

OFFICER'S REPORT AND RECOMMENDATION

EXPIRY DATE:

30 June 2016

PLANNING OFFICER: HHS

APPLICATION NO: 16/0405/03

LOCATION: Stagecoach Devon Ltd, Belgrave Road, Exeter, EX1 2LB

PROPOSAL: Demolition of existing buildings. Redevelopment to provide student accommodation (Sui Generis), ancillary facilities, and ground floor uses in classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), A4 (drinking establishments), D1 (non-residential institutions) and D2 (assembly and leisure), with cycle parking provision and public realm improvements.

HISTORY OF SITE

85/1014/03 -	Single-storey extension to provide new office	PER	02/09/1985
86/0148/03 -	Single storey extension for offices	PER	12/03/1986
	Installation of telecommunication mast (15 metres high) and mobile equipment cabin		
15/1360/31 -	Demolition of existing buildings and redevelopment to provide student accommodation (Sui Generis) totalling around 640 bedspaces with ancillary facilities, also ground floor retail/leisure uses of around 3200sqm, with cycle parking provision and landscaping.	NOT EIA DEV'T	18/01/2016

DESCRIPTION OF SITE/PROPOSAL

The application site is 0.65 ha and is located between Belgrave Road, Cheeke Street, and Bampfylde Street, it does not include the buildings fronting onto Summerland Street. The site currently serves as a bus service and repair depot for Stagecoach and existing buildings will be demolished. The proposed development is for 577 student bedrooms, these are arranged as 356 bedrooms in cluster flats and 221 in studios in a building ranging from 6 to 8 1/2 storey. The proposals include 2,331 sqm of ground floor retail / leisure uses, landscaping and public realm.

The proposals have been screened in accordance with the Environmental Impact Assessment (EIA) Regulations and it was concluded that the proposed development is not EIA development.

SUPPORTING INFORMATION SUPPLIED BY THE APPLICANT

- CIL Form;
- Application Drawings;

- Design and Access Statement (incorporating landscaping details and Site Waste Management Plan);
- Landscape and Visual Photomontages;
- Statement of Community Involvement;
- Heritage Statement and Archaeological Desk Based Assessment;
- Transport Statement and Travel Plan;
- Flood Risk Assessment and Drainage Strategy;
- Foul Sewage Assessment;
- Utilities Statement;
- Biodiversity Assessment;
- Air Quality Assessment;
- Noise Impact Assessment;
- Sustainability Statement;
- Energy Strategy;
- Land Contamination Assessment;
- Student Management Plan.

REPRESENTATIONS

The application has been advertised by site notices, press notice and neighbour letters. In addition to a response on behalf of Unit 1 (nightclub) and from Exeter Civic Society, **eight public responses** were received raising the following issues:

- Area is already saturated with student housing, affordable housing for local people should be provided.
- Bus Depot move will lead to traffic congestion and will increase fares.
- Students already dominate the city centre which is a no go area at night.
- Student accommodation should be on campus.
- No more student flats.
- Far too high for the site.
- This will not allow for a diverse community.
- No strategy for student growth.
- Students will bring cars and there is no parking provision.
- Should be a mix of housing types in accordance with local and national planning policy.
- Proposals do not support NPPF aims of sustainable communities and meet wider housing need.
- Lack of market or affordable housing for non-students in city centre.
- Site should be part of new bus station.
- Too high compared with 3 storey buildings adjacent.
- No provision for car parking.

UNIT 1: Development should be designed so that existing cultural venues remain viable and can continue in their current form. Noise arises from music and outdoor queuing/smoking associated with the venue. The noise assessment report contains failings that should be addressed. In the absence of adequate analysis conditions cannot be relied upon. Fixed triple glazed windows and air-conditioning must be provided. Inappropriate location for noise sensitive residential uses.

Exeter Civic Society: This is a very large building for a very large number of students and ground floor retail. The relationship with the buildings surroundings is not shown. Two too many storeys. The bulk of the building is overriding and oppressive. Judgement cannot be made before street scenes and area frameworks are supplied.

CONSULTATIONS

Environment Agency: We concur with the recommendation of the report for an intrusive investigation to characterise the site. In order to secure an appropriate assessment of risks to controlled waters we recommend the inclusion of the conditions on the subsequent planning permission [attached below as recommended conditions 7 & 8].

