal and Management Plan May 2007

OBSERVATIONS

The application site currently appears as a poor area of townscape and would greatly benefit from redevelopment. The St James Neighbourhood Plan identifies the site within Policy SD1 and acknowledges that it '*...visually detracts from the area.*' fronting Old Tiverton Road and the railway embankment. The proposal to redevelop the site is therefore to be welcomed. The proposed use for a mixed use of retail and student accommodation in conjunction with the adjacent application 15/1283/03 would, it is considered, in principle satisfy Neighbourhood Plan Policy SD1 requirement which seeks a comprehensive and mixed use development for this site. However the appropriateness of additional student accommodation in this location has been raised within the objection letters received. This issue has been described in detail within application 15/1283/03 and will not be repeated in this report, as the rationale for the principle of student use remains the same for this site. Accordingly the proposed scheme for 9 self contained student units is considered acceptable in this location. In addition, given the previous uses on the site as a petrol filling station and a retail premises, it is considered that the continuation of a commercial premises in the form of a convenience store is also an acceptable use. Consequently it is considered that the combination of retail use and student accommodation would satisfy the requirement for a mixed use scheme on this site. It is therefore matters of site specific details which will be assessed against the relevant development plan.

The existing site represents a variety of storage buildings, workshop and remnants of the former petrol filling station. The proposed new three storey building and associated parking would remove all these building and result in a comprehensive redevelopment of this site. The proposed building would align with the existing Grade II three storey residential terraced building at No 30 Old Tiverton Road and present an enhanced street frontage onto Old Tiverton Road. The new building would be positioned approximately 2.2 metres away from this existing property but have the same ridge height to enable the continuation of the built frontage in this location. Given that 30 Old Tiverton Road marks the northern most boundary

of the Belmont Conservation Area this is considered particularly important and accordingly represents a positive addition to the streetscene. Heritage England made positive comments within their consultation response stating that '*... the proposed scheme reflects the scale and proportions of the terrace and the conservation area...*'. It is therefore considered that the proposed would present an appropriately well designed building which would positively enhance the character and appearance of the area.

The new building's Old Tiverton Road elevation has been designed to reflect the existing rendered terrace block which lie immediately to the south, albeit in a more contemporary way. This approach was highlighted by the Devon and Somerset Design Review Panel who commented that the design of the building would '*...benefit from being more contemporary, whilst taking a lead from the historic buildings in terms of proportion and height, providing juxtaposition with the surrounding existing historic properties..*'. It is considered that this has been achieved and subject to appropriate materials and detailing will represent an attractive and well designed building to the Old Tiverton Road frontage. However whilst both Heritage England and the St James Forum were supportive of the overall approach taken to the building's design comment was made that the upper windows of the new building do not align with those of the neighbouring properties. The architect has responded that due to practicalities in achieving suitable floor to ceiling heights for the retail operator a true alignment with the neighbouring units could not be achieved. However it is highlighted that references had been made to the adjacent listed properties within the proportions of the windows; the alignment of the retail signage band with the neighbouring property's Juliette balcony and the positioning of the rainwater, which have all been designed to maintain the existing street pattern. It is considered that the design of the building has achieved the aims of responding to the adjacent terrace and historic context in a contemporary manner in terms of height, massing, elevational proportions, materials and character and is therefore considered acceptable.

Whilst it is accepted that the proposed new building would occupy almost the full depth of the site, it is not considered that it would have a detrimental impact on the neighbouring property at No. 30 Old Tiverton Road. The three storey section of the proposed development would approximately align with the three/two storey element of the adjacent building. The rear of the proposed building is flat roof and the reduction in height helps to minimise its impact on the neighbouring properties rear garden. In addition, the impact of any potential overlooking from the rear first floor terrace which serves the student use would be minimised by the installation of screen fencing set in from the building's side walls. Consequently it is considered that the scheme would have minimal impact on neighbouring occupant's residential amenity.

The Highway Officer has sought revisions to the original scheme as submitted which has subsequently led to changes to the cycle parking and parking spaces and resulted in a recommendation of approval with conditions. It is considered that the creation of only 9 car parking spaces will represent a decrease in traffic generation from the previous use as a petrol filling station and car wash facility as well as providing access to the Yeo & Davey and is therefore considered acceptable.

