

PLANNING COMMITTEE

Monday 21 February 2011

Present:-

Councillor Mrs Henson (Chair)
Councillors Cole, D Baldwin, P J Brock, Macdonald, Edwards, Newby, Prowse, Sheldon,
Sutton, Wadham and Winterbottom

Also Present

Director Economy and Development, Development Manager, Senior Area Planner, Planning
Solicitor and Member Services Officer (SJS)

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DECLARATIONS OF INTEREST

Members declared the following personal interests:-

COUNCILLOR	MINUTE
Councillor P J Brock	15 (member of Devon County Council)
Councillor Edwards	21 (member of Exeter Canal and Quay Trust)
Councillor Newcombe	15 (member of Devon County Council)
Councillor Prowse	15 (member of Devon County Council) 16 (student landlord)
Councillor Ruffle	15 (member of Devon County Council) 21 (member of Exeter Canal and Quay Trust)
Councillor Sheldon	21 (Council is owner of building - Portfolio Holder for Economy and Tourism)
Councillor Winterbottom	21 (member of Exeter Canal and Quay Trust)

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PLANNING APPLICATION NO.11/0050/26 - LAND ADJACENT A30/A377 JUNCTION, ALPHINGTON ROAD, EXETER, EX2 8SA

Councillor P J Brock declared a personal interest as a member of Devon County Council.

Councillor Prowse declared a personal interest as a member of Devon County Council.

The Development Manager presented the Devon County Consultation for a Park and Ride site at land adjacent A30/A377 Junction, Alphington Road, Exeter. The site was in a Conservation Area, the Valley Park and a Site of Nature Conservation Importance.

Members were updated on the background to the site. A previous application for a Park and Ride facility had been considered by Planning Committee on 1 October 2009 at which it had been resolved to support the principle of the Park and Ride facility in this location but to object to the proposed design. The application went to Devon County Development Management Committee on 2 December 2009. Whilst the County Planning Officer's recommendation was for approval, the application was refused due to its impact on the conservation area, insufficient assessment of alternative Park and Ride locations in the area being explored and lack of evidence that air quality would improve as a result of the scheme. This revised scheme sought to address the previous reasons for refusal.

The Development Manager informed Members that the scheme incorporated two distinct elements. On the site which fronted the A30 would be a Park and Ride facility consisting of 822 parking spaces. In addition, the proposal identified an area for a future customer waiting and facilities building and the incorporation of the route for the Green Circle footpath although this did not form part of this application. He emphasised that part of the applicant's case for the scheme was based on the proposal being part of a comprehensive change of city wide improvements to the transportation system.

The second aspect of the development was an enhancement scheme on the land to the rear of the Park and Ride up to the Alphin Brook. This area was intended to be developed for public amenity with landscape and public access enhancements and to serve as a landscaping and ecology mitigation area.

The Development Manager advised that the proposal was in accordance with the draft Exeter Core Strategy Policy CP9 which proposed additional Park and Ride sites around the city including the Ide interchange and the existing local plan policy. He stated that the use of other Park and Ride sites had increased by 85% from 2003/04 to 2008/09.

Members were circulated with an update sheet giving details of the total number of objections received. A copy of the report relating to the previous application was also circulated. Members were advised that six further letters of objection had been received today taking the total to 50.

The recommendation was for a response that the City Council supported the principle of the Park and Ride in this location although further revisions were necessary to ensure the successful integration of the scheme within the existing landscape. The comments of the Head of Environmental Health Services would be forwarded direct to the County Planning Officer.

Councillor Newcombe, having given notice under Standing Order No. 44, spoke on this item. She declared a personal interest as a member of Devon County Council. She raised the following points;-

- was not against the principle of Park and Ride schemes, but this site was not suitable
- the disadvantages outweighed the benefits
- would have a negative impact on the conservation area and would not improve air quality
- other sites had not been investigated properly
- local plan policy stated that Park and Ride sites should not significantly effect the area; this proposal would
- Devon County Council stated that the proposal would have a slight visual impact; this was not the case
- planting trees would not hide the cars; the lighting columns would cause light pollution
- this proposal could not be integrated into the landscape
- concern that the proposal would not help ease the congestion on Alphington Road
- 20,000 to 30,000 cars used Alphington Road, the proposals only had 822 spaces; to reduce congestion, it would be necessary to take 10 to 15% of cars off the road
- if it does relieve traffic congestion; the increase in capacity would soon get taken up by other car users
- the 200 metres bus lane to Alphington Cross was inadequate

- would only save four minutes for car users coming into the city centre
- there were more suitable sites outside the city
- would cost £5.5 million, which could be better spent on working towards a transport solution for the whole City
- thanked residents who had worked opposing this scheme
- this was not the right site
- asked Committee not to support this proposal.