Devon County Council Highways Network Management: From a highways perspective, the key areas of consideration related to appropriate pedestrian and cycle access routes to the site, student pick up and drop off and the landscaping proposals directly adjacent to the site.

Access: The proposed development is expected to generate approximately 1,350 two way pedestrian movements. The bulk of movements is expected to be heading west across Bampfylde Street towards the city centre city and/or university. To provide for this, and reflecting the likely modal dominance of pedestrian movements, a new zebra crossing at the Cheeke Street end of Bampfylde Street has been proposed. The principle of this is acceptable, although the location indicated on Revision P8 of the Landscape plan may not be best placed to serve the desire line. This can be resolved through detailed design and secured by condition.

Highway Works & S278: With the proposed building being set back from the current boundary, a larger area of public realm is created in the space between the carriageway and the proposed building. This new area of urban realm including tree planting and street furniture is achieved on land combining both public highway and private land. In principle, the proposed arrangements shown on Landscape Framework Plan Revision P8 are broadly acceptable. The detailed design, including construction, maintenance, materials, delineation, loading and appropriate traffic orders will need to be secured through a combined S38/S278 agreement.

On-site facilities: The level of cycle parking indicated (300 stands) in the application accords with the Exeter City Council Sustainable Transport Supplementary Planning Document and is acceptable. The exact arrangements for this should be provided for approval in advance of commencement and in place prior to occupation.

Management: The applicant has provided a 'Student Management Plan', which further details the arrangements of tenants moving in and out during term times, satisfying that the development will be managed properly and is unlikely to have a detrimental impact upon the highway. The final Travel Plan will need to be agreed prior to occupation or secured through the Management Plan.

Construction: The site is located in a prominent city centre location adjacent to a number of traffic sensitive streets – particularly Cheeke Street for bus services and Belgrave Road and Summerland Street for cross city traffic. All construction traffic will need to be managed to minimise impact. A Construction Traffic Management Plan (CTMP) should be conditioned

and the applicant is advised that adequate areas will need to be made available within the site to accommodate construction vehicles off the public highway.

Subject to appropriate conditions being attached in the granting of any permission, no objection.

Environmental Health Officer: The submitted ground investigation reports show that further site investigation, risk assessment and development of remedial options are required in order to fully understand the extent and nature of the contamination of the site. The developer has committed to this process and understands the potential implications of contamination on the development. A recommended condition below will ensure that this process is completed to the Council's satisfaction and reported upon.

The submitted noise assessment reports show that measures can be implemented to mitigate the impact of ambient noise on the future occupants of the development. The Council is very keen to ensure that these measures include alternative means of ventilation, under the individual control of each occupant, to avoid the need to open windows. A suggested condition below requires the developer to submit details for approval.

The reports contain potential noise levels from mechanical plant, but cannot specify the plant to be installed at this stage. The limits in the report have been used as a noise limit condition below.

The range of potential uses proposed for the ground floor could have noise, air quality or odour impacts both on the occupants of this development and existing receptors. The developer has demonstrated that they are aware of the potential range of issues arising from these uses, and accepts that mitigation of these impacts will be required. A condition below has been included which requires kitchen extraction equipment to be approved. A noise impact assessment for each unit has been requested.

Natural England: No comments to make.

Historic England: Bold and assertive piece of architecture. We do not wish to comment on design given the lack of Heritage Assets in the area. No wider consideration of impacts on Heritage Assets in wider context. Should consider Conservation Areas and highly graded assets such as Exeter Cathedral in accordance with paragraph 128 of the NPPF. In the absence of this the Council will need to be satisfied that the proposals will not cause adverse impact on the City's designated Heritage Assets.

Devon & Somerset Fire and Rescue Services: Detailed comments made on design of building.

Devon and Somerset Design Review Panel: Following a site visit and presentation of the scheme by the architects, the Panel made the following observations. Supportive of the principle for this high density high quality development and no objection to proposed height in principle. Consider that the relationship to the street and the general planning of spaces is good. However there is concern that the proposals focus too much on the users at the expense of consideration of the impact on the city as a whole, concern also about lack of permeability to Sidwell Street and hence not supportive. The ample provision for cycles is welcome. Internal corridors are long and should have breakout spaces and windows. Overall the Panel is supportive of the height and the aspiration to be distinctive in the skyline but

questions the pitch of the roofs which unnecessarily accentuate the height. Massing needs to be less simplistic and uniform. The context of other potential development should inform the design, the lack of masterplan concerns the Panel. Consideration of servicing needed and noise from neighbours and bus station.