Local residents have raised concerns about the combination of retail use and further student accommodation in the area to cause problems of noise and disturbance particularly late at night. However it is considered that the use of planning conditions to control hours of operation and delivery vehicle timings coupled with a Section 106 Agreement requiring a Student Management Plan will ensure that these impacts on residential amenity are minimised.

In conclusion, it is considered that the proposed mixed use development for this site coupled with its clear association with the development of the adjacent site under application 15/1283/03 will ultimately represent a comprehensive development for the whole Football Club and Yeo & Davey site. Whilst the conflict of the proposal with Policy SD1 (c) regarding

the balance of the community has been assessed in detail as part of application 15/1283/03, it is considered that the scheme assessed as a whole against all relevant development plan policy and material considerations, as required by Section 38 (6) of the Planning and Compulsory Purchase Act 2004, is considered appropriate for this site.

The CIL requirement and New Homes Bonus payment have been calculated in conjunction with application 15/1283/03 and therefore referred to within this report.

DELEGATION BRIEFING

8 December 2015 - Members were advised that an application for a retail unit on ground floor with student flats above would be considered in conjunction with the major redevelopment of the football club and the Yeo & Davey site for student accommodation. It was commented that the new building would be an improvement on the existing appearance of the site but a more detailed assessment of the scheme would be needed. Members were advised that the application would be considered with application 15/1283/03 anticipated to be reported to Planning Committee in February.

SITE INSPECTION REPORT

28 January 2015 - Members viewed the site as part of the site visit in connection with application 15/1283/03.

RECOMMENDATION

Subject to the completion of a Section 106 Agreement in respect of a Student Management Plan, delegated authority be given to the Assistant Director of City Development in consultation with the Chair of Planning Committee to **APPROVE** the application subject to the following conditions.

- 1) C05 - Time Limit - Commencement
- 2) C15 - Compliance with Drawings
- 3) C17 - Submission of Materials
- 4) C35 - Landscape Scheme
- 5) C37 - Replacement Planting
- 6) No part of the A1 retail use hereby approved shall be brought into its intended use until the onsite loading bay, a new heavy duty dropped kerb crossing onto Old Tiverton Road and on site vehicular and secure cycle parking facilities, as indicated on Drawing Proposed Site Plan Rev PA1, have been provided in accordance with details and specifications that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority. Such facilities shall be maintained for this purpose at all times.
Reason: To provide a safe and suitable access for all users and ensure that adequate facilities are available for the traffic attracted to the site.
- 7) No part of the residential use hereby approved shall be brought into its intended use until the secure cycle parking facilities have been provided and maintained in accordance with the submitted details and retained for that purpose at all times.
Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

- 8) C70 - Contaminated Land
- 9) No development shall take place, including any works of demolition and any earthworks, 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) include details of access arrangements and timings and management of arrivals and departures of vehicles
 - b) there shall be no burning on site during demolition, construction or site preparation works;
 - c) 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;
 - d) dust suppression measures shall be employed as required during construction in order to prevent off-site dust nuisance;
 - e) adequate areas shall have been made available within the site to accommodate operatives' vehicles, construction plant and material;
 - f) details of access arrangements, measures to minimise the impact on the adjacent footpath and timings of the proposed works.
- The approved CEMP shall be adhered to throughout the construction period.
Reason: In the interests of highway safety and public amenity.
- 10) The development hereby approved shall comply with the specifications as stated with the Noise Assessment report prepared by Peter Ashford dated 6 November 2015 in respect of maximum plant noise and minimum specification for glazing unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of residential amenity.
- 11) C57 - Archaeological Recording
- 12) The retail use hereby approved shall not be open to customers other than between the hours of 7am and 11pm.
Reason: So as not to detract from the amenities of the near-by residential property.
- 13) No development shall commence until a delivery management plan in respect of the retail use, specifically identifying timing of vehicles servicing the unit has been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with these details thereafter.
Reason: In the interest of residential amenity.
- 14) Unless otherwise agreed in writing, no development shall take place until details of provision for nesting swifts has been 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 the preservation and enhancement of biodiversity in the locality.

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