In answer to Members' questions, Councillor Newcombe clarified that a facebook site had been set up. A petition had not been organised but residents had been encouraged to write in individually with their objections and that this proposal would not take enough traffic off Alphington Road to make a positive difference.

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

- the previous speaker had raised some important issues
- was wide spread feeling against this proposal from residents in the west of the city
- did advocate the use of Park and Ride sites; although there would be no advantage from this site
- this proposal would be a 'white elephant'
- 104 residents attended a public meeting opposing this proposal last week in which the Devon County Council report on this proposal had been discussed
- the rural amenity of the site was understated in the applicant's supporting information
- the applicant had overstated the advantages
- did not accept that the proposal would have a neutral effect on the landscape
- would cause a visual intrusion; the lights would have a negative impact; also concerns with regards to car alarms going off
- advantages were stated as reducing congestion and journey time; this was not the case
- should remain as 'status quo'
- would cause irreversible damage to the landscape
- only 200 metres of dedicated bus lane
- how much time journey time would people save by using this Park and Ride?

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

- thanked the two previous speakers
- the Alphington Park and Ride should not go ahead
- would cause a negative visual impact
- over the last three weeks local residents had voiced their objections to him on this proposal
- concern that the entrance to the site would cause traffic to back up on to the A30
- this was the gateway to the city
- Devon County Council need to come forward with more details explaining the benefits
- was a short dedicated bus lane
- this was a very premature application; further work needed to be undertaken as to its benefits
- when a consultation for supermarkets around the city was previously undertaken, Devon County Council had not wished to see a supermarket on

this site because of flood issues and the run off that would be caused by all the concrete; now they wanted to put a car park on the site; they had to raise the site by 1 metre

- would not improve air quality
- need more information with regards to the traffic benefits
- the entrance would cause obstruction
- people would try it a few times then just go back to driving into the city centre if they would only be saving four minutes.

The Development Manager confirmed that there would be an increase of one metre in height, not for flood alleviation purposes, but to raise the car park to the height of the A377

Mr Harding (representing local residents) spoke against the application. He raised the following points:-

- was part of the movement against the Park and Ride site
- a public meeting against the application had been attended by a 100 people
- Devon County Council had underplayed the visual impact of this proposal
- was in a conservation area and the valley park
- would ruin the landscape
- 1 metre of concrete to raise the height would mean that this the proposal was irreversible
- lights would cause light pollution being on all night
- was too close to the city to work; other Park and Ride sites were further outside city centres such as Oxford
- people would use the site a couple of times and then discover there was no advantage
- empty buses going to and from the site especially during the day would cause congestion
- asked Committee to vote against the application.

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

- was a past Chair of the Exeter Business Forum and is the current Chair of the Exeter Vision Partnership
- strategically this proposal was important for the City
- in the next 10 years growth was predicated for the city including an increase in jobs with little or no increase in car parking
- travel solutions would need to be found to accommodate the growth of the city
- Park and Ride sites were key to city enhancements
- need these transfer points from car to public transport to keep the city car free
- the hinterland to Exeter was poorly served by public transport and these sites were needed to transport commuters into the city centre
- the site was already impacted by traffic in the area; landscaping improvements would be undertaken as part of the proposal.

During discussion, Members raised the following points:-

- the Planning Committee had already voted to support a Park and Ride site in this location
- wanted the city to grow and need to improve traffic congestion; all the other Park and Ride sites were well used
- would be highly visible site on a gateway to the city
- understand Park and Ride sites were necessary but this was not the right site
- site too close to Exeter for people to use

- other sites further outside Exeter should be investigated
- what difference would the removal of 800 cars from Alphington Road make?
- this application had not addressed the three previous reasons for refusal given by Devon County Development Management Committee
- the bus lane was too short; would involve yet another set of traffic lights meaning there would be 75 sets of traffic lights in Exeter
- concern regarding start-up pollution from cars.