PLANNING POLICIES/POLICY GUIDANCE

Central Government Guidance

NPPF - National Planning Policy Framework

Exeter Local Development Framework Core Strategy

CP1 - The Spatial Approach

CP2 - Employment

CP3 - Housing Distribution

CP5 - Meeting Housing Needs

CP8 - Retail

CP10 - Meeting Community Needs

CP11 - Pollution and Air Quality

CP13 - Decentralised Energy Networks

CP15 - Sustainable Construction

CP17 - Design and Local Distinctiveness

CP18 - Infrastructure

Exeter Local Plan First Review 1995-2011

AP1 - Design and Location of Development

AP2 - Sequential Approach

E3 - Retention of Employment Land or Premises

H1 - Search Sequence

H2 - Location Priorities

H5 - Diversity of Housing

H6 - Affordable Housing

H7 - Housing for Disabled People

S1 - Retail Proposals /Sequential Approach

S3 - Shopping Frontages

S5 - Food and Drink

T1 - Hierarchy of Modes

T2 - Accessibility Criteria

T3 - Encouraging Use of Sustainable Modes

T5 - Cycle Route Network

T6 - Bus Priority Measures

T9 - Access to Buildings by People with Disabilities

T10 - Car Parking Standards

T11 - City Centre Car Parking Spaces

C1 - Conservation Areas

C5 - Archaeology

EN2 - Contaminated Land

EN3 - Air and Water Quality

EN4 - Flood Risk

EN5 - Noise

DG1 - Objectives of Urban Design

DG2 - Energy Conservation
DG3 - Commercial Development
DG4 - Residential Design
KP1 - Pedestrian Priority Zone
KP3 - Bus and Coach Station

Exeter City Council Supplementary Planning Documents
Sustainable Transport SPD 2013

Exeter City Council Development Delivery DPD Publication Draft 2015

City Centre Vision 2011
Bus & Coach Station Development Principles 2012

OBSERVATIONS

The site is currently occupied by a bus repair and service depot, which is an employment use and as such there is a general presumption against the loss of such uses. However the depot is being relocated to Matford and there is therefore no loss of employment in the city. The proposals incorporate ground floor uses of 2,331 square metres of floorspace which will generate employment. The proposals are therefore considered to accord with the aims of policy CP2 of the Core Strategy and policy E3 of the Exeter Local Plan First Review.

The Core Strategy was adopted in February 2012, is up to date and relevant and sets out the strategic vision for development in the City including “maintaining a vital and viable mix of uses in the City Centre and delivering development to enhance Exeter’s position as a premier retail and cultural destination.”

This vision is supported by the Objectives set out in the Core Strategy document and by the policies of the Local Plan and the emerging Development Delivery DPD.

The Core Strategy Policy CP8 proposes ‘around 3,000 square metres of net retail convenience floorspace and around 37,000 square metres of net retail comparison floorspace’ in the City Centre, including ‘up to 30,000 square metres of comparison floorspace in the Bus and Coach Station area, to be developed as part of a mixed-use scheme by around 2016’. The need for the retail space set out in this policy is evidenced by the Exeter Retail Study 2008.

The site falls within the Grecian Regeneration area as defined by the Core Strategy. The Core Strategy Policy CP17 guides that “All proposals for development will exhibit a high standard of sustainable design that is resilient to climate change and complements or enhances Exeter’s character, local identity and cultural diversity.” Development in the City Centre and Grecian Regeneration Area will: “enhance the city’s unique historic townscape quality; protect the integrity of the city wall and contribute positively to the historic character of the Central and Southernhay and Friars Conservation Areas; create places that encourage social interaction, utilising public art as an intrinsic component of a high quality public realm; enhance and expand the city’s retail function to improve Exeter’s draw as a regional shopping centre; include residential development in a mix of uses that encourage vitality and establish a safe and secure environment; create a City Centre that is vital and

viable and presents a positive experience to the visitor; enhance the biodiversity of the City Centre and improve the links to the green infrastructure network; contribute to the establishment of a decentralised energy network.”

The site is considered to be well located for student housing development, provided that provision can be adequately made for living conditions of occupiers, outside the areas of restriction of student housing, with good links to transport facilities and amenities and good links to the two University Campuses. Given the pressure on the city to accommodate the rising number of students, the capacity of the site to meet this specific housing need should be maximised. The site is much less well suited to other housing types for amenity reasons. The Council also supports the development of purpose-built student housing to meet housing need and to help ease pressure on family housing. It is not current policy to seek affordable housing from purpose-built student accommodation developments. As such the proposals are considered to comply with policy H5 of the Exeter Local Plan First Review.

In principle the redevelopment of this site for student accommodation on the upper floors, with town centre active ground floor uses at street level below, is supported.

The key issues in determining this application are considered to be: the height, massing and design of the proposed building, potential for contamination and the impact of noise on living conditions of future occupiers.

Design

The height and massing of the proposed building is a key issue in determining this application. The 'Grecian Quarter Height Constraints Analysis 2008' produced for Exeter City Council looked at the potential for tall buildings in this area to impact on views through the site. It recommended that buildings in the identified areas should be up to 21m in height with variation in massing of up to 25 metres in height. It acknowledges that impact on views is one factor which needs to be considered the appropriate height of buildings. The site is outside the most sensitive part of the study area for which an absolute height limit was recommended. The location of the site means that the building will be a skyline feature when viewed from public spaces in Newtown, St. James and Lower Pennsylvania. The proposed building introduces pitched roofs and significant articulation of the building elements to create what officers consider a roof design of some merit. The proposed building would be a very prominent feature in some public views but the design is helpful in integrating it with views across the wider roofscape of the city. The highest point of the building is 33m above existing ground level, however taller elements are set back from the frontage with the road frontage eaves lines varying between 21 and 25 metres. The building also steps down to reduce the roof height on Belgrave Road and Bampfylde Street towards the north end of those streets. The building accommodates 5, 6 and 7 storeys of residential accommodation, with mezzanine levels to some units, above a ground floor of retail/commercial or ancillary uses. The difference in levels across the site means that the ground floor on Belgrave Road is a full storey below that on Bampfylde Street and the linking facade on Cheeke Street manages the transition with a centrally placed double height unit. The building addresses the space that will be created at the Bus and Coach Station redevelopment positively. The building steps back from the existing back of pavement creating wider streets, within which the tall building will sit more easily and allowing room for street tree planting.

The site falls within the area to which the Bus and Coach Station Area Development Principles apply and were approved for Development Control Purposes in June 2012. They

draw on the Exeter Vision, the City Centre Vision and the Traffic, Retail, Building Heights and Urban analyses and relevant Local Planning Policies and sets out a series of 10 Principles to guide development proposals in the area between Paris Street and Summerland Street. It was subject of public consultation and was approved for Development Control Purposes in 2012, but has limited weight, not being a Supplementary Planning Document.

The Development Principles are:

Principle A: Development must be viable.

Principle B: The development will be a retail and leisure led mixed use development incorporating a new bus station.

Principle C: An accessible new bus and coach station must be provided to agreed standards.

Principle D: Development must reinforce Sidwell Street, complement the High Street and Princesshay and form a gateway to the city centre.

Principle E: Development must positively respond to site context including urban grain, archaeology and site levels.

Principle F: Development must create a high quality public realm with active frontages.

Principle G: Development must create a network of accessible open streets and spaces.

Principle H: Buildings must be individual and of a high architectural quality, with landmark buildings and gateways formed at key locations using materials appropriate to the location.

Principle I: Vehicular traffic servicing and car parking must be accommodated in such a way as to minimise their impact.

Principle J: The development must adopt high standards of sustainable design and enhance biodiversity

The Design Review Panel were supportive of the height of the building in principle. Following the presentation of the scheme to the Panel the roof design was revisited and the roof pitches that result are considered to address the concerns raised. The early iterations of the layout of the site presented by the applicant at pre-application stage did include a through route between Belgrave Road and Bampfylde Street as recommended by the Panel. However Officers are content that this has been removed given the lack of onward permeability through the Post Office building to the south or through the development fronting Sidwell Street. Access routes to the residential accommodation are positioned centrally in Bampfylde Street (main entrance) and Belgrave Road (secondary entrance). Should the opportunity arise through future redevelopment on Sidwell Street, a new side street terminating visually at the main entrance to the building, could be created. The scheme has also been amended to improve the design of the ground floor frontages at the prominent corners of the building on Cheeke Street and improve the appearance of the window design at roof level. The material used in the 'book-end' elements of the Cheeke Street facade have been varied to reduce the apparent width of the block. Notwithstanding the concerns raised by The Design Review Panel regarding masterplanning the development in the area is informed by the approved Bus and Coach Station Area Development Principles.