The Development Manager informed Members that Devon County Council were not claiming that the proposal would improve the air quality along Alphington Road.

The Director Economy and Development stated the city centre had 5,144 parking spaces, there would be little opportunity to increase parking in the future and there was significant growth planned over the next 20 years, over 20,000 new dwellings and 20,000 jobs were anticipated to be created in greater Exeter; the Park and Ride sites provided long stay parking opportunities for employees in the city centre and represented a key plank of our transportation strategy; it was not just about journey time but also about providing options for parking; the park and change facility in East Devon was a smaller facility that did not have frequent buses and encouraged people to car share; and Devon County Council would still work towards making improvement on the highway network around the City, it just would take longer now that funding from the Government had been cut.

Whilst some Members welcomed the provision of a Park and Ride on this site, other Members were of the opinion that the proposal had a negative impact on the conservation area, there had been insufficient assessment of alternative Park and Ride sites in the area and there was insufficient capacity on the planned route into the city centre to accommodate the additional buses.

RESOLVED that the Planning Committee does not support a Park and Ride site at land adjacent A30/A377 Junction, Alphington Road, Exeter for the following reasons:-

- 1) that proposal would have a detrimental impact on the Alphinbrook Conservation Area;
- 2) the application does not provide an adequate examination of alternative sites; and
- 3) the proposal will not significantly impact upon traffic congestion within the city due to insufficient capacity along the Alphington Road corridor.

(Report circulated)

16 **PLANNING APPLICATION NO.10/1906/03 & CONSERVATION AREA CONSENT NO.10/1912/14 - 69-73, SIDWELL STREET, EXETER, EX4 6PJ**

Councillor Prowse declared a personal interest as a student landlord.

The Chair raised concerns regarding the amount of additional information that had been circulated and that Members did not have sufficient time to be able to give due consideration to this additional material.

RESOLVED that the planning application for alterations and refurbishment to number 69, demolition of existing retail establishment (70-73) and replacement with a new build mixed use development comprising student accommodation including external seating, ancillary spaces, retail unit and associated works be **deferred** to allow Members time to further consider the additional information.

RESOLVED that the conservation area consent for demolition of existing retail establishment (70-73) be **deferred** to allow Members time to further consider the additional information.

(Report circulated)

17

**PLANNING APPLICATION NO.10/1978/03 - 1 TRESILLIAN GARDENS,
TOPSHAM, EXETER, EX3 0BA**

The Senior Area Planner presented the planning application for a detached bungalow, parking and associated works at 1 Tresillian Gardens, Topsham, Exeter.

Members were advised that this application was for a new dwelling within the garden of 1 Tresillian Gardens and followed the refusal of two similar schemes in May 2008 and March 2009 and the subsequent dismissal of the latter at appeal. The appeal had been dismissed on the grounds of inappropriate style and siting, and the failure to enhance the character of the conservation area. This application now sought to address the previous reasons for refusal and incorporated observations made in the appeal decision.

The recommendation was for approval subject to conditions as set out in the report and an additional condition regarding no first floor accommodation without prior consent by the Local Planning Authority.

Mr Ness spoke against the application he circulated a paper to the Committee Members. He raised the following points:-

- lived at 6 Tresillian Gardens
- two previous applications had been refused and the subsequent appeal dismissed on grounds of size and overbearing impact; this application would have a greater impact than these proposals
- proposal had 30% larger footprint than previous refused applications
- not really a bungalow as had windows at first floor level
- roofline and positioning would impact on the setting of listed houses on the Strand
- contrary to policy DG4 of the Local Plan and Residential SPD as habitable windows were less than 8 metres away from habitable windows in 1 Tresillian Garden
- if passed, would set precedent for further over development in the conservation area
- this property was larger than the previous refused applications and to approve this proposal would be highly inconsistent.

The Senior Area Planner clarified that the Inspectors' Appeal decision had indicated that a single storey dwelling in this location would be acceptable.

Mr Saunders (applicant) spoke in support of the application. He raised the following points:-

- was owner of 1 Tresillian Gardens and had lived there for 30 years
- wished to live in the proposed bungalow
- the previous designs were confused and harmed the conservation area; now had a different architect
- considered that a bungalow with no first floor rooms would not cause harm to neighbouring properties
- architect had consulted with planning officers to bring forward a favourable scheme.

Members that attended the site inspection were of the opinion that this proposal would not harm the Conservation Area.