The development will introduce residential accommodation into the 'Grecian Quarter' regeneration area supporting the ground floor Class A uses (including retail and restaurants) and leisure uses. These are designed to have active and transparent frontages; and the set back of the building allows for these units to have areas of forecourt which could be used for seating in association with cafes etc. The hours of use of these areas can be controlled by condition. The landscape scheme includes tree planting and continuity of surfacing across

the privately owned areas and areas of highway. Conditions are proposed to secure details of landscaping and external materials.

The design of the ground and first floor at the boundary with the Transport Club on Bampfylde Street has been amended to retain an existing fire escape from the Transport Club Skittle Alley under the building and exiting the site on Belgrave Road.

Following the amendments to the design since submission (which include changing facade materials, window and roof design on Cheeke Street facade, reducing the height of parts of the roof and amendments to the landscaping) the design is now considered to accord with the aims of policy CP17 of the Exeter Core Strategy, policies DG1, DG3 and DG4 of the Exeter Local Plan and with the Bus and Coach Station Area Development Principles 2012.

Transport

The development proposes no on-site car parking provision. Given the City Centre location, the access to a full range of local facilities and the public transport, pedestrian and cycle provisions this is considered acceptable pursuant to Local Plan Policy and the National Planning Policy Framework. The application is accompanied by a Travel Plan and a condition is recommended to be attached to any consent to ensure that detailed measures are implemented to promote sustainable transport use. The submitted Travel Plan includes provision for a restrictive covenant regarding bringing a car to the accommodation. The extent of on-street parking controls in the area of the site are considered to be a significant deterrent. The development proposes improving pedestrian routes towards the west, through a pedestrian crossing and providing internal cycle storage for 306 bicycles. The public realm includes on-street cycle stands for visitors.

Loading bays are proposed in Bampfylde Street and Cheeke Street to accommodate arrivals and departures from the student residential accommodation using both entrances on managed basis, as well as servicing of the ground floor units. The size of the loading bays are considered adequate and the arrangements include provision for the extension of the public highway to allow safe access for pedestrians around the loading bays. The management of arrivals and departures should be set out in a Travel Plan secured by the consent.

Contaminated Land

The previous use of the site means that there is a significant risk of contamination which is recognised by the developer and would need to be remediated and conditions are recommended to achieve this. The Environment Agency have recommended conditions 7 and 8 to control the risk of contamination to controlled waters and public health.

Noise

A Construction Phase Noise Assessment can inform a Construction Environment Management Plan which can be secured by recommended condition 9.

The development is proposed in an area where there are existing noise generating uses nearby, most notable the night club, car repair garages on Summerland Street and the bus station, all of which have the potential to impact on residential occupiers of the site. The proposed ground floor uses have the potential to impact both on residential occupiers of the

site and neighbouring occupiers. Noise assessments submitted with the application demonstrate that measures can be implemented within the construction of the building to adequately provide for the living conditions of future occupiers, including protecting them from noise and achieving adequate standards of individually controlled ventilation without the need to open windows. A condition is suggested below [condition 11] to be attached to any consent which requires the developer to submit details for approval and for those details to be implemented. It is not considered that further controls or restrictions through legal agreements are required to protect the reasonable amenity of future residents.

Any kitchen extraction is proposed to discharge at a high level. Heat ejection from the ground floor units proposed is at a low level. Details of all plant, including smoke and odour control, will be required by suggested condition 12. Overall plant noise is proposed to be restricted by suggested condition 14.

Conditions restricting delivery times, hours of use and hours of use of outdoor areas (closed by 11pm) are proposed. Accepting that these are flexible between unit more information is needed on the type of activities proposed on the ground floor; and potential noise/other impacts of these.

Bin stores have been designed and sized in consultation with ECC and hence there will be no need for bins on street.

Air Quality

The proposals involve the redevelopment of the Bus Depot and Garage for student residential, retail and leisure uses. No on-site parking is proposed. The kitchen and plant extraction will exhaust at high level. The proposals are therefore considered to result in a net reduction in air pollution.

Sustainability

The introduction of soft landscaping including street trees and other biodiversity measures is welcomed and the details and management of these features can be secured by condition.

Design stage assessment of BREEAM 'Excellent' score for accommodation and uplift above 'Very Good for retail elements welcome and can be captured in conditions. The difficulty of achieving BREEAM 'Excellent' in speculative retail units acknowledged. The residential elements of the scheme are to be designed to connect to District Heating in future and internal systems and plant room to allow for this connection and to accord with the CIBSE UK Code of Practice for District Heating Networks. The scheme also makes a contribution towards the delivery of a District Heating Network to the site. These matters can be secured by the recommended conditions and Section 106 agreement. As such the proposals are considered to accord with the aims of policies CP13 and CP15 of the Exeter Core Strategy.

Financial Considerations

New Homes Bonus (NHB):

NHB that would be paid to Exeter City Council is £236,049.52 per year currently paid for six years. This totals £1,416,297.10

CIL:

Out of Centre Retail floorspace: 0
Residential floorspace: 0
Student Accommodation floorspace: 20,116 square metres
Other floorspace: 2,331 square metres
Demolished floorspace: 1,390 square metres
Student Accommodation (2016) CIL rate: £49.84 per square metre

CIL PAYABLE (2016). Net gain in floorspace in qualifying use (student accommodation) minus demolitions, multiplied by 2016 CIL rate (student accommodation) = £933,303.84

Section 106 matters

- District Heating Contribution £86,447.
- Student Management Plan
- Off-site highway works
- Traffic Order costs

APPROVE 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 91-92 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 14 June 2016 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. No external finishing material shall be used until the Local Planning Authority has confirmed in writing that its use is acceptable. Thereafter 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 to the visual amenity requirements of the area.

- 4) A detailed scheme for landscaping and ecological enhancement of the site, including the planting of trees and/or shrubs, the use of surface materials and opportunities for wildlife shall be submitted to the Local Planning Authority and the development shall not be brought into use 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 and ecological

enhancement measures shall thereafter be implemented in accordance with the approved scheme in accordance with the agreed programme.

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

- 5) 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.

- 6) No development related works, with the exception of demolition works, shall take place 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.

- 7) No development approved by this planning permission (excluding demolition), shall take place until a full investigation of the site has taken place to determine the extent of, and risk posed by, any contamination of the land and the results, together with any remedial works necessary, have been agreed in writing by the Local Planning Authority. The scheme shall include the following components:

a) A preliminary risk assessment which has identified: All previous uses, potential contaminants associated with those uses, a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

c) The results of the site investigation and detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages,

maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect human health and controlled waters.

- 8) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect human health and controlled waters.

- 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. This shall address the following issues: Noise, dust, vibration, construction access, hours of work, dirt on the highway, protection of the public, protection from contamination, waste management and ecology. 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) Noise and dust suppression measures shall be employed as required during construction in order to prevent off-site dust nuisance.
- d) Noise and dust monitoring shall be undertaken to an agreed programme.
- e) Site hoarding shall be kept clear of graffiti and fly-posting.
- f) Details of access arrangements and timings and management of arrivals and departures of vehicles

The approved CEMP shall be adhered to throughout the construction period.

- 10) Details of the storage and management of waste for each unit and the residential accommodation shall be agreed in writing by the Local Planning Authority before that part of the development is first occupied.

Reason: In the interest of public health and amenity and to ensure footways are not obstructed.

- 11) The applicant shall submit a scheme for protecting occupiers of the development from noise. This shall be submitted to and approved by the Local Planning Authority before construction commences and shall be implemented before any part of the residential accommodation is first occupied.

Reason: In the interests of the living conditions of future occupiers.

- 12) Before any unit is brought into an A3 use, a scheme for the installation of equipment to control the emission of fumes and smell from the premises shall be submitted to, and approved in writing by, the local planning authority and the approved scheme shall be implemented. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

Reason: In the interests of public and residential amenity.

- 13) Before any unit is brought into an A3 or A4 D1 or D2 use, a scheme for the management of noise and external spaces shall be submitted to, and approved in writing by, the local planning authority and the approved scheme shall be implemented. The use of that unit shall thereafter be carried out in accordance with an approved management scheme.

Reason: In the interests of residential amenity.

- 14) Noise from mechanical building services plant shall not exceed the limits set in Table 14 of the Kimber Acoustics Ltd Noise Assessment Report for The Land between Belgrave Road and Bampfylde Street, Exeter Issue 4 dated 24 June 2016.

Reason: In the interests of residential amenity.