In response to a Members' question, the Senior Area Planner clarified that the Residential SPD was guidance and that the relationship with neighbouring properties was acceptable in this instance as the windows nearest to the adjoining properties were serving secondary rooms.

RESOLVED that the application for a detached bungalow, parking and associated works be **approved** subject to the following conditions:

- 1) C05 - Time Limit - Commencement
- 2) C15 - Compliance with Drawings
- 3) C17 - Submission of Materials
- 4) C23 - Permitted Development Restriction
- 5) No first floor accommodation or living space shall be created within the building hereby approved without the prior approval of the Local Planning Authority.

Reason: In the interests of the amenity of nearby residents.

(Report circulated)

18 **PLANNING APPLICATION NO.10/2013/03 & CONSERVATION AREA CONSENT NO.10/2014/14 - KILMORIE HALL, PENNSYLVANIA ROAD, EXETER, EX4 6DG**

The report of the Head of Planning and Building Control was submitted.

Members noted that the applications had been **withdrawn**.

(Report circulated)

19 **PLANNING APPLICATION NO.10/1754/03 & CONSERVATION AREA CONSENT NO.10/1755/14 - THE NAB, FERRY ROAD, TOPSHAM, EXETER, EX3 0JW**

The Senior Area Planner presented the planning application for redevelopment to provide a detached dwelling, replacement garages, access to highway and associated works and the conservation area consent for demolition of existing dwelling and outbuildings at the Nab, Ferry Road, Topsham, Exeter.

Members were updated on the main issues of the principle of the demolition of the bungalow, the design of the proposed dwelling and the flood risk issues.

Members were circulated with an update sheet giving details of amended drawings that had been submitted by the applicant which incorporated the additional 300mm in height required by the Environment Agency.

The recommendation was delegated to the Head of Planning and Building Control to approve the planning application subject to receipt of satisfactory details in respect of a revised flood risk assessment to include a flood resistance scheme and conditions as set out in the report and approval of the conservation area consent subject to the conditions as set out in the report.

RESOLVED that the planning application for redevelopment to provide detached dwelling, replacement garages, access to highway and associated works be delegated to the Head of Planning and Building Control to **approve**, subject to the receipt of satisfactory details in respect of the flood risk assessment and 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) C15 - Compliance with 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) A detailed scheme for landscaping, including the planting of trees and/or shrubs, the use of surface materials and boundary screen walls and fences shall be submitted to the Local Planning Authority and no development shall take place 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: 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) Demolition 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: To protect the residential amenity of adjacent dwellings.
- 7) 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: To protect the residential amenity of adjacent dwellings.
- 8) The roof of the approved dwelling shall be clad in natural slates, fixed with nails not slate hooks, the size and type of which have been agreed by the Local Planning Authority prior to starting on site.
Reason: To protect and preserve the character of the conservation area.

- 9) The development hereby approved shall be carried out in accordance with the recommendations of the "Protected Species Report" document received on January 5 2011. No works shall be carried out that are not in accordance with this document until details have first been submitted to, and agreed in writing by, the Local Planning Authority. The works shall thereafter be carried out in accordance with these approved details.
Reason: In the interests of protecting wildlife habitats and protected species in the locality.

RESOLVED that the conservation area consent for demolition of existing dwelling and outbuildings 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 comply with section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2) C15 - Compliance with Drawings
- 3) Demolition 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: To protect the residential amenity of adjacent dwellings.

(Report circulated)

20 **PLANNING APPLICATION NO.10/1687/03 - 102-104, FORE STREET, EXETER, EX4 3JB**

The Senior Area Planner presented the planning application for partial redevelopment to provide 12 self contained flats over four floors, reformed stock room and associated works at 102-104, Fore Street, Exeter.

Members were informed that the application related to the improvements and expansion of the existing Thomas Moore retail store on Fore Street, the rear of the building was locally listed and in the Central Conservation Area. The application proposed the retention of the retail store on three floors of the existing building. The existing rendered, brick and corrugated iron structures to the rear of the building would be demolished to accommodate a new three storey building. A new entrance off Smythen Street would serve all the new residential units. The Smythen Street frontage would be changed significantly with a new glazed and rendered building with the Heavitree stone retained on the ground floor level.

It was noted that a separate conservation area consent application was necessary for the demolition of the buildings to the rear of the site.

Members were circulated with an update sheet giving details of comments from English Heritage with the officer's response and confirming that a bat and bird survey had been received.

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

In response to Members' questions, the Senior Area Planner confirmed that the cycle storage would be provided inside of the building and the balconies would be approximately five square metres.

Whilst the majority of Members welcomed the improvements this proposal would make to Smythen Street, one Member was of the opinion that the rear of the building was worthy of retention.

RESOLVED that the planning application for partial redevelopment to provide 12 self contained flats over four floors, reformed stock room and associated works be **approved** 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 5 January 2011 (dwg nos. 1535 2.0 0H; 1535 2.1H; 1535 2.2L; 1535 2.3L; 1535 2.4L; 1535 2.6L; 1535 2.8.1L; 1535 2.8.2L; 1535 2.8.3H; 1535 2.8.4L 1535 2.8.5F & 1535 2.9H) as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
- 3) C17 - Submission of Materials
- 4) Notwithstanding condition no 2, no work shall commence on site under this permission until full details of the following have been submitted to and approved in writing by the Local Planning Authority and the following shall thereafter be provided in accordance with such details:
 - a) windows to include materials, means of opening, reveals, cills and headers;
 - b) external doors;
 - c) rainwater goods;
 - d) lighting;
 - e) treatment of balcony;
 - f) means of enclosure at first floor level;
 - g) noise assessment and
 - g) location of site compound**Reason:** Insufficient information has been submitted with the application and in the interests of visual amenity.
- 5) No part of the development hereby approved shall be occupied until all residents have been issued with a Green Travel Pack to inform them they will not qualify for on-street parking permits and shall include the locations, routes and times of public transport services, the locations of walking and cycle routes, central shopping and leisure facilities in accordance with details that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority and shall be updated annually.
Reason: To ensure that all residents are aware of the 'car free' status of development.
- 6) Prior to occupation of the development hereby permitted, secure cycle parking shall be provided in location shown on drawing no.1535-2-0G, in accordance with details previously submitted to and approved in writing by the Local Planning Authority, and the cycle parking shall be maintained thereafter.
Reason: To ensure that cycle parking is provided, to encourage travel by sustainable means

- 7) No part of the development hereby approved shall be commenced until a method of demolition and construction statement, to include details of:
- a) parking and vehicles of site personnel, operatives and visitors;
 - b) loading and unloading of planting and materials;
 - c) storage of plant and materials;
 - d) programme of works to include measures for traffic management;
 - e) vehicle washdown measures and facilities; and
 - f) provision of boundary hoarding
- have been submitted to, agreed and approved in writing by the Local Planning Authority and carried out in accordance with the agreed details throughout the development works.
- Reason:** In the interests of public safety and to ensure that adequate on-site facilities are available throughout the development period.
- 8) 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 interest of residential amenity.
- 9) C57 - Archaeological Recording
- 10) No development shall take place unless and until details of bat and swift boxes have been submitted to and approved by the Local Planning Authority in consultation with the RSPB. Thereafter the development shall be carried out entirely in accordance with the approved plan.
- Reason:** To ensure that the wildlife opportunities associated with the site are maximised in the interests of biodiversity in the locality.

(Report circulated)

21 **PLANNING APPLICATION NO.10/2024/03 - SITE H FORMER ELECTRICITY BUILDING, HAVEN ROAD, EXETER**

Councillor Edwards declared a personal interest as a member of Exeter Canal and Quay Trust.

Councillor Sheldon declared a personal interest as the Council owned the building and as the Portfolio Holder for Economy and Tourism.

Councillor Winterbottom declared a personal interest as a member of Exeter Canal and Quay Trust.

The Development Manager presented the application for change of use from electricity building to indoor climbing facility and associated works at site H Former Electricity Building, Haven Road, Exeter.

Members were advised that the site had originally had planning approval for a hotel and then a children's play centre but that neither of these decisions had been implemented. This application was for an indoor climbing centre with shop and toilet facilities. A condition would ensure that the internal fabric of the building was preserved.

Members were circulated with an update sheet giving details of an additional letter of objection.

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

Councillor Ruffle, having given notice under Standing Order No.44, spoke on this item. He declared a personal interest as a member of Exeter Canal and Quay Trust. He raised the following points:-

- was in favour of the proposal
- did have some concerns regarding the possible increase in traffic
- would like some reassurance that the applicant would promote green and sustainable transport and that the applicant would encourage visitors to use local car parks.

The Development Manager stated that the proposed Green Travel condition could include provision for the applicant to include details of local car parks on their web site.

RESOLVED that the planning application for change of use from electricity building to indoor climbing facility and associated works be **approved** 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 21 December 2010 (dwg nos. 1244-02; 1245-01 & 1245-03) as modified by other conditions of this consent.
Reason: In order to ensure compliance with the approved drawings.
- 3) C17 - Submission of Materials
- 4) C57 - Archaeological Recording
- 5) No part of the development hereby approved shall be brought into its intended use until the footway on the Haven Road frontage have been provided in accordance with details that shall previously have been submitted to, agreed and approved in writing by the Local Planning Authority and retained for those purposes at all times.
Reason: To ensure that adequate facilities are available for the traffic attracted to the site.
- 6) No amplified music, voice or tannoy system shall become operational unless routed through a suitable noise limiter that has been installed, operated and maintained to the satisfaction of the Local Planning Authority in accordance with details to submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of residential amenity.
- 7) Notwithstanding condition no.2, no work shall commence on this site under this permission until full details have been submitted to and approved in writing by the Local Planning Authority and the following shall thereafter be provided in accordance with such details:
 - (a) a method of works for the restoration of the existing windows;
 - (b) internal/external doors;
 - (c) rainwater goods;
 - (d) lighting;
 - (e) refuse storage;
 - (f) acoustic survey;

- (g) loading and unloading and storage of plant and material during construction;
- (h) parking and vehicles of site personnel, operatives and visitors during construction;
- (i) mechanical extract ventilation scheme;
- (j) method of fixture of climbing wall and other equipment to internal walls;
- (k) schedule of works in respect of retained historic joinery including existing doors;
- (l) treatment of the original parquet flooring at first floor level and decorative tiled flooring in the lobby/entrance and
- (m) restoration of the historic fireplaces.

Reason: Insufficient information has been submitted with the application and in the interests of visual amenity.

- 8) 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 interest of residential amenity.
- 9) The site shall not be used for any purpose other than as an indoor climbing centre and associated functions falling within use class D2, and not for any other use (including any use within Use Class D2 as defined by the Town and Country Planning Use Classes Order 1987 or any Order revoking and re-enacting that Order) without the formal written consent of the Local Planning Authority.
Reason: Any use other than that hereby approved would need to be assessed on its own individual merits in terms of amenity/highway impact.
- 10) The use hereby approved shall not be carried on other than between the hours of 09.00 and 21.00.
Reason: So as not to detract from the amenities of the near-by residential property.
- 11) No part of the development hereby approved shall be brought into its intended use until a basic Green Travel Plan, with a view to view to encouraging alternative means of access to the private car, in accordance with details that shall have been submitted to, agreed and approved in writing by the Local Planning Authority.
Reason: To encourage access by alternative means of transport to the private car.

(Report circulated)

22 **PLANNING DECISIONS TAKEN UNDER DELEGATED POWERS AND WITHDRAWN APPLICATIONS**

The report of the Head of Planning and Building Control was submitted.

RESOLVED that the report be noted.

(Report circulated)

23 **LISTED BUILDINGS AT RISK REGISTER**

The Development Manager presented the report updating Members on the listed buildings at risk register. He advised that three buildings had been removed from

the register including 21-22 Richmond Road and three buildings added including Dean Clarke House, Southernhay East.

RESOLVED that the report be noted.

(Report circulated)

24

ENFORCEMENT PROGRESS REPORT

The Development Manager presented the report updating Members on enforcement matters. He advised the trial in respect of Bombay Bills had been adjourned until May due to the adverse weather conditions on the originally scheduled dates.

RESOLVED that the report be noted.

(Report circulated)

25

APPEALS REPORT

The Development Manager presented the schedule of appeal decisions and appeals lodged. He updated Members on the decisions for 7 Thornton Hill and the former Tennis Courts Bishop Blackall Annexe, Thornton Hill.

RESOLVED that the report be noted.

(Report circulated)

26

SITE INSPECTION PARTY

RESOLVED that the next Site Inspection Party will be held on Tuesday 8 March 2011 at 9.30 a.m. The Councillors attending will be Cole, Prowse and Sutton.

(The meeting commenced at 5.30 pm and closed at 7.50 pm)

Chair