- 15) The CHP engine, plant and chimney shall be constructed in accordance with the submitted details and shall be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of protecting air quality.

- 16) Notwithstanding condition no. 3 no work shall commence on any phase under this permission until full details of the following have been submitted to and approved in writing by the Local Planning Authority in so far as they relate to that phase and the following shall thereafter be provided in accordance with such details:

- a) Detailed layout(s) of plant rooms associated with the space heating and provision of hot water to the building.
- b) Sustainable fit-out guidance for landlord and tenant areas.
- c) Detailed design of eaves and roof edges
- d) Detailed design of windows, doors and panel cladding systems.

Reason: Insufficient information has been submitted with the application and in the

interests of visual amenity.

- 17) No part of the development hereby approved shall be brought into its intended use until the pedestrian crossing improvement to Bampfylde Street as indicated on Landscape Framework Plan Rev P8, or other scheme as agreed in writing by the Local Planning Authority, has been provided in accordance with details and specifications approved in writing by the Local Planning Authority.

Reason: To provide safe and suitable access for traffic generated by and attracted to the site.

- 18) No part of the development hereby approved shall be brought into its intended use until the loading bays on Belgrave Road and Bampfylde Street and Landscaping proposals outlined on the Landscape Framework Plan Rev P8, have been provided in accordance with details and specifications that shall have been approved in writing by the Local Planning Authority.

Reason: To provide safe and suitable access and adequate facilities for traffic attracted to the site.

- 19) Travel Plan measures including the provision of sustainable transport welcome packs and details of the arrangements of how student pick up/drop off will be managed, shall be provided in accordance with details agreed in writing by the Local Planning Authority and Local Highway Authority in advance of occupation of the development.

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

- 20) Prior to commencement of the development (excluding demolition), details of secure cycle parking provision for the development shall be submitted to and approved in writing by the Local Planning Authority. Development shall not be occupied until the secure cycle parking facilities have been provided in accordance with the submitted details.

Reason: To provide adequate facilities for sustainable transport.

- 21) No part of the residential accommodation shall be brought into its intended use until the secure cycle parking facilities have been provided in accordance with the submitted details and maintained for these purposes at all times.

Reason: To ensure that adequate facilities are available for the traffic attracted to the site.

- 22) The residential accommodation shall be constructed with centralised space heating and hot water systems that have been designed and constructed to be compatible

with a low temperature hot water District Heating Network in accordance with the CIBSE guidance "Heat Networks: Code of Practice for the UK". The layout of the plant room, showing provision for heat exchangers and for connection to a District Heating Network in the Highway shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented on site unless otherwise agreed in writing.

Reason: In accordance with the requirements of policy CP13 of the Exeter Core Strategy 2012 and in the interests of sustainable development.

- 23) The development hereby approved shall not commence, with the exception of demolition works, until details of the proposed finished floor levels and overall ridge heights, in relation to an agreed fixed point or O.S datum have been submitted to, and been approved in writing by, the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

- 24) Unless otherwise agreed in writing by the Local Planning Authority the A and D class units hereby approved shall achieve an overall BREEAM scoring of 60 percent or greater for shell and core only. Unless otherwise agreed in writing by the Local Planning Authority the residential units hereby approved shall achieve an overall BREEAM scoring of "excellent" (70 percent or greater). Prior to commencement of development the developer shall submit to the Local Planning Authority a BREEAM design stage assessment report, the score expected to be achieved. Where this does not meet the above requirements the developer must provide details of what changes will be made to the development to achieve that standard, and thereafter implement those changes. A post completion BREEAM report shall be submitted to the Local Planning Authority within 3 months of the substantial completion of any such building hereby approved. The required BREEAM assessments shall be prepared, and any proposed design changes approved prior to commencement of the development, by a licensed BREEAM assessor.

Reason: To ensure that the proposal is in accordance with the aims of Policy CP15 of Council's Adopted Core Strategy and in the interests of delivering sustainable development.

- 25) Construction of the development hereby approved shall only be carried out in accordance with the recommendations in the submitted Explosive Ordnance Desk Top Study for Stagecoach Bus depot, Belgrave Road, Exeter (Project 15200 EOD Contracts Ltd dated 11/05/2015) received 31 March 2016.

Reason: In the interests of public safety.

- 26) No part of the approved development shall be occupied until the drainage works have been completed in accordance with the approved plans.

Reason: To ensure the satisfactory drainage of the